



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

**Thursday, February 19, 2026**  
**At 1 p.m.**

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

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

## **AGENDA**

1. **Roll Call and Introductions:**
2. **Public Comments:**  
*At this time, the public is invited to address the Executive committee on any non-agendized item that is within the subject matter of this agency. There is a three-minute maximum time limit. The determination of whether an item is within the subject matter and jurisdiction of the committee is a discretionary decision to be made by the Chair of the committee. If several speakers are commenting on the same issue, they should try to avoid repetition of views already expressed.*
3. **CONSENT CALENDAR** - *All numbered consent calendar items listed will be acted upon under one vote unless specifically removed from the consent calendar by a committee member, a member of staff, or a member of the public. These are the items:*
  - A. Approve Minutes from January 22, 2026 Action  
*Please note: all committee members can act on this item so long as they have read through the minutes provided in this packet. Attendance at the meeting listed above is not necessary to vote.*
  - B. Adopt the Fiscal Year 2026-2027 Local Transportation Fund Revenue Estimate and Apportionment Schedule (Lynnetta Castle) Action
  - C. Adopt the Fiscal Year 2026-2027 State Transit Assistance Action

Apportionment Schedule (Lynnetta Castle)

4. Recommend to the SJCOG Board an appointment to the San Joaquin Regional Rail Commission to fill recent vacancy: (Diane Nguyen)  
Additional Material: Staff Report  
Recommended Action: Action
5. Approval to Release the Draft Fiscal Year 2026-2027 Overall Work Program: (Gracie Orosco)  
Additional Material: Staff Report  
Recommended Action: Action
6. Draft 2026 One Voice® Program of Projects and Federal Legislative Platform: (Joel Campos)  
Additional Material: Staff Report  
Recommended Action: Information
7. Receive information on 2026 Measure K Ordinance & Expenditure Plan Amendment Process (Ryan Niblock)  
Additional Material: Staff Report  
Recommended Action: Information
8. Executive Director's Report:
9. Adjournment  
Adjourn the meeting to Thursday, March 19, 2026.

*“SJCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to file a Title VI related complaint see <http://www.sjcog.org> or call (209) 235-0600.”*

# AGENDA ITEM 3A



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

Thursday, January 22, 2026

***MINUTES***

1. The meeting was called to order by Chair Christina Fugazi at 3:40 p.m.

Present:

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

Others Present:

Diane Nguyen, SJCOG Executive Director; Vanessa Gallegos, SJCOG Office Administrator; Andy Pinasco, Counsel.

2. Public Comments: None.

3. Consent Calendar:

A. Approve Minutes from November 20, 2025.

It was moved/seconded (Zuber/Rickman) to approve the consent calendar. The motion passed unanimously (5/0).

4. Recommend to SJCOG Board the Appointment of Manteca Vice-Mayor Regina Lackey to the San Joaquin Regional Rail Commission:

Diane Nguyen said the Executive Committee may consider and make recommendations, final action taken by the Board.

Committee Member Akinjo asked about the process for the City of Lathrop to join the San Joaquin Regional Rail Commission (SJRRRC) Committee. He said that the City has not had a seat on the SJRRRC for a decade and will have an interest if there is a future vacancy.

Ms. Nguyen said she will make this aware to the new RRC CEO.

It was moved/seconded (Akinjo/Rickman) to approve the appointment of Vice-Mayor Regina Lackey to the SJRRRC. The motion passed unanimously (5/0).

5. Adjournment:

With no further business to discuss, the meeting was adjourned at 3:44 p.m. to Thursday, Feb 19, 2026.

# AGENDA ITEM 3**B**



February 2026  
Executive Committee

## STAFF REPORT

**SUBJECT:** Adopt the Fiscal Year 2026-2027 Local Transportation Fund Revenue Estimate & Apportionment Schedule

**RECOMMENDED ACTION:** Adopt the proposed Fiscal Year 2026-2027 Local Transportation Fund Estimated Revenue and Apportionment Schedule

### SUMMARY:

SJCOG administers the Local Transportation Fund (LTF) in San Joaquin County. Each fiscal year, the SJCOG board adopts an LTF revenue estimate and apportionment schedule. Based on recent sales tax trends and economic indicators, the recommended Fiscal Year 2026-2027 LTF revenue estimate is \$65,254,928, a 1% increase from the current fiscal year.

This apportionment schedule includes a 1% fund level to the San Joaquin Regional Transit District (RTD), in its role as the Consolidated Transportation Services Agency for San Joaquin County. This is unrelated to their allocation in other areas of the funding schedule. In 2018, the SJCOG Board approved an allocation of 2% along with a requirement of an annual report to ensure the funding was being used for eligible expenses of the CTSA and to ensure any unused funds would be returned. In 2025, SJRTD submitted a letter stating a 1% allocation can cover the expenses. This is reflected in the schedule. The requirement for financial reporting still remains on all CTSA expenditures.

### RECOMMENDATION:

SJCOG staff recommends approval of the projected Fiscal Year 2026-2027 Local Transportation Fund Revenue and apportionment schedule.

### FISCAL IMPACT:

Adopting the \$65,254,928 estimate provides a budgetary baseline for local agencies. Any surplus revenue will be available for future claims as unclaimed funds.

### BACKGROUND:

The LTF is an important source of transit funding in San Joaquin County. Revenues for LTF are derived from 1/4 cent of the 7 1/4 cents retail sales and use tax (Bradley-Burns)

collected statewide. This tax is collected at the point of sale, contrasted with Measure K, and other special district taxes, which are transaction and use taxes assessed based on where the merchandise will be used. The 1/4 cent is returned by the California Department of Tax and Fee Administration (CDTFA), formerly the State Board of Equalization (SBOE), to each county according to the amount of tax collected in that county.

The estimate of \$65,254,928 aligns with current revenue trends. The San Joaquin County Auditor-Controller concurs with this estimate.

### LOCAL TRANSPORTATION FUND APPORTIONMENTS

Once adopted, LTF funds are allocated per TDA guidelines. Table 1 outlines the proposed distribution:

#### **Administrative Allocations:**

- County Auditor-Controller: \$2,000
- SJCOG TDA Administration: \$290,000
- Transportation Planning: 2.9%: \$1,892,393
- Bicycle & Pedestrian: 2%: \$1,261,411
- San Joaquin Regional Rail Commission: 11.5%: \$7,108,049

**San Joaquin Regional Transit District (Article 4.5):** Resumes a 1% allocation for Consolidated Transportation Service Agency allocation: \$547,011 (Please refer to the letter attached.)

**Balance for Area Apportionments (Articles 4 & 8):** \$54,154,064.

Table 2 details apportionments based on the latest State Department of Finance population estimates (Jan. 2025). Key points:

- RTD is the primary TDA claimant within the County's boundaries, incorporating Stockton and unincorporated metro areas.
- Stockton and the County receive their share of bicycle/pedestrian funds.

This LTF allocation estimate supports regional transportation needs. Final revenues may change and are typically received in September of 2027. Allocations will be adjusted based on final revenues received.

| <b>TABLE 1<br/>LOCAL TRANSPORTATION FUND<br/>REVENUE ESTIMATE AND APPORTIONMENT<br/>FISCAL YEAR: 2026-27</b> |                  |                   |
|--|------------------|-------------------|
| <b>ESTIMATED REVENUE FY2026-27</b>   | <b>\$</b>        | <b>65,254,928</b> |
| <b>RECOMMENDATIONS</b>   |                  |                   |
| <b>I. LESS ADMINISTRATIVE ALLOCATIONS</b>  |                  |                   |
| <b>COUNTY AUDITOR*</b>   | <b>2,000</b>     |                   |
| <b>COG TDA ADMINISTRATION*</b>   | <b>290,000</b>   |                   |
| <b>A. COG TRANSPORTATION PLANNING</b>  |                  |                   |
| <b>2.9% PLANNING</b>   |                  |                   |
| <b>APPORTIONMENT**</b>   | <b>1,892,393</b> | <b>63,070,535</b> |
| <b>B. COUNTY AND CITIES</b>  |                  |                   |
| <b>2% BICYCLE/PEDESTRIAN**</b>   | <b>1,261,411</b> |                   |
| <b>APPORTIONMENT</b>   |                  |                   |
| <b>C. SAN JOAQUIN REGIONAL RAIL</b>  |                  |                   |
| <b>COMMISSION **</b>   | <b>11.50%</b>    |                   |
|  | <b>7,108,049</b> | <b>54,701,075</b> |
| <b>D. ARTICLE 4.5 -Consolidated Transportation Service Agency</b>  |                  |                   |
| <b>1% APPORTIONMENT**</b>  | <b>547,011</b>   |                   |
| <b>II. BALANCE AVAILABLE FOR</b>   |                  |                   |
| <b>2026-27 BY AREA APPORTIONMENT</b>   |                  |                   |
| <b>ARTICLE 4 AND ARTICLE 8 PURPOSES**</b>  |                  |                   |
|  |                  | <b>54,154,064</b> |
| *Upon adoption by the COG Board, these amounts are fixed and will be apportioned "off the top".              |                  |                   |
| **These amounts will vary with actual revenues received.   |                  |                   |
| See Table 2 for breakdown of 2% bicycle/pedestrian funds and general purpose revenues.                       |                  |                   |

