



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

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www.sjcog.org

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CITIES OF

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STOCKTON,

TRACY,

AND

THE COUNTY OF

SAN JOAQUIN

May 8, 2017

Mr. Muhaned Aljabiry

ATTN: Lima Huy

California Department of Transportation

Division of Transportation Programming

Office of Federal Transportation Management Program

P.O. Box 942874

Sacramento, CA 64274-0001

Subject: Submittal of the San Joaquin Council of Governments 2017 FTIP Amendment 9, 2014 RTP Amendment 4, and corresponding Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards

Dear Mr. Aljabiry:

Enclosed for your review and approval is the 2017 FTIP Amendment #9 and Amendment #4 to the SJCOG 2014 Regional Transportation Plan (RTP), and corresponding conformity analysis.

The San Joaquin Council of Governments (SJCOG) is proposing a 2017 Federal Transportation Improvement Program Amendment 9 (2017 FTIP Amendment 9) and 2014 Regional Transportation Plan Amendment 4 (2014 RTP Amendment 4) and Conformity Analysis addressing 2008 Ozone and 2012 PM2.5 Standards for the 2014 RTP/2015 FTIP. Associated documentation is attached as indicated below.

- Attachment 1: 2017 FTIP Amendment 9 Summary of Changes and CTIPS output. 2017 FTIP Amendment 9 is necessary due to changes in project costs and scope.
- Attachment 2: Updated Financial Plan based on the changes made in 2017 FTIP Amendment 9.
- Attachment 3: 2014 RTP Amendment 4, including summary of changes to the RTP project list. 2014 RTP Amendment 4 is necessary due to changes in project schedules and scopes. The amendment does not change the time frame of the transportation plan.
- Attachment 4: Conformity analysis to support a finding that 2017 FTIP Amendment 9 and 2014 RTP Amendment 4 meet the air quality conformity requirements for carbon monoxide, ozone, and particulate matter. In addition, the projects and/or project phases contained in the amendment do not interfere with the timely implementation of any approved TCMs. This attachment also includes Public Notice and Adoption Resolution.

May 8, 2017
Mr. Muhaned Aljabiry
2017 FTIP Amendment #9, 2014 RTP Amendment #4
Page 2 of 2

The public review and comment period was open for 30 days commencing on March 28, 2017 and ending on April 27, 2017. A public meeting was held at 5:00 p.m. on April 27, 2017. The documents are available for review at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA 95202 and on the SJCOG website at <http://www.sjcog.org>.

The San Joaquin Council of Governments Board of Directors adopted the 2017 FTIP Amendment 9, 2014 RTP Amendment 4, and the Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards on April 27, 2017 at its regularly scheduled meeting. The meeting was held at the address noted above.

In conclusion, the 2017 FTIP Amendment 9, 2014 RTP Amendment 4, and Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards meet all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conform to the applicable SIPs. If you have any questions, please contact Ryan Niblock by phone at (209) 235-0588 or by email at niblock@sjcog.org.

Sincerely,



ANDREW T. CHESLEY
Executive Director

cc:

Mr. Stew Sonnenberg, Federal Highway Administration
Ms. Tashia Clemons, Federal Highway Administration
Mr. Parminder Singh, Caltrans District 10
Mr. Ken Baxter, Caltrans District 10
Mr. Tom Dumas, Caltrans District 10
Ms. Alexandra Marcucci, Valley Air Quality Coordinator
Executive Directors, Valley MPOs

ATTACHMENT 1
2017 FTIP AMENDMENT 9
SUMMARY OF CHANGES
AND CTIPS OUTPUT

Summary of Changes
SCOG Amendment Number 9

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	CTIPS Fund Type	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	FFY	Financial Table Fund Source	Net Increase / Decrease	Total Project Cost Change	%	Comments
Existing	212-0000-0149	Tracy Transit Operating Assistance	Adjusts programming to add funds in FY 16/17, 17/18, 18/19, and 19/20	CON	FTA 5307	\$0	\$800,000	16/17	FTA Funds	\$800,000	\$6,400,000	100%	Adds estimate of funding for FY 16/17, 17/18, 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$800,000	16/17	Local Funds	\$800,000			
				CON	FTA 5307	\$0	\$800,000	17/18	FTA Funds	\$800,000			
				CON	TDA	\$0	\$800,000	17/18	Local Funds	\$800,000			
				CON	FTA 5307	\$0	\$800,000	18/19	FTA Funds	\$800,000			
				CON	TDA	\$0	\$800,000	18/19	Local Funds	\$800,000			
Existing	212-0000-0154	Lodi Transit Operating Assistance	Adjusts programming to add funds in FY 18/19 and 19/20	CON	FTA 5307	\$0	\$1,200,000	18/19	FTA Funds	\$1,200,000	\$6,036,000	100%	Adds estimate of funding for 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$1,600,000	18/19	Local Funds	\$1,600,000			
				CON	City Funds	\$0	\$218,000	18/19	Local Funds	\$218,000			
				CON	City Funds	\$0	\$218,000	19/20	Local Funds	\$218,000			
Existing	212-0000-0213	Manteca Transit Operations	Adjusts programming to add funds in FY 18/19 and 19/20	CON	FTA 5307	\$0	\$800,000	18/19	FTA Funds	\$800,000	\$3,300,000	114%	Adds estimate of funding for 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$800,000	18/19	Local Funds	\$800,000			
				CON	FTA 5307	\$0	\$850,000	19/20	FTA Funds	\$850,000			
				CON	TDA	\$0	\$850,000	19/20	Local Funds	\$850,000			
Existing	212-0000-0266	5311-Operating funds for rural services (SJRTD)	Adjusts programming to add funds in FY 16/17, 17/18, 18/19, and 19/20	CON	FTA 5311	\$0	\$359,783	16/17	FTA Funds	\$359,783	\$2,878,264	100%	Adds estimate of funding for FY 16/17, 17/18, 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$359,783	16/17	Local Funds	\$359,783			
				CON	FTA 5311	\$0	\$359,783	17/18	FTA Funds	\$359,783			
				CON	TDA	\$0	\$359,783	17/18	Local Funds	\$359,783			
				CON	FTA 5311	\$0	\$359,783	18/19	FTA Funds	\$359,783			
				CON	TDA	\$0	\$359,783	18/19	Local Funds	\$359,783			
Existing	212-0000-0299	Lodi Transit Facility Upgrades	Adjusts programming to add funding FY 19/20	CON	FTA 5307	\$0	\$160,000	19/20	FTA Funds	\$160,000	\$200,000	100%	Adds estimate of funding for 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$40,000	19/20	Local Funds	\$40,000			
Existing	212-0000-0313	GPF Safety Improvements - SHOPP Collision Reduction Program	Adds one new project in FY 19/20	CON	SHOPP-AC	\$3,842,000	\$17,349,000	19/20	SHOPP - Collision Reduction	\$13,507,000	\$13,507,000	70%	Adds \$13,507,000 for new project 1F460 in FY 19/20
Existing	212-0000-0417	5311-Operating Funds for Rural Services (Escalon)	Adjusts programming to add funds in FY 16/17, 17/18, 18/19, and 19/20	CON	FTA 5311	\$0	\$39,976	16/17	FTA Funds	\$39,976	\$319,808	100%	Adds estimate of funding for FY 16/17, 17/18, 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$39,976	16/17	Local Funds	\$39,976			
				CON	FTA 5311	\$0	\$39,976	17/18	FTA Funds	\$39,976			
				CON	TDA	\$0	\$39,976	17/18	Local Funds	\$39,976			
				CON	FTA 5311	\$0	\$39,976	18/19	FTA Funds	\$39,976			
				CON	TDA	\$0	\$39,976	18/19	Local Funds	\$39,976			
Existing	212-0000-0673	Capital Cost of Contracting	Adjusts programming to add funds in FY 16/17, 17/18, 18/19, and 19/20	CON	FTA 5307	\$0	\$600,000	16/17	FTA Funds	\$600,000	\$3,000,000	100%	Adds estimate of funding for FY 16/17, 17/18, 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$150,000	16/17	Local Funds	\$150,000			
				CON	FTA 5307	\$0	\$600,000	17/18	FTA Funds	\$600,000			
				CON	TDA	\$0	\$150,000	17/18	Local Funds	\$150,000			
				CON	FTA 5307	\$0	\$600,000	18/19	FTA Funds	\$600,000			
				CON	TDA	\$0	\$150,000	18/19	Local Funds	\$150,000			
Existing	212-0000-0694	Manteca Transit Preventative Maintenance	Adjusts programming to add funds in FY 17/18, 18/19, and 19/20	CON	FTA 5307	\$0	\$40,000	17/18	FTA Funds	\$40,000	\$150,000	100%	Adds estimate of funding for FY 17/18, 18/19 and 19/20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.
				CON	TDA	\$0	\$10,000	17/18	Local Funds	\$10,000			
				CON	FTA 5307	\$0	\$40,000	18/19	FTA Funds	\$40,000			
				CON	TDA	\$0	\$10,000	18/19	Local Funds	\$10,000			
				CON	FTA 5307	\$0	\$40,000	19/20	FTA Funds	\$40,000			
				CON	TDA	\$0	\$10,000	19/20	Local Funds	\$10,000			
New	212-0000-0716	McHenry Avenue Widening	Adds new project in FY 17/18	CON	City Funds	\$0	\$400,000	17/18	Local Funds	\$400,000	\$400,000	100%	New project added.