| TABLE 2<br>LOCAL TRANSPORTATION FUND AREA APPORTIONMENT<br>FISCAL YEAR: 2026-27   |                                   |                |                            |                          |                   |                   |                                 |
|---|-----------------------------------|----------------|----------------------------|--------------------------|-------------------|-------------------|---------------------------------|
| CLAIMANTS   | POPULATION ESTIMATE*              | %              | BIKE/PED APPT.             | ARTICLE 4 OR 8           | TOTAL APPT.       | Transit Set Aside | Percentage of Transit Set Aside |
| SAN JOAQUIN REGIONAL TRANSIT DISTRICT **  | 456,439                           | 0.56640        |                            | 30,673,007               | 30,673,007        |                   |                                 |
| SJRTD ARTICLE 4.5   |                                   |                |                            |                          | 547,011           |                   |                                 |
| LATHROP   | 38,596                            | 0.04789        | 60,415                     | 2,593,677                | 2,654,092         | 1,296,839         | 50%                             |
| LODI  | 67,093                            | 0.08326        | 105,021                    | 4,508,695                | 4,613,716         | 4,508,695         | 100%                            |
| MANTECA   | 93,733                            | 0.11631        | 146,721                    | 6,298,921                | 6,445,641         | 6,298,921         | 100%                            |
| TRACY   | 98,215                            | 0.12188        | 153,736                    | 6,600,114                | 6,753,850         | 6,600,114         | 100%                            |
| RIPON   | 15,753                            | 0.01955        | 24,658                     | 1,058,612                | 1,083,270         | 264,653           | 25%                             |
| ESCALON   | 7,232                             | 0.00897        | 11,320                     | 485,995                  | 497,316           | 121,499           | 25%                             |
| MOUNTAIN HOUSE  | 28,795                            | 0.03573        | 45,073                     | 1,935,043                | 1,980,116         | 967,522           | 50%                             |
| UNINCORPORATED**  |                                   |                | 212,196                    | 0                        | 212,196           |                   |                                 |
| SAN JOAQUIN REG. RAIL COMM  |                                   |                |                            | 7,108,049                | 7,108,049         |                   |                                 |
| STOCKTON  |                                   |                | 502,270                    | 0                        | 502,270           |                   |                                 |
| COUNCIL OF GOVT'S TRANSPORTATION PLANNING   |                                   |                |                            |                          | 1,892,393         |                   |                                 |
| <b>TOTAL</b>  | <b>805,856</b>                    | <b>1.00000</b> | <b>1,261,411</b>           | <b>61,262,114</b>        | <b>64,962,928</b> | <b>20,058,241</b> |                                 |
| <b>SAN JOAQUIN RTD</b>  | <b>RTD Population Calculation</b> |                | <b>Ped/Bike percentage</b> | <b>Allocation to RTD</b> |                   |                   |                                 |
| CITY OF STOCKTON  |                                   | 320,877        | 0.7030                     |                          | 21,563,150        |                   |                                 |
| SJ COUNTY Unincorporated Pop  |                                   | 135,562        | 0.2970                     |                          | 9,109,857         |                   |                                 |
|   |                                   |                | 0.0000                     |                          |                   |                   |                                 |
| <b>TOTAL to RTD from Stockton &amp; County</b>  |                                   | <b>456,439</b> | <b>1.00</b>                |                          | <b>30,673,007</b> |                   |                                 |
| <i>*State Department of Finance population estimates (January, 2025).</i>   |                                   |                |                            |                          |                   |                   |                                 |
| <i>**Funds apportioned in the unincorporated area outside the Stockton Urbanized will continue to be allocated to RTD per previous agreement between SJCO &amp; RTD</i> |                                   |                |                            |                          |                   |                   |                                 |
| <b>Total Unincorporated population (used to determine bike/ped apportionment) =</b>   |                                   |                |                            |                          | <b>135,562</b>    |                   |                                 |

# AGENDA ITEM 3**C**



February 2026  
Executive Committee

## STAFF REPORT

**SUBJECT:** Adopt the Fiscal Year 2026-2027 State Transit Assistance Apportionment Schedule

**RECOMMENDED ACTION:** Adopt the Fiscal Year 2026-2027 State Transit Assistance Estimated Revenue and Apportionment Schedule

### SUMMARY:

The State Controller's Office (SCO) released the preliminary State Transit Assistance (STA) revenue estimate for San Joaquin County on January 30, 2026. The estimated total is \$8,951,006, consisting of \$7,324,848 in Section 99313 funds and \$1,626,158 in Section 99314 funds. Final apportionments will be issued in September/October of 2027 and may be adjusted based on economic factors.

The Fiscal Year 2026-2027 State Transit Assistance (STA) revenue estimate of \$8,951,006 reflects a 9% decrease from the Fiscal Year 2025-2026 estimate of \$9,846,197. This decline is primarily due to reduced diesel fuel tax revenues statewide. The total statewide STA fund has dropped by \$77.6 million, from \$795.4 million to \$717.8 million. San Joaquin County's Section 99313 allocation decreased by \$719,486. The 99314 funds experienced lower reported revenues from transit operators which led to a \$175,705 reduction. This resulted in the county's total reduction of \$895,191. These figures are preliminary and may be revised based on final economic conditions and tax revenue.

As previously approved by the board, the Section 99313 funds are to be allocated using a formula for distribution that allocates the funds to the Regional Transit District and the Regional Rail Commission based on their relative ridership as reported in the Triennial Performance Audits (TPA) and adjusting for the Rail's out of county boardings.

Attached are tables detailing the Fiscal Year 2026-2027 STA revenue estimate and apportionments based on previously approved methods.

### BACKGROUND:

The regional allocation of Section 99313 funds are allocated based on county-to-state population ratios, while Section 99314 funds depend on locally generated revenue ratios among transit operators.

Consistent with prior board-approved methodologies, Section 99313 funds will be allocated between the county's two largest transit service providers, the San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (RRC). The distribution will be based on the formula established in the 2010 STA Policy, which utilizes ridership data to determine each agency's percentage share. This approach ensures that available funds are distributed equitably, reflecting the service demand and operational requirements of both entities.

**RECOMMENDATION:**

Recommend to the Board adoption of the Fiscal Year 2026-2027 STA revenue estimate and apportionments.