Sum of Net Change by Federal Fiscal Year and Fund Source

	16/17	17/18	18/19	19/20	Totals
FTA 5307	\$1,400,000	\$1,440,000	\$3,440,000	\$3,490,000	\$9,770,000
FTA 5311	\$399,759	\$399,759	\$399,759	\$399,759	\$1,599,036
SHOPP-AC	\$0	\$0	\$0	\$13,507,000	\$13,507,000
TDA Funds	\$1,349,759	\$1,359,759	\$3,759,759	\$2,999,759	\$9,469,036
City Funds	\$0	\$400,000	\$218,000	\$218,000	\$836,000
Total	\$3,149,518	\$3,199,518	\$7,599,518	\$20,396,518	\$34,345,072

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0149	TITLE (DESCRIPTION): Tracy Transit Operating Assistance (Costs associated with the delivery of Tracer fixed route and comparable paratransit services. This includes salaries, contracting of service, equipment, etc.)	MPO Aprv: 09/22/2016
CT PROJECT ID:		MPO ID.: SJ07-5055	State Aprv: 11/16/2016		
COUNTY: San Joaquin County	ROUTE:	PM:	Federal Aprv: 12/16/2016		
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Tracy, City of
PROJECT MANAGER: ED LOVELL

PHONE: (209) 831-6204

EMAIL: ed.lovell@ci.tracy.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
19	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		17,756,603		
18	Official	01/19/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	14	17,756,603		
17	Official	04/28/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	4	18,228,525		
16	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over				
15	Official	09/18/2014	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	32	17,873,000		
14	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		18,228,525		
13	Official	07/30/2012	SKAUR	Amendment - Cost/Scope/Sch. Change	33	14,970,571		
12	Official	07/22/2010	SKAUR	Adoption - Carry Over		14,617,463		
11	Official	05/01/2009	SKAUR	Amendment - Cost/Scope/Sch. Change	9	11,732,463		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	8,902,590								8,902,590
	Total:	8,902,590								8,902,590

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	8,854,013								8,854,013
	Total:	8,854,013								8,854,013

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	17,756,603								17,756,603
	Total:	17,756,603								17,756,603

Comments:

***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 18 - 08/10/2015 *****
 ***** Version 17 - 03/13/2015 *****
 \$503,035 CMAQ / \$503,035 City Funds shifted from FY 12/13 to FY 14/15
 \$500,000 CMAQ / \$500,000 City Funds shifted from FY 13/14 to FY 14/15