**FISCAL IMPACT:**

Approval will enable the distribution of \$8,951,006 in transit funding, supporting regional and local transit services in San Joaquin County.

| <b>TABLE 1</b>  |                             |                  |                   |                   |
|---|-----------------------------|------------------|-------------------|-------------------|
| <b>STATE TRANSIT ASSISTANCE FUND APPORTIONMENTS</b>   |                             |                  |                   |                   |
| <b>FISCAL YEAR: 2026-2027 (01-30-26)</b>  |                             |                  |                   |                   |
| <b><u>STA Apportionment Estimate</u></b>  |                             |                  | <b>Estimate</b>   |                   |
|   |                             |                  | <b>FY25-26</b>    |                   |
|   |                             |                  | <b>Comparison</b> | <b>Difference</b> |
| ESTIMATED REVENUE   | <b>FY 2026-27 PTA 99313</b> | 7,324,848        | 8,044,334         | -719,486          |
|   | <b>PTA 99314</b>            | 1,626,158        | 1,801,863         | -175,705          |
|   | <b>Total</b>                | <b>8,951,006</b> | 9,846,197         | -895,191          |
| <b>RECOMMENDATIONS</b>  |                             |                  |                   |                   |
| <b>I. LESS PUC 99314 ALLOCATIONS</b>  |                             |                  |                   |                   |
|   | <b><u>PTA</u></b>           |                  |                   |                   |
| Escalon   | 3,271                       |                  | 3,624             | -353              |
| Lodi  | 55,943                      |                  | 61,987            | -6,044            |
| Manteca   | 4,904                       |                  | 5,434             | -530              |
| Ripon   | 2,795                       |                  | 3,096             | -301              |
| Tracy   | 12,255                      |                  | 13,579            | -1,324            |
| San Joaquin Regional Transit District   | 639,990                     |                  | 709,141           | -69,151           |
| San Joaquin Regional Rail Commission  | 907,000                     |                  | 1,005,002         | -98,002           |
| <b>II. BALANCE AVAILABLE FOR APPORTIONMENT</b>  |                             |                  |                   |                   |
| BY AREA - PUC 99313   |                             | 7,324,848        | 8,044,334         | -719,486          |
| <b>A. REGIONAL APPORTIONMENT</b>  |                             |                  |                   |                   |
| 2% COG TRANSIT PLANNING   | 146,497                     |                  | 160,887           | -14,390           |
| <b>B. SJ COUNTY AUDITOR ADMIN</b>   |                             |                  |                   |                   |
|   | 1,000                       |                  | 1,000             | 0                 |
| <b>C. REGIONAL TRANSIT SYSTEM PURPOSES</b>  |                             |                  |                   |                   |
|   |                             | 7,177,351        | 7,882,447         | -705,096          |
| <b>99313 Regional Transit Systems Apportionment</b>   |                             |                  |                   |                   |
| <b>Remaining 99313 Regional Transit Systems Apportionment</b>   |                             | <b>7,177,351</b> | <b>7,882,447</b>  |                   |
| Note: STA allocation estimate based on State Controller's Office apportionment letter dated January 30, 2026. |                             |                  |                   |                   |
| Exact expenditures to be determined   |                             |                  |                   |                   |

| TABLE 2<br>FY26-27 ESTIMATED REVENUE APPORTIONMENTS |                       |                                      |  |                            |                         |                                |                  |                 |
|---|-----------------------|--------------------------------------|--|----------------------------|-------------------------|--------------------------------|------------------|-----------------|
|   |                       |                                      |  |                            |                         | FY25-26                        |                  |                 |
| CLAIMANTS   | Ridership<br>FY 23/24 | Ridership %<br>FY 23/24 <sup>1</sup> |  | Transit Appt.<br>PUC 99313 | Area Appt.<br>PUC 99314 | TOTAL AGENCY<br>APPTORTIONMENT | Estimate         | Total<br>Change |
| SJRTD   | 2,583,486             | 86.73%                               |  | \$ 6,225,123               | 639,990                 | 6,865,113                      | 7,544,051        | -678,938        |
| LODI  |                       |                                      |  | \$ -                       | 55,943                  | 55,943                         | 61,987           | -6,044          |
| MANTECA   |                       |                                      |  | \$ -                       | 4,904                   | 4,904                          | 5,434            | -530            |
| TRACY   |                       |                                      |  | \$ -                       | 12,255                  | 12,255                         | 13,579           | -1,324          |
| RIPON   |                       | -                                    |  | \$ -                       | 2,795                   | 2,795                          | 3,096            | -301            |
| ESCALON   |                       | -                                    |  | \$ -                       | 3,271                   | 3,271                          | 3,624            | -353            |
| SJRRRC <sup>2</sup>                                 | 395,184               | 13.27%                               |  | \$ 952,228                 | 907,000                 | 1,859,228                      | 2,052,539        | -193,311        |
| RIDERSHIP<br>SJCOG                                  | 2,978,670             | 100.00%                              |  | 7,177,351                  | 1,626,158               | 8,803,509                      |                  |                 |
| TRANSIT PLANNING & AUDITOR ADMIN                    |                       |                                      |  |                            |                         | 147,497                        | 161,887          | -14,390         |
| <b>TOTAL</b>  |                       |                                      |  | 7,177,351                  | 1,626,158               | <b>8,951,006</b>               | <b>9,846,197</b> | -895,191        |

Source: <sup>1</sup> Audited FY 23/24 ridership figures. Exact expenditures to be determined.

<sup>2</sup> SJRRRC Ridership excludes out of County boardings

# AGENDA ITEM 4



February 2026  
Executive Committee

## STAFF REPORT

**SUBJECT:** Recommend to SJCOG Board an Appointment to the San Joaquin Regional Rail Commission to Fill Recent Vacancy

**RECOMMENDED ACTION:** Action

**DISCUSSION:**

**SUMMARY:**

In April 1995, the seven cities and the County of San Joaquin approved a joint powers agreement (JPA) that created the San Joaquin Regional Rail Commission (SJRRRC). The purpose of the SJRRRC was to improve existing rail service and implement a rail system in San Joaquin County. This included pursuing the participation and agreements for commuter rail service with both Santa Clara and Alameda counties. The SJRRRC JPA established a board of directors with board members (from San Joaquin County) appointed by the San Joaquin Council of Governments (SJCOG). (Source:

[www.sjrrc.com](http://www.sjrrc.com))

In the bylaws, it states:

*Appointments of the Regular Voting Commissioners shall be recommended by the Executive Committee of the COG Board and appointed by the COG Board and shall serve at the discretion of the COG Board.....there shall be six Regular Voting Commissioners.*

The San Joaquin Regional Rail Commission (regular voting) members (from San Joaquin County) are shown in Table A:

**TABLE A: CURRENT SJRRRC APPOINTMENTS**

|   |               |
|---|---------------|
| LISA CRAIG–HENSLEY<br>(COUNCILMEMBER, CURRENT CHAIR OF SJRRC) | CITY OF LODI  |
| LEO ZUBER<br>(COUNCILMEMBER, CURRENT VICE-CHAIR OF SJRRC)     | CITY OF RIPON |

|                                    |  |
|------------------------------------|--|
| CHRISTINA FUGAZI (MAYOR)           | CITY OF STOCKTON   |
| REGINA LACKEY (VICE-MAYOR)         | CITY OF MANTECA  |
| COUNCILMEMBER DAN ARRIOLA (MAYOR ) | CITY OF TRACY  |
| VACANT                             | (FORMERLY HELD BY SUPERVISOR STEVE DING, SAN JOAQUIN COUNTY) |

Supervisor Steve Ding has vacated the position. While the Executive Committee can make a recommendation for any elected official from the cities and the county, San Joaquin Council of Governments received two requests for consideration. Please review attached letters from Supervisor Paul Canepa and Lathrop Councilmember Stephen Dresser.

**RECOMMENDATION:**

Recommend to the SJCOG Board an appointment to the Regional Rail Commission to fill vacancy by Supervisor Steve Ding.

The term on the San Joaquin Regional Rail Commission will start immediately upon SJCOG Board approval, should the Board take action at its scheduled February 26, 2026, meeting.

**FISCAL IMPACT:** None

**ATTACHMENTS**

1. COUNTY LETTER
2. CITY OF LATHROP LETTER

*Prepared by: Diane Nguyen, SJCOG Executive Director*



Dear Members of the San Joaquin Council of Governments Executive Committee,

I am writing to formally express my interest in being considered for appointment to the San Joaquin Regional Rail Commission seat recently vacated by Supervisor Steve Ding.

As a member of the San Joaquin County Board of Supervisors, I have a strong interest in regional transportation planning and governance, particularly as it relates to rail service, mobility, and economic development within San Joaquin County and the broader region. I believe continued collaboration between local county jurisdictions and regional agencies is essential to ensuring effective and forward-looking transportation solutions for our residents.

The San Joaquin Regional Rail Commission was established with the support and leadership of San Joaquin County, and it continues to maintain a close and important connection to the County's overall transportation, economic, and land-use goals. Given this foundational role and ongoing partnership, I believe it is vital that San Joaquin County retain direct representation on the Commission to ensure continuity, local insight, and strong coordination on matters that have a direct and lasting impact on our communities.

I would be honored to serve on the San Joaquin Regional Rail Commission and to contribute my experience, perspective, and commitment to advancing reliable and sustainable rail service for our region. I am prepared to work collaboratively with fellow commissioners, agency staff, and regional partners to support the Commission's mission and objectives.

Thank you for your time and consideration. I appreciate the opportunity to be considered for this appointment and am available to provide any additional information you may require.

Respectfully submitted,

A handwritten signature in blue ink that reads "Paul Canepa".

Paul Canepa  
Supervisor, San Joaquin County Board of Supervisors



*Office of Councilmember Dresser*

*390 Towne Centre Drive, Lathrop, CA 95330  
Phone (209) 941-7214 | Cellphone (209) 319-3039  
Fax (209) 941-7229 | [www.ci.lathrop.ca.us](http://www.ci.lathrop.ca.us)*

February 11, 2026

The Honorable Christina Fugazi  
San Joaquin Council of Governments, Chair  
555 E Weber Avenue  
Stockton, CA 95202-2804

Chair Fugazi and Members of the SJCOG Executive Committee:

I am writing to formally express my interest in being considered for appointment to the San Joaquin Regional Rail Commission seat recently vacated by Supervisor Steve Ding.

The City of Lathrop has not had representation on the Rail Commission for many years. During that time, our community has continued to grow, both in population and in its role within the regional transportation network. Given that growth and our direct connection to regional rail service, I respectfully request your consideration for this appointment.

Lathrop residents actively use the Lathrop–Manteca station, and our community represents a core ridership base for ACE service today, as well as for ACE Forward expansion. Neighborhoods such as River Islands and other developing areas continue to generate commuter demand that is directly tied to the success of regional rail investments. As a city, we have a strong interest in supporting rail service that enhances mobility, strengthens economic development, and connects San Joaquin County to broader regional opportunities.

In addition, the City of Lathrop is actively engaged in transit planning and implementation. We have launched our own local transit service and are focused on strengthening bus-to-rail integration to ensure seamless connections for residents accessing the Lathrop–Manteca station. That hands-on experience with first-mile and last-mile connectivity provides practical insight into how local transit systems can best align with regional rail.

Lathrop also participates in regional rail discussions through our involvement in projects such as Valley Link. While that is a separate initiative, the perspective gained through regional rail collaboration reinforces our commitment to coordinated, countywide transportation planning.

If appointed, I would approach this role with a regional mindset, working collaboratively with fellow commissioners, staff, and partner agencies to advance rail service that benefits the entire county.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read "Steph Dresser". The signature is fluid and cursive, with the first name "Steph" and last name "Dresser" clearly distinguishable.

Stephen Dresser, Councilmember  
City of Lathrop  
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# AGENDA ITEM **5**



February 2026  
Executive Committee

## STAFF REPORT

**SUBJECT:** Approval to Release the Draft Fiscal Year 2026-2027 Overall Work Program

**RECOMMENDED ACTION:** Approve Draft Overall Work Program for Public Release and Review by State and Federal Agencies

### SUMMARY:



This staff report summarizes revenue highlights, showcases work completed in the last fiscal year, and notes changes proposed for the upcoming fiscal year's work program. The proposed draft Overall Work Plan (OWP) document for Fiscal Year 2026-2027 will be available at:

<https://www.sjcoq.org/Archive.aspx?ADID=965>.

The Fiscal Year 2026-2027 OWP identifies \$47,315,919 in revenue for the San Joaquin Council of Governments (SJCOG). This is a decrease of \$9,797,999 or 17.16% from the Fiscal Year 2025-2026 amended OWP (amendment 3, adopted Dec 2025) due to the expected spend down and closeout of several large grants. While Fiscal Year 2024-2025 saw the addition of \$7 million in new revenue, the successful delivery of several large projects has Fiscal Year 2026-2027 starting revenues slightly below revenue at the start of the previous fiscal year, which was of \$48 million. Notable drawdowns include:

- Substantial spend-down of federal funding on the I-205 Managed Lanes Widening project.
- Significant spend-down of state REAP 2.0 funds for locally delivered projects, as well as key deliverables for the Mobility Hubs Project
- Delivery of one of SJCOG's highest priority infrastructure projects, the State Route 99/120 Connector project will be substantially complete in Fiscal Year 2025-2026

The narrative in the *Background* section further highlights recently completed and on-going work, summarizes important new funding sources, identifies key areas of focus, and provides a synopsis of upcoming project delivery milestones.

**RECOMMENDATION:**

Approval of draft OWP for release to Caltrans, Federal Highways, Federal Transit, member agencies, and the public for review and comment.

**FISCAL IMPACT:**

The draft OWP identifies \$47,315,919 in revenue for SJCOG operations in Fiscal Year 2026-2027. This is a decrease of \$9,797,999 from the Fiscal Year 2025-2026 amended OWP (amendment 3 adopted December 2025). This is a preliminary estimate that undoubtedly will change between the adoption of the draft OWP this month and the adoption of the final OWP in March.

**BACKGROUND:**

The OWP is a management tool identifying the tasks and products that SJCOG will undertake to deliver during Fiscal Year 2026-2027. It also identifies the funding sources and staff resources necessary to complete the overall work program.

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

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

**Revenue:**

For this draft, net SJCOG revenues are estimated to decrease by approximately \$9,797,999 from the recently amended Fiscal Year 2025-2026 OWP, from \$57,113,918 to \$47,315,919 or a decrease of 17.16%. As noted below, several significant work efforts are completed or nearing completion with the funding sources for them having been spent down, allowing SJCOG to deliver a slate of innovation that is setting a solid foundation for future forward-looking projects and the funding to effectively deliver them. Some highlights (not intended as an exhaustive list) of revenue conditions are as follows:

### Continued funding for core SJCOG activities at the same or similar levels as prior the prior years:

- Federal Transit Administration (FTA) Section 5303 funds and Federal Highway Planning funds programmed in SJCOG's Consolidated Planning grant in the combined amount of \$2,257,770.
- Merced County Association of Governments (MCAG) is expected to once again contract with SJCOG's **dibs** Program to operate a Transportation Demand Management program in their respective areas. This has been budgeted at \$321,000.
- Federal and local funding for the Project Approval and Environmental Document phases of the I-205 managed lanes widening from 6 to 8 lanes. The I-205 project development anticipates an expenditure of \$4 million in federal funds plus \$341,491 of local match from the Regional Transportation Impact Fee (RTIF).
- \$5.5 million Federal funding for SR 99/120 Phase 1B design.
- State Transportation Improvement Program (STIP) for planning and program management is budgeted at \$482,000.
- SJCOG continues to receive a return on vehicle registration fees from Service Authority for Freeway Emergencies (SAFE) funds to be used for Freeway Service Patrol (FSP) match in the amount of \$356,000.
- Freeway Service Patrol (FSP) funded by State Highway Account and SB1 for I-205, I-5, State Route 99, and State Route 4 routes in San Joaquin County at \$2,051,694.



### Increases in revenue due to new funding sources from new grant awards, resulting in new projects/programs:

- The ongoing grant for Congestion Management & Air Quality (CMAQ) funds allocated for the dibs program has a net expected drawdown of \$300,000. However, SJCOG received additional funding, therefore, the budgeted amount for Fiscal Year 2026-2027 is \$1,000,000
- Fiscal Year 2026-2027 SB1 Sustainable Transportation grant award is expected to be approximately \$363,000. This is an annual formula-based award that funds important planning studies that are used to continue SJCOG's history of innovative solutions for continually evolving transportation needs in the county. For Fiscal Year 2026-2027 SJCOG will be updating and expanding a 2012 Transit

Oriented Development (TOD) to complement the on-going work for the countywide mobility hubs initiative and to enhance the effectiveness of the San Joaquin Regional Housing Fund.

- SJCOG aggressively pursued new grant opportunities during Fiscal Year 2025-2026 for Fiscal Year 2026-2027 fiscal year and either received award announcements or are currently awaiting award announcements.

For example, SJCOG is pursuing a competitive SB1 Sustainable Communities grant expected to be awarded in late spring of 2026 for Fiscal Year 2026-2027. This grant is included in the current OWP in the amount of \$434,700 (\$384,840 grant request plus matching local funds). If awarded, this grant will advance a proposed Manteca mobility hub project. This is part of a larger effort to deploy mobility hubs countywide, following the success of a similar project currently underway in the City of Tracy.