***** DFTIP Version 1 - 03/04/2014 *****
 FFY 12/13 Funds = \$75,000 (09/10)
 FFY 13/14 = \$44506 (09/10)+\$30,494 (10/11)
 FFY 13/14 = \$728,500 out of \$1,354,900 assumed 5307 apportionment
 Remaining 5307 13/14 used on Hybrid Bus Expansion for Tracy .
 ***** DFTIP Version 1 - 05/09/2012 *****
 Project is carry over from 2009 FTIP
 ***** Version 12 - 03/29/2010 *****
 ***** Version 11 - 04/30/2009 *****
 ***** Version 10 - 05/08/2008 *****
 ***** Version 9 - 04/29/2008 *****
 EPSP used to advance \$65,563 from FY 08/09 to FY 07/08.
 ***** Version 8 - 03/24/2008 *****
 ***** Version 7 - 06/27/2007 *****

Shifted \$41,379.80 from FY 07/08 to FY 06/07 using Expedited Project Selection Procedures.
 ***** Version 6 - 07/24/2006 *****
 ***** Version 5 - 06/29/2006 *****
 ***** Version 4 - 07/27/2004 *****
 ***** Version 3 - 06/16/2004 *****
 Addition of FTA 5307 funding for FY03/04 in the amount of \$450,000. Total project cost of \$900,000.

PRIOR

***** Version 2 - 04/11/2003 *****

Change in funding source due to Tracy's designation as a new small urban area. Funding source change is from FTA 5311 to FTA 5307 funding. Cost for operation of the transit service has been appropriately adjusted.

***** Version 1 - 04/24/2002 *****

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0149	TITLE (DESCRIPTION): Tracy Transit Operating Assistance (Costs associated with the delivery of Tracer fixed route and comparable paratransit services. This includes salaries, contracting of service, equipment, etc.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: SJ07-5055	State Aprv:		
COUNTY: San Joaquin County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Tracy, City of
PROJECT MANAGER: ED LOVELL

PHONE: (209) 831-6204

EMAIL: ed.lovell@ci.tracy.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
20	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	24,156,603		
19	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		17,756,603		
18	Official	01/19/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	14	17,756,603		
17	Official	04/28/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	4			
16	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		18,228,525		
15	Official	09/18/2014	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	32	17,873,000		
14	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		18,228,525		
13	Official	07/30/2012	SKAUR	Amendment - Cost/Scope/Sch. Change	33	14,970,571		
12	Official	07/22/2010	SKAUR	Adoption - Carry Over		14,617,463		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	8,902,590	800,000	800,000	800,000	800,000				12,102,590
* Funding Agency:	Total:	8,902,590	800,000	800,000	800,000	800,000				12,102,590

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	8,854,013	800,000	800,000	800,000	800,000				12,054,013
* Funding Agency:	Total:	8,854,013	800,000	800,000	800,000	800,000				12,054,013

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	17,756,603	1,600,000	1,600,000	1,600,000	1,600,000				24,156,603
	Total:	17,756,603	1,600,000	1,600,000	1,600,000	1,600,000				24,156,603

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 20 - 03/28/2017 *****

Amendment adds FTA 5307 and TDA Funds for FFY17, FFY18, FFY19, and FFY20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 18 - 08/10/2015 *****

***** Version 17 - 03/13/2015 *****

\$503,035 CMAQ / \$503,035 City Funds shifted from FY 12/13 to FY 14/15

\$500,000 CMAQ / \$500,000 City Funds shifted from FY 13/14 to FY 14/15

***** DFTIP Version 1 - 03/04/2014 *****

FFY 12/13 Funds = \$75,000 (09/10)

FFY 13/14 = \$44506 (09/10)+\$30,494 (10/11)

FFY 13/14 = \$728,500 out of \$1,354,900 assumed 5307 apportionment

Remaning 5307 13/14 used on Hybrid Bus Expansion for Tracy .

***** DFTIP Version 1 - 05/09/2012 *****

Project is carry over from 2009 FTIP

***** Version 12 - 03/29/2010 *****

***** Version 11 - 04/30/2009 *****

***** Version 10 - 05/08/2008 *****

***** Version 9 - 04/29/2008 *****

EPSP used to advance \$65,563 from FY 08/09 to FY 07/08.

***** Version 8 - 03/24/2008 *****

***** Version 7 - 06/27/2007 *****

Shifted \$41,379.80 from FY 07/08 to FY 06/07 using Expedited Project Selection Procedures.