SJCOG is currently seeking potentially substantial grant funds for the State Route 99/120 connector project phase 1B, a continuation of important work on-going through the Regional Climate Collaborative, and new programs and projects for the Regional Housing Fund. If any of these grants are eventually awarded, they will be amended into the Fiscal Year 2026-2027 adopted OWP.

#### **Decreases in revenue for existing multi-year grants in continuing programs:**

- Budgeted \$430,000 for Lodi Multimodal Network and Land Use Compatibility Plan (pass-through to the City of Lodi). This grant was extended for one year with work expected to begin in the Fiscal Year 2026-2027 fiscal year. SJCOG and the SJRRC will take an active role in its delivery.
- Budgeted \$195,000 for State Route 4 Flood Adaptation Study. This multi-year grant began in Fiscal Year 2025-2026 and is expected to deliver final work products, including alternative project recommendations and a flood risk analysis, during Fiscal Year 2026-2027.
- Continue efforts on the Innovations in Bike and Pedestrian Project Delivery project – Fiscal Year 2023-2024 SB1 formula funds delivered the first phase of this project in Fiscal Year 2025-2026. A second round of SB1 formula-based grant funding will deliver a second phase with tools and data to assist member agencies in securing funding for and delivering on important bicycle and pedestrian infrastructure projects.
- In Fiscal Year 2021-2022 SJCOG received a state grant in the amount of \$998,614 for the Clean Mobility Options (CMO - Carshare) voucher program and an additional \$501,386 in Fiscal Year 2023-2024 and \$300,000 in Fiscal Year 2024-2025. The total program budget for Fiscal Year 2026-2027 is \$300,000. This funding both continues and expands the work started under the now expended

STEP grant piloting electric car-share programs in San Joaquin County. Fiscal Year 2025-2026 brought on-line three new car-share service locations in partnership with the City of Stockton. This grant will be completed in Fiscal Year 2026-2027.

- In Fiscal Year 2024-2025 SJCOG received a CMO grant for the continuation of the electric pedal-assist bikeshare project also piloted under the STEP grant. The award was in the amount of \$1,685,000, with planning activities, operations, and additional bike procurement occurring in Fiscal Year 2025-2026 and into the upcoming fiscal year. The grant will be completed in 2029. The program budget for Fiscal Year 2026-2027 is \$616,000.
- Awarded in Fiscal Year 2023-2024, the Regional Early Action Program (REAP) 2.0 infused \$9.9 million for local and regional housing-related projects and programs – directly supporting regional infrastructure and affordable housing development as a tool to ease the housing crisis. Expenditures through 6/30/25 are estimated to be \$5.3 million leaving a budget amount for Fiscal Year 2026-2027 at \$2.8 million.

This grant will be completed in Fiscal Year 2026-2027. A major deliverable of SJCOG's regional housing work under REAP 2.0 is the start-up activities for a funding mechanism to deliver regionally significant housing projects and programs, now known as the San Joaquin Regional Housing Fund.



Set-up as a 501(c)(3) entity under SJCOG, the funding flow to regional housing projects occurs outside of the OWP process. However, SJCOG staff activities in both Fiscal Year 2025-2026 and Fiscal Year 2026-2027 funded by REAP 2.0 in the OWP is directly responsible for the now \$13 million in other funding received that will flow to housing development projects through the housing fund in the coming fiscal year.

- SJCOG was awarded a \$1.75 million dollar grant in Fiscal Year 2022-2023 from the Strategic Growth Council to collaborate with local non-profits and University of the Pacific to form a Regional Climate Collaborative (RCC). This funding opportunity grew directly from previously completed SB1 formula-funded studies on climate impacts on transportation in the county. It is expected that this grant will have expenditures through 6/30/25 of \$1,420,000 leaving a budget for Fiscal Year 2026-2027 of \$330,000. The RCC grant will be completed in Fiscal Year 2026-2027.

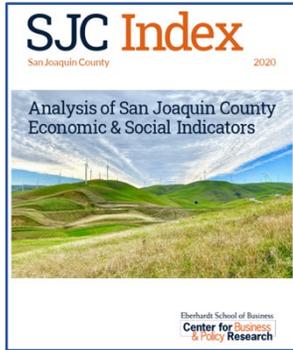
Again, the net change between the proposed Fiscal Year 2026-2027 draft and the amended Fiscal Year 2025-2026 OWP is a decrease of \$9,797,999.

### **Planning and Programming Activities:**

## On-going planning and programming activities in Fiscal Year 2025-2026 will continue in Fiscal Year 2026-2027

- Amendments to the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan (RTP). These are processed each fiscal year as required.
- Measure K Ordinance and Expenditure Plan process and any approved amendments by SJCOG Board. This is an annual process.
- Implementation of I-205, SR-120, SR 4, SR 99, and I-5 Freeway Service Patrol (FSP).
- Implementation of the Congestion Management Process, Airport Land Use Commission, and Habitat Conservation Plan. All three plans will continue implementation activities in the Fiscal Year 2026-2027.
- Operations of the dibs program for the San Joaquin and Merced Counties – this partnership will continue in Fiscal Year 2026-2027.
- Fiscal Year 2026-2027 Unmet Transit Needs Report. This is an annual process and report.
- Completion of annual reports for **dibs** (Travel Demand Management Program), Measure K, and the Regional Transportation Impact Fee (RTIF). Additional RTIF activities include approval of an annual fee adjustment and on-going billable third-party costs. These are also annual activities and will occur again in Fiscal Year 2026-2027.
- Participation with San Joaquin Valley Councils of Government (COGs) on interregional modeling, transportation planning, and legislative issues.
- Representation of SJCOG on California Councils of Governments, Regional Transportation Planning Agencies Group, and Self-Help Coalition.
- Participation in the SJCOG-SACOG-MTC Mega-Region Working Group.

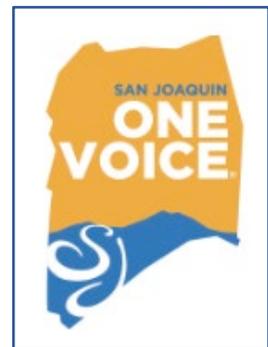




- Participation in the Tri-Valley – San Joaquin Valley Regional Rail Authority Technical Advisory Group.
- An on-going collaboration with the University of the Pacific Center for Business and Policy Research (CBPR) produces publications of census and research information, a rich public facing data portal known as the Data Compass, public workshops/seminars.

This partnership with CBPR also produces economic analysis and modeling activities for various SJCOG planning efforts and timely mission critical data for SJCOG – for example, San Joaquin County Spotlight: Covid-19 and Residents’ Journey to Work highlighted important changes in remote work, commuting, migration, and housing. Pending studies will evaluate the broad economic effects of transportation projects in the long-range transportation plan and the effect of Artificial Intelligence (AI) on job creation, the economy, and commuting patterns.

- Adoption of a forward-looking federal legislative platform. This activity is completed annually ahead of SJCOG’s successful One Voice advocacy trip to Washington DC.



**Project delivery- activities of capital projects that will continue in Fiscal Year 2026-2027 OWP:**

- Phase 1A of Highway 99/120 connector project began construction in FISCAL YEAR 2024-2025, marking the first time in its history that SJCOG has fully led the delivery of such a large and vitally important infrastructure project. Phase 1A will be substantially delivered in Fiscal Year 2025-2026, but project close-out will likely continue into Fiscal Year 2026-2027. Project development (design) work will continue on Phase 1B of Highway 99/120 connector project.



- Project development activities will continue on Measure K and state Active Transportation Program (ATP) funded bike/pedestrian/safe routes to school or smart growth projects funded by Measure K.

- Monitoring of Measure K regional roadway projects.
- Continue PA & ED for I-205 Managed Lanes project.

## **SCHEDULE AND NEXT STEPS**

Upon adoption of the draft, the OWP will then be submitted for review by Caltrans, the Federal Highway Administration, and the Federal Transit Administration.

SJCOG's member agencies and partners are encouraged to review the draft and submit comments by March 13, 2026.

Comments will be considered in preparing the final Fiscal Year 2026-2027 OWP. Also, at the March SJCOG Board meeting, the Fiscal Year 2026-2027 Annual Financial Plan will be presented for adoption.

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

| Funding Sources   | FY 2025-26<br>Amendment #3 | FY 2026-27<br>Draft  | +/-<br>\$ Change      |
|---|----------------------------|----------------------|-----------------------|
| Annual FHWA PL  | 1,780,895.00               | 1,780,895.00         | -                     |
| FHWA PL (FY 25/26 Estimated Carryover expires 6/30/28)                            | -                          | 5,000.00             | 5,000.00              |
| Annual FHWA PL (FY 27/26 2.5% for Complete Streets)                               | -                          | 45,664.00            | 45,664.00             |
| FHWA PL (2.5% for Complete Streets) FY 23/24 estimated carryover expires 6/30     | 11,686.00                  | -                    | (11,686.00)           |
| FHWA PL (2.5% for Complete Streets) FY 24/25 estimated carryover expires 6/30     | 41,598.00                  | -                    | (41,598.00)           |
| FHWA PL (2.5% for Complete Streets) FY 25/26 estimated carryover expires 6/30     | 45,664.00                  | 5,000.00             | (40,664.00)           |
| FHWA PL (Air Quality Planning/Modeling) FY26/27(Expires 6/30/2029)                | 200,000.00                 | 50,000.00            | (150,000.00)          |
| Annual FTA MPO Planning Section 5303  | 485,855.00                 | 476,875.00           | (8,980.00)            |
| FTA MPO Planning Section 5303 (FY 25/26 Estimated Carryover, expires 6/30/28)     | -                          | 5,000.00             | 5,000.00              |
| Strategic Partnerships FTA Section 5304 - Stockton (Expires 8/31/26) (Estimated)  | 267,675.00                 | -                    | (267,675.00)          |
| Strategic Partnerships FTA Section 5304 - Lodi (Expires 8/29/27)                  | 450,000.00                 | 430,000.00           | (20,000.00)           |
| 24/25 Climate Adaptation Planning Grant (SHA-CAP) (SB) 1 (Expires 8/29/27)        | 336,075.00                 | 195,000.00           | (141,075.00)          |
| 25/26 Sustainable Communities Competitive (SB1) (Expires 12/31/27)                | -                          | 384,840.00           | 384,840.00            |
| 23/24 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/25) | 225,906.00                 | -                    | (225,906.00)          |
| 24/25 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/25) | 206,478.00                 | 20,500.00            | (185,978.00)          |
| 25/26 Caltrans Sustainable Transportation Planning Grant (SB) 1 (Expires 2/28/25) | 363,600.00                 | 363,600.00           | -                     |
| 26/27 Caltrans Sustainable Transportation Planning Grant (SB) (Expires 2/28/29)   | -                          | 363,600.00           | 363,600.00            |
| Merced CAG TDM CMAQ   | 400,273.00                 | 321,000.00           | (79,273.00)           |
| SB 125 Transit & Intercity Rail Capital Program (TIRCP) FY23/24                   | 337,155.00                 | 215,155.00           | (122,000.00)          |
| SB 125 Transit & Intercity Rail Capital Program (TIRCP) FY24/25                   | 200,178.00                 | 200,178.00           | -                     |
| SB 125 Zero Emission Transit Capital Program (ZETCP) FY23/24                      | 50,318.00                  | 50,318.00            | -                     |
| SB 125 Zero Emission Transit Capital Program (ZETCP) FY24/25                      | 28,227.00                  | 28,227.00            | -                     |
| STIP Planning & Programming 24/25 allocation                                      | 344,730.00                 | -                    | (344,730.00)          |
| STIP Planning & Programming 25/26 allocation                                      | 482,000.00                 | -                    | (482,000.00)          |
| STIP Planning & Programming 26/27 allocation                                      | -                          | 482,000.00           | 482,000.00            |
| RPSTCML 6088(068) I-205 Managed Lanes Widening from 6 to 8 lanes                  | 4,063,459.00               | 2,300,000.00         | (1,763,459.00)        |
| Federal STBG  | 1,981,785.00               | 1,981,785.00         | -                     |
| Department of Transportation - Community Project Funding                          | 5,500,000.00               | 5,500,000.00         | -                     |
| Local Planning Contribution (LTF) (2.9%)  | 1,873,656.00               | 1,892,393.00         | 18,737.00             |
| TDA Administration  | 290,000.00                 | 290,000.00           | -                     |
| Local Transportation Authority (Project Management)                               | 1,000,000.00               | 1,000,000.00         | -                     |
| Local Transportation Authority (1% Administration)                                | 910,130.00                 | 920,955.00           | 10,825.00             |
| Local Transportation Authority (Dibs Rideshare)                                   | 3,401,849.00               | 3,401,849.00         | -                     |
| Local Transportation Authority (SJRHTF)   | -                          | 100,000.00           | 100,000.00            |
| Caltrans-FSP FY 23-24 allocation FSP24-6088(083)                                  | 14,021.00                  | -                    | (14,021.00)           |
| Caltrans-FSP FY 24-25 allocation FSP25-6088(086)                                  | 575,847.00                 | -                    | (575,847.00)          |
| Caltrans-FSP FY 25-26 allocation FSP26-6088(092)                                  | 576,637.00                 | 576,637.00           | -                     |
| Caltrans-FSP FY 26-27 allocation FSP27-6088(093)                                  | -                          | 576,637.00           | 576,637.00            |
| Caltrans-FSP25 SB1 (6088-087 ) FY 24-25 allocation                                | 473,559.00                 | -                    | (473,559.00)          |
| Caltrans-FSP26 SB1 (6088-094) FY 25-26 allocation                                 | 498,420.00                 | 400,000.00           | (98,420.00)           |
| Caltrans-FSP27 SB1 (6088-xxx) FY 26-27 allocation                                 | -                          | 498,420.00           | 498,420.00            |
| Valley MPOs   | 200,000.00                 | 200,000.00           | -                     |
| Roth Road Cost Sharing MOU  | 333,334.00                 | 300,000.00           | (33,334.00)           |
| COG Fees and Services   | 10,000.00                  | 10,000.00            | -                     |
| ALUC  | 60,000.00                  | 60,000.00            | -                     |
| RTIF I-205 project  | 341,491.00                 | 341,491.00           | -                     |
| RTIF Admin  | 35,000.00                  | 35,000.00            | -                     |
| State Transit Assistance(STA)   | 191,900.00                 | 191,900.00           | -                     |
| State Transit Assistance(STA carryover)   | 219,788.00                 | -                    | (219,788.00)          |
| SJCOGI (Habitat)  | 700,000.00                 | 700,000.00           | -                     |
| Congestion Mitigation/Air Quality (6088-081)                                      | 300,000.00                 | -                    | (300,000.00)          |
| Congestion Mitigation/Air Quality (6088-093)                                      | -                          | 1,000,000.00         | 1,000,000.00          |
| SAFE (511 & FSP)  | 356,000.00                 | 356,000.00           | -                     |
| SACOG (TDM Vanpools)  | 174,000.00                 | 174,000.00           | -                     |
| SJV Regional Early Action Planning Committee for Housing (REAP 2.0)               | 8,092,852.00               | 2,800,000.00         | (5,292,852.00)        |
| Clean Mobility Options Program (EV Car Share funded by California Air Resource    | 1,125,508.00               | 300,000.00           | (825,508.00)          |
| Clean Mobility Options Program (EV Bike Share funded by California Air Resource   | 1,666,773.00               | 616,000.00           | (1,050,773.00)        |
| FTA pass through Minnesota University for Mobility, Access & Transportation In:   | 12,167.00                  | -                    | (12,167.00)           |
| Regional Climate Collaborative grant  | 837,429.00                 | 330,000.00           | (507,429.00)          |
| Charging and Fueling Infrastructure Grant (CFI)                                   | 15,000,000.00              | 15,000,000.00        | -                     |
| Interest/Other  | 40,000.00                  | 40,000.00            | -                     |
| <b>SJCOG Total</b>  | <b>57,113,918.00</b>       | <b>47,315,919.00</b> | <b>(9,797,999.00)</b> |
| <b>Pass Through funds for Planning Studies</b>                                    |                            |                      |                       |
| Stockton FTA 5304 (Local Match - cash)  | 13,230.07                  | -                    | (13,230.07)           |
| Stockton FTA 5304 (Local Match - in-kind)   | 22,038.33                  | -                    | (22,038.33)           |
| Lodi FTA 5304 (Local Match - cash)  | 11,700.00                  | 10,000.00            | (1,700.00)            |
| Lodi FTA 5304 (local Match - in-kind)   | 46,800.00                  | 41,977.00            | (4,823.00)            |
| Mountain House Planning Funds   | 59,900.00                  | -                    | (59,900.00)           |
| SJRTD FTA 5307  | -                          | -                    | -                     |
| SJRTD Planning Funds  | -                          | -                    | -                     |
| SJRTD (STA)   | -                          | -                    | -                     |
| Escalon Local Funds   | 70,000.00                  | -                    | (70,000.00)           |
| Escalon FTA 5311  | 30,000.00                  | -                    | (30,000.00)           |
| Lathrop FTA 5307  | -                          | -                    | -                     |
| Lathrop Planning Funds  | 25,000.00                  | -                    | (25,000.00)           |
| Lodi FTA 5307   | -                          | -                    | -                     |
| Lodi Planning Funds   | -                          | -                    | -                     |
| SJRRRC FTA 5307   | 200,000.00                 | -                    | (200,000.00)          |
| SJRRRC Planning Funds   | 50,000.00                  | -                    | (50,000.00)           |
| Manteca FTA 5307  | -                          | -                    | -                     |
| Manteca Planning Funds  | -                          | -                    | -                     |
| CFI Grant Private Partner (In-Kind Match)   | 3,750,000.00               | 3,750,000.00         | -                     |
| <b>Grand Total</b>  | <b>61,392,586.40</b>       | <b>51,117,896.00</b> | <b>1,377,794.52</b>   |
| SJCOG FTA 5303 Toll Credits   | -                          | 55,271.06            | 55,271.06             |
| SJCOG FHWA PL Toll Credits  | -                          | 210,577.16           | 210,577.16            |