***** Version 6 - 07/24/2006 *****

***** Version 5 - 06/29/2006 *****

***** Version 4 - 07/27/2004 *****

***** Version 3 - 06/16/2004 *****

Addition of FTA 5307 funding for FY03/04 in the amount of \$450,000. Total project cost of \$900,000.

***** Version 2 - 04/11/2003 *****

Change in funding source due to Tracy's designation as a new small urban area. Funding source change is from FTA 5311 to FTA 5307 funding. Cost for operation of the transit service has been appropriately adjusted.

***** Version 1 - 04/24/2002 *****

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0154	TITLE (DESCRIPTION): Lodi Transit Operating Assistance (In the City of Lodi , costs associated with transit operations in the Lodi urbanized area.)	MPO Aprv: 09/22/2016
CT PROJECT ID:			MPO ID.: SJ07-5006		State Aprv: 11/16/2016
COUNTY: San Joaquin County	ROUTE:	PM:			Federal Aprv: 12/16/2016
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Lodi, City of
PROJECT MANAGER: PAULA FERNANDEZ

PHONE: (209) 333-6800

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
21	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		18,033,210		
20	Official	06/08/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	23	18,033,210		
19	Official	07/17/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	11	18,069,710		
18	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over				
17	Official	06/12/2014	DRIPPERD	Amendment - Cost/Scope/Sch. Change	25	43,163,000		
16	Official	06/02/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	11	43,072,344		
15	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		43,397,321		
14	Official	07/24/2012	SKAUR	Amendment - Cost/Scope/Sch. Change	32	41,375,175		
13	Official	06/30/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	7	41,173,688		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	5,163,408	1,200,000	1,200,000						7,563,408
* Funding Agency:	Total:	5,163,408	1,200,000	1,200,000						7,563,408

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: SJ County Measure K	CON	882,000								882,000
* Funding Agency:	Total:	882,000								882,000

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: TDA	CON	4,962,502	1,600,000	1,600,000						8,162,502
* Funding Agency:	Total:	4,962,502	1,600,000	1,600,000						8,162,502

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: City Funds	CON	989,300	218,000	218,000						1,425,300
* Funding Agency:	Total:	989,300	218,000	218,000						1,425,300

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	11,997,210	3,018,000	3,018,000						18,033,210
	Total:	11,997,210	3,018,000	3,018,000						18,033,210

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 20 - 06/08/2016 *****

***** Version 19 - 07/16/2015 *****

***** DFTIP Version 1 - 03/05/2014 ***** ***** Version 16 - 06/28/2013 *****

***** DFTIP Version 1 - 04/19/2012 ***** \$23,017 in FY 10/11 FTA 5307 funds are carry over apportionments from FY 09/10.

***** Version 13 - 06/21/2011 *****

***** Version 12 - 07/06/2010 *****

***** Version 11 - 06/21/2010 *****

***** Version 10 - 09/09/2009 *****

***** Version 9 - 02/07/2008 *****

***** Version 8 - 03/13/2007 *****

***** Version 7 - 12/12/2006 *****

***** Version 6 - 04/13/2006 *****

***** Version 5 - 04/03/2006 *****

***** Version 4 - 05/16/2005 *****

***** Version 3 - 04/28/2004 *****

***** Version 2 - 02/11/2004 *****

Shifts \$313,500 from FY 04/05 to FY 02/03 within the triennial element in FTA 5307 funding. New total for FY 02/03 is \$653,500. Overall funding source amount for FY 02/03 increases to \$2,924,774.