\*\* Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation costs, therefore toll credits are not included in the total revenue amount.



# AGENDA ITEM **6**



February 2026  
Executive Committee

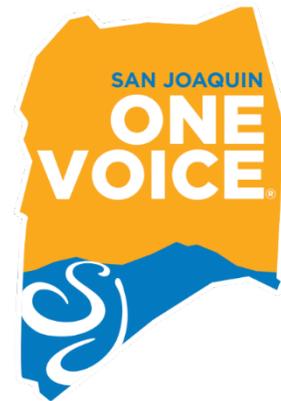
# STAFF REPORT

**SUBJECT:** Draft 2026 One Voice® Program of Projects and Federal Legislative Platform

**RECOMMENDED ACTION:** Information Only

**SUMMARY:**

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



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

**Table 1. 2026 One Voice® Submission List**

| Agency                                     | Project Submittal   |
|--|---|
| San Joaquin County, Department of Aviation | Stockton Metropolitan Airport Taxiway D Extension and Upgrade Phase I |
| City of Lathrop                            | The I-5 / Louise Avenue Interchange Project                           |
| City of Lodi                               | State Route 99 / Harney Lane Interchange Reconstruction               |
| City of Manteca                            | SR 120 & Airport Way Diverging Diamond Interchange (DDI) Project      |
| City of Mountain House                     | Byron Highway Widening Project  |
| Port of Stockton                           | Sharpe Army Depot & Roth Road Corridor Improvements                   |

|  |  |
|--|--|
| San Joaquin Regional Transit District                                  | San Joaquin Regional Transit District (RTD) Union Transfer Station (UTS) Emergency Operations Center (EOC) |
| San Joaquin County Public Works  | Grant Line Road Realignment Project (Tracy City Limits to Eleventh Street)                                 |
| San Joaquin Council of Governments                                     | Megaregion Investment Strategy (SR 99/120 & I-205)   |
| San Joaquin Regional Rail Commission                                   | San Joaquin Street Station Layover Track Project   |
| City of Stockton and San Joaquin Regional Rail Commission (Co-sponsor) | Dr. Martin Luther King Jr. Boulevard Underpass Rail and Roadway Reconstruction                             |
| City of Tracy  | I-205 Mountain House Parkway/International Parkway Interchange   |
| <b><i>Environmental Sustainability (Non-transportation)</i></b>        |  |
| Stockton East Water District   | Bellota Weir Modifications Project   |

Attachment B is the Draft 2026 One Voice® Federal Legislative Platform. The updated platform is currently being reviewed by HBS, SJCOG’s federal advocacy firm.

**RECOMMENDATION:**

Information only.

**FISCAL IMPACT:**

None at this time.

**BACKGROUND:**

In 2022, with the return of federal earmarks (community project funding/congressionally directed funding) and passage of transportation and infrastructure legislation, the San Joaquin Council of Governments (SJCOG) pivoted the One Voice® program from legislative advocacy to presenting regional projects that will maximize funding success.

**2026 ONE VOICE® PROJECT ELIGIBILITY:**

- Regional in nature and have a federal nexus.
- At or near completion of National Environmental Policy Act (NEPA) clearance, or qualified waiver, for projects seeking Right-of-Way (ROW) or construction funding. If not already cleared, the project sponsor will be asked to provide the anticipated clearance date and explain how the project status can be competitive for the federal programs.
- Be sufficiently developed to suggest federal assistance is warranted (shovel ready).

- Explain whether the sponsor is utilizing any formula funding for the project elements and detail how formula funds are being applied. If not utilizing formula funds, explain why formula funds are not being applied to the project.
- Targeted for appropriations in the Federal Fiscal Year 2027 budget or an upcoming notice of agency funding opportunity.
- Demonstrated community support.
- Submittal as an “earmark” if a congressional call for projects is announced.

#### AD-HOC COMMITTEE AND REVIEW PROCESS:

In order to carry forward the most competitive projects, SJCOG convened an ad-hoc committee of volunteers from throughout the region. The purpose of the committee was not to eliminate projects but to review submittals and identify framing strengths and weaknesses. The ad-hoc committee convened on January 20th, 2026. Volunteers consisted of Betty Wilson (BCI), Cooper Ehrendreich (HBS), Hilary Crowley (San Joaquin County), Juan Villanueva (RTD), Koosun Kim (City of Tracy), and La Keda Huckabay (SJRRRC), and Somporn Boonsalat (City of Manteca). The volunteers were provided with copies of the applications, and One Voice® evaluation guides, which were due back to SJCOG on January 18th, prior to the meeting.

After the ad-hoc committee reviewed the applications, SJCOG staff compiled all the feedback and sent the comments to the project sponsors for inclusion in their respective applications. Applicants had until February 11<sup>th</sup>, 2026, to respond to the committee’s comment and provide their final project application packet.

#### **ATTACHMENT:**

Attachment A. Draft 2026 One Voice® Project Summaries

Attachment B. Draft 2026 One Voice ® Federal Legislative Platform

*Prepared by: Joel Campos, Senior Regional Planner*

## **Attachment A. DRAFT 2026 One Voice® Project Summaries**

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

|                     |   |
|---------------------|---|
| AGENCY:             | CITY OF MOUNTAIN HOUSE  |
| PROJECT:            | Byron Highway Widening Project  |
| TOTAL PROJECT COST: | \$22,000,000  |
| ONE VOICE® REQUEST: | \$45,800,000  |
| DESCRIPTION:        | The project will widen the existing two-lane Byron Road to a four-lane divided conventional highway within existing Right-of-Way limits, extending approximately two miles from 0.4 miles west of the Byron Road/Great Valley Parkway intersection to 0.5 miles east of the Mountain House Parkway intersection. This project also includes improved drainage and stormwater quality, construction of separated Class 1 shared-use paths, two additional southbound lanes, and a raised median, installing new traffic signals, and pavement/existing lane reconstruction/rehabilitation. |
| AGENCY:             | PORT OF STOCKTON  |
| PROJECT:            | Sharpe Army Depot & Roth Road Corridor Improvements   |
| TOTAL PROJECT COST: | Currently Being Finalized   |
| ONE VOICE® REQUEST: | \$ 3,000,000  |
| DESCRIPTION:        | The Port's redevelopment vision revives the depot's historic logistics role by creating an Inland Port Facility that functions as a consolidation and containerization hub. Additional improvements include: I-5/Roth Road Interchange improvements, widening of Roth Road and intersection upgrades, railroad grade separations, and an eastern extension of Roth Road to State Route 99.  |
| AGENCY:             | SAN JOAQUIN REGIONAL TRANSIT DISTRICT   |
| PROJECT:            | San Joaquin Regional Transit District (RTD) Union Transfer Station (UTS) Emergency Operations Center (EOC)  |
| TOTAL PROJECT COST: | \$ 1,200,000  |
| ONE VOICE® REQUEST: | \$ 1,200,000  |
| DESCRIPTION:        | San Joaquin RTD intends to remodel the approximately 3,600 square feet of existing space within the Union Transfer Station. The purpose of the remodel is to create a functional, secure, and technologically equipped Emergency Operations Center (EOC) to manage natural disasters, service disruptions, and large-scale events. The space will support real-time emergency coordination, training simulations, multi-agency collaboration, and day-to-day readiness functions.   |

|                     |   |
|---------------------|---|
| AGENCY:             | SAN JOAQUIN COUNTY DEPARTMENT OF PUBLIC WORKS   |
| PROJECT:            | Grant Line Road Realignment Project (Tracy City Limits to Eleventh Street)  |
| TOTAL PROJECT COST: | \$ 73,386,000   |
| ONE VOICE® REQUEST: | \$ 12,190,000   |
| DESCRIPTION:        | Grant Line Road will have a 1.65-mile realignment in a southerly direction toward the intersection of 11th Street and South Bird Road. A new roadway will connect Bird Road north of 11th Street to the new Grant Line Road alignment. Additionally, South Bird Road north of 11th Street will dead-end just before 11th Street. Grant Line Road will have four 12-foot-wide travel lanes with a 14-foot-wide median. This median will either be landscaped or will accommodate 12-foot-wide left-turn lanes near intersections with local roadways. The existing Grant Line Road/G Street intersection will be modified to improve operations, and pedestrian enhancements will be added to the existing Grant Line Road at-grade crossing   |
| AGENCY:             | SAN JOAQUIN COUNCIL OF GOVERNMENTS  |
| PROJECT:            | Megaregion Investment Strategy (SR 99/120 & I-205)  |
| TOTAL PROJECT COST: | \$ 172,477,917  |
| ONE VOICE® REQUEST: | \$ 10,000,000   |
| DESCRIPTION:        | The Megaregion Investment Strategy focuses on improving safety and mobility on key freeway corridors in southern San Joaquin County through two standalone projects: the SR 99/120 Connector Project (Phase 1B) and the I-205 Managed Lanes Project. The SR 99/120 interchange is a critical regional connection but experiences severe congestion and a high collision rate. The project will improve traffic flow, circulation, and safety, providing long-term relief for morning commute traffic. The I-205 corridor carries traffic volumes of up to 146,000 vehicles per day, resulting in recurring congestion and safety concerns during peak periods. The Managed Lanes Project will enhance regional mobility by encouraging HOV use, improving travel time reliability, supporting freight movement, and increasing corridor throughput. |
| AGENCY:             | SAN JOAQUIN REGIONAL RAIL COMMISSION  |
| PROJECT:            | San Joaquin Street Station Layover Track Project  |
| TOTAL PROJECT COST: | \$ 21,473,000   |
| ONE VOICE® REQUEST: | \$ 1,874,000  |
| DESCRIPTION:        | The San Joaquin Street Layover Track Project (Project) is a critical component of the Valley Rail Program for expanded Gold Runner intercity passenger rail service and ACE commuter rail service and is critical for efforts to create a more sustainable future for the San Joaquin Valley. Located in Stockton west of the existing San Joaquin Street Station along the BNSF Stockton Subdivision, the Project will construct new storage and layover track located approximately one mile west of the existing San Joaquin Street Station to support   |

efficient train turn-backs and short-run Sacramento–Stockton service without occupying the mainline.

AGENCY: CITY OF STOCKTON AND SAN JOAQUIN REGIONAL RAIL COMMISSION (CO-SPONSOR)

PROJECT: Dr. Martin Luther King Jr. Boulevard Underpass Rail and Roadway Reconstruction

TOTAL PROJECT COST: \$ 114,400,000

ONE VOICE® REQUEST: \$ 112,900,000

DESCRIPTION: The City of Stockton and the Rail Commission are cooperating to reconstruct the existing Dr. MLK Jr. Boulevard underpass. A reconstructed MLK Jr. Boulevard Underpass will provide a critically needed access to commercial centers, schools, and industrial complexes presently situated east and west of the underpass location.

AGENCY: STOCKTON EAST WATER DISTRICT

PROJECT: Bellota Weir Modifications Project

TOTAL PROJECT COST: \$ 83,000,000

ONE VOICE® REQUEST: \$ 28,540,000

DESCRIPTION: The Project allows fish to access habitat further upstream and meet the objectives of the Central Valley Project Improvement Act (CVPIA), Clean Water Act (CWA), and the California Department of Fish and Wildlife (CDFW's) Species Conservation and Recovery program. Specifically, the project eliminates barriers to fish migration, reduces species survival stressors, increases habitat for threatened and endangered species, and increases water supply reliability to the municipal water treatment plant. This involves construction of a modern fish screen, a fishway for salmonids, and a fish exclusion structure that prevents entrainment.

AGENCY: CITY OF TRACY

PROJECT: I-205 Mountain House Parkway / International Parkway Interchange

TOTAL PROJECT COST: \$ 60,834,000

ONE VOICE® REQUEST: \$ 75,159,000

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

# DRAFT

## 2026 SJCOG Legislative Platform

### Transportation Funding and Finance

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

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

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

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

### Economic Development

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

### Environment

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

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

### Megaregion (Interregional) Infrastructure

Megaregion travel is defined as travel between the 16 counties and 136 cities with a total population of nearly 11 million people stretching from the Bay Area to the Central Valley and Sierra Nevada foothills. It is essential to improve and invest in transportation infrastructure for all modes of transportation at the gateway corridors of San Joaquin County which facilitate travel in the megaregion. Examples of megaregion investments include but are not limited to:

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

# AGENDA ITEM **7**



February 2026  
Executive Committee

## STAFF REPORT

**SUBJECT:** Receive Information on 2026 Measure K Ordinance and Expenditure Plan Amendment Process

**RECOMMENDED ACTION:** Information

### SUMMARY:

The San Joaquin Council of Governments (SJCOG) is soliciting requests to amend the Measure K Ordinance and/or Expenditure Plan. Interested parties must submit all requests in writing to SJCOG by March 27, 2026, at 5:00 p.m. Attachment A describes the overall process and schedule.



### RECOMMENDATION:

Information Only

### FISCAL IMPACT:

None at this time. Fiscal impact will be evaluated as part of the amendment process.

### BACKGROUND:

The Measure K Ordinance and Expenditure Plan sets forth the eligible uses of Measure K funds for various projects. The Measure K Ordinance and Expenditure Plan were approved by the voters of San Joaquin County and can be accessed online at: <https://www.sjcog.org/DocumentCenter/View/9659>.

The Ordinance requires SJCOG to have an annual process (each fiscal year) to solicit changes to the Measure K Ordinance or Expenditure Plan. Such proposed amendments may include, but are not limited to, changes in the language of the Measure K Ordinance and changes to the Measure K eligible Program of Projects. Recent examples include:

- In 2024, the SJCOG Board approved an Expenditure Plan amendment to update the project description of Roth Road.
- In 2022, the SJCOG Board approved an amendment to remove outdated language related to the Regional Congestion Management Process.
- In 2021, the SJCOG Board approved an amendment that added the SR-99/SR-120 interchange project to Congestion Relief, State Highway category of the Measure K Renewal program to be eligible for funding.

Member agencies will be notified in writing regarding the Call for Amendments to the Measure K Ordinance and Expenditure Plan. Interested parties must submit all requests in writing to SJCOG by March 27, 2026, at 5:00 p.m.

**ATTACHMENTS:**

(A) 2026 Measure K Ordinance and Expenditure Plan Amendment Process

*Prepared by: Blake Dunford, Senior Regional Planner*

# Exhibit A: 2026 Measure K Ordinance and Expenditure Plan Amendment Process 5.16