***** Version 1 - 04/25/2002 *****

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0154	TITLE (DESCRIPTION): Lodi Transit Operating Assistance (In the City of Lodi , costs associated with transit operations in the Lodi urbanized area.)	MPO Aprv:
CT PROJECT ID:			MPO ID.: SJ07-5006		State Aprv:
COUNTY: San Joaquin County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Lodi, City of
PROJECT MANAGER: PAULA FERNANDEZ

PHONE: (209) 333-6800

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
22	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	24,069,210		
21	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		18,033,210		
20	Official	06/08/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	23	18,033,210		
19	Official	07/17/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	11			
18	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		18,205,000		
17	Official	06/12/2014	DRIPPERD	Amendment - Cost/Scope/Sch. Change	25	43,163,000		
16	Official	06/02/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	11	43,072,344		
15	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		43,397,321		
14	Official	07/24/2012	SKAUR	Amendment - Cost/Scope/Sch. Change	32	41,375,175		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	5,163,408	1,200,000	1,200,000	1,200,000	1,200,000				9,963,408
* Funding Agency:	Total:	5,163,408	1,200,000	1,200,000	1,200,000	1,200,000				9,963,408

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: SJ County Measure K	CON	882,000								882,000
* Funding Agency:	Total:	882,000								882,000

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: TDA	CON	4,962,502	1,600,000	1,600,000	1,600,000	1,600,000				11,362,502
* Funding Agency:	Total:	4,962,502	1,600,000	1,600,000	1,600,000	1,600,000				11,362,502

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: City Funds	CON	989,300	218,000	218,000	218,000	218,000				1,861,300
* Funding Agency:	Total:	989,300	218,000	218,000	218,000	218,000				1,861,300

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	11,997,210	3,018,000	3,018,000	3,018,000	3,018,000				24,069,210
	Total:	11,997,210	3,018,000	3,018,000	3,018,000	3,018,000				24,069,210

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 22 - 03/28/2017 *****

Amendment adds FTA 5307, TDA funds, and City Funds in FFY19 and FFY 20. As exact apportionment have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 20 - 06/08/2016 *****

***** Version 19 - 07/16/2015 *****

***** DFTIP Version 1 - 03/05/2014 *****

***** Version 16 - 06/28/2013 *****

***** DFTIP Version 1 - 04/19/2012 *****

\$23,017 in FY 10/11 FTA 5307 funds are carry over apportionments from FY 09/10.

***** Version 13 - 06/21/2011 *****

***** Version 12 - 07/06/2010 *****

***** Version 11 - 06/21/2010 *****

***** Version 10 - 09/09/2009 *****

***** Version 9 - 02/07/2008 *****

***** Version 8 - 03/13/2007 *****

***** Version 7 - 12/12/2006 *****

***** Version 6 - 04/13/2006 *****

***** Version 5 - 04/03/2006 *****

***** Version 4 - 05/16/2005 *****

***** Version 3 - 04/28/2004 *****

***** Version 2 - 02/11/2004 *****

Shifts \$313,500 from FY 04/05 to FY 02/03 within the triennial element in FTA 5307 funding. New total for FY 02/03 is \$653,500. Overall funding source amount for FY 02/03 increases to \$2,924,774.

***** Version 1 - 04/25/2002 *****

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0213	TITLE (DESCRIPTION): Manteca Transit Operations (Cost associated with the operation of Manteca Transit system.)	MPO Aprv: 09/22/2016 State Aprv: 11/16/2016 Federal Aprv: 12/16/2016
CT PROJECT ID:			MPO ID.: SJ07-5018		
COUNTY: San Joaquin County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Manteca, City of
PROJECT MANAGER: GEORGIA LANTSBERGER PHONE: (209) 456-8875 EMAIL: glantsberger@ci.manteca.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
16	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		10,324,180		
15	Official	05/06/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	21	10,324,180		
14	Official	03/28/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	17	8,824,180		
13	Official	03/04/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	3			
12	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		7,224,180		
11	Official	03/22/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	6	7,224,180		
10	Official	02/08/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	3	7,924,180		
9	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		8,624,180		
8	Official	07/22/2010	SKAUR	Adoption - Carry Over		6,124,180		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	4,027,144	700,000	750,000						5,477,144
	Total:	4,027,144	700,000	750,000						5,477,144

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	3,397,036	700,000	750,000						4,847,036
* Funding Agency:	Total:	3,397,036	700,000	750,000						4,847,036

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	7,424,180	1,400,000	1,500,000						10,324,180
	Total:	7,424,180	1,400,000	1,500,000						10,324,180

Comments:

***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 15 - 04/19/2016 *****
 ***** Version 14 - 01/21/2016 *****
 ***** Version 13 - 02/05/2015 *****
 ***** DFTIP Version 1 - 03/26/2014 ***** 5307 Funds in FY 13/14 = \$500,000 are 09/10 funds
 5307 Funds in FY 14/15 include \$500,000 of 11/12 funds and \$100,000 of 12/13 funds
 ***** Version 11 - 03/21/2013 *****
 5307 Funds in FY 12/13 = \$500,000 are 09/10 funds
 5307 Funds in FY 13/14 include \$500,000 of 11/12 funds and \$100,000 of 12/13 funds
 ***** Version 10 - 02/06/2013 *****
 ***** DFTIP Version 1 - 05/09/2012 *****
 Project is carry over from 2009 FTIP.
 5307 Funds in 10/11 = \$478,000 are 07/08 funds
 5307 funds in FY 11/12 = \$500,000 are 08/09 funds
 ***** Version 8 - 03/29/2010 *****
 EPSP Funds from 09/10 to 08/09
 \$459,000 (5307) and \$459,000 (Local).
 Funds in 08/09 -FFY 02/03 Apportionment, Funds in 10/11 - FFY03/04 App and 11/12 - FFY 05/06 Apportionment
 ***** Version 7 - 09/04/2009 *****
 ***** Version 6 - 03/24/2008 *****
 ***** Version 5 - 07/06/2007 *****
 Expedited Project Selection Procedures to move funding from 06/07 to 08/09.
 ***** Version 4 - 03/27/2006 *****
 ***** Version 3 - 04/18/2005 *****
 ***** Version 2 - 04/28/2004 *****
 ***** Version 1 - 07/17/2003 *****

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0213	TITLE (DESCRIPTION): Manteca Transit Operations (Cost associated with the operation of Manteca Transit system.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ07-5018		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: San Joaquin County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Manteca, City of
PROJECT MANAGER: GEORGIA LANTSBERGER PHONE: (209) 456-8875 EMAIL: glantsberger@ci.manteca.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
17	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	13,624,180		
16	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		10,324,180		
15	Official	05/06/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	21	10,324,180		
14	Official	03/28/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	17			
13	Official	03/04/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	3	7,424,180		
12	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		7,224,180		
11	Official	03/22/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	6	7,224,180		
10	Official	02/08/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	3	7,924,180		
9	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		8,624,180		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	4,027,144	700,000	750,000	800,000	850,000				7,127,144
* Funding Agency:	Total:	4,027,144	700,000	750,000	800,000	850,000				7,127,144

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	3,397,036	700,000	750,000	800,000	850,000				6,497,036
* Funding Agency:	Total:	3,397,036	700,000	750,000	800,000	850,000				6,497,036

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	7,424,180	1,400,000	1,500,000	1,600,000	1,700,000				13,624,180
	Total:	7,424,180	1,400,000	1,500,000	1,600,000	1,700,000				13,624,180

Comments:

***** Version 17 - 03/28/2017 *****
Amendment adds FTA 5307 and TDA Funds for FF19 and FFY 20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 15 - 04/19/2016 *****

***** Version 14 - 01/21/2016 *****

***** Version 13 - 02/05/2015 *****

***** DFTIP Version 1 - 03/26/2014 *****

5307 Funds in FY 13/14 = \$500,000 are 09/10 funds

5307 Funds in FY 14/15 include \$500,000 of 11/12 funds and \$100,000 of 12/13 funds

***** Version 11 - 03/21/2013 *****

5307 Funds in FY 12/13 = \$500,000 are 09/10 funds

5307 Funds in FY 13/14 include \$500,000 of 11/12 funds and \$100,000 of 12/13 funds

***** Version 10 - 02/06/2013 *****

***** DFTIP Version 1 - 05/09/2012 *****

Project is carry over from 2009 FTIP.

5307 Funds in 10/11 = \$478,000 are 07/08 funds

5307 funds in FY 11/12 = \$500,000 are 08/09 funds

***** Version 8 - 03/29/2010 *****

EPSP Funds from 09/10 to 08/09

\$459,000 (5307) and \$459,000 (Local).

Funds in 08/09 - FFY 02/03 Apportionment, Funds in 10/11 - FFY03/04 App and 11/12 - FFY 05/06 Apportionment

***** Version 7 - 09/04/2009 *****

***** Version 6 - 03/24/2008 *****

***** Version 5 - 07/06/2007 *****

Expedited Project Selection Procedures to move funding from 06/07 to 08/09.

AMENDED

***** Version 4 - 03/27/2006 *****
***** Version 3 - 04/18/2005 *****
***** Version 2 - 04/28/2004 *****
***** Version 1 - 07/17/2003 *****

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0266	TITLE (DESCRIPTION): 5311-Operating funds for rural services (FTA 5311 funding for SJRTD to provide services to rural areas of San Joaquin County)	MPO Aprv: 09/22/2016 State Aprv: 11/16/2016 Federal Aprv: 12/16/2016
CT PROJECT ID:			MPO ID.: SJ07-5030		
COUNTY: San Joaquin County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: SJRTD - San Joaquin Regional Transit

District

PROJECT MANAGER: GEORGE LORENTE

PHONE: (209) 467-6674

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
19	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		6,550,459		
18	Official	04/12/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	20	6,550,459		
17	Official	08/26/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	13	6,315,295		
16	Official	06/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	9			
15	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		5,737,644		
14	Official	06/30/2014	DRIPPERD	Amendment - Cost/Scope/Sch. Change	27	7,824,000		
13	Official	04/12/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	7	5,737,644		
12	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		5,417,956		
11	Official	12/16/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	15	5,200,802		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
* Fund Source 1 of 2	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	3,167,293								3,167,293
* Funding Agency:	Total:	3,167,293								3,167,293

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
* Fund Source 2 of 2	RW									
* Fund Type: TDA	CON	3,383,166								3,383,166
* Funding Agency:	Total:	3,383,166								3,383,166

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	6,550,459								6,550,459
	Total:	6,550,459								6,550,459

Comments:

***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 18 - 04/12/2016 *****
 ***** Version 17 - 08/11/2015 *****
 ***** Version 16 - 06/22/2015 *****
 FY 14/15 amount is adjusted to reflect actual apportionment. FY 15/16 total is an estimate at the moment.

***** DFTIP Version 1 - 03/11/2014 *****
 ***** Version 13 - 04/11/2013 *****
 ***** DFTIP Version 1 - 05/07/2012 *****
 ***** Version 11 - 12/15/2011 *****
 ***** Version 10 - 01/04/2011 *****
 ***** Version 9 - 07/06/2010 *****
 ***** Version 8 - 05/13/2010 *****
 ***** Version 7 - 11/23/2008 *****
 ***** Version 6 - 04/25/2008 *****
 Per SJRTD/Escalon agreement, services for the City of Escalon transit services are paid through this funding at 50% cost.
 ***** Version 5 - 03/24/2008 *****
 ***** Version 4 - 06/11/2007 *****
 Adds FY 09/10 funds to Amendment #5
 ***** Version 3 - 03/16/2006 *****
 ***** Version 2 - 06/15/2005 *****
 FTA 5311 Apportionment for FY04/05: \$113,991.
 FTA 5311(f) Apportionment for FY04/05: \$25,000
 Total Federal (FTA 5311): \$138,991
 Total Local Match: \$138,991
 ***** Version 1 - 07/29/2004 *****

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0266	TITLE (DESCRIPTION): 5311-Operating funds for rural services (FTA 5311 funding for SJRTD to provide services to rural areas of San Joaquin County)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ07-5030		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: San Joaquin County	ROUTE:		PM:		

IMPLEMENTING AGENCY: SJRTD - San Joaquin Regional Transit

District

PROJECT MANAGER: GEORGE LORENTE

PHONE: (209) 467-6674

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
20	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	9,428,723		
19	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		6,550,459		
18	Official	04/12/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	20	6,550,459		
17	Official	08/26/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	13			
16	Official	06/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	9	6,011,400		
15	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		5,737,644		
14	Official	06/30/2014	DRIPPERD	Amendment - Cost/Scope/Sch. Change	27	7,824,000		
13	Official	04/12/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	7	5,737,644		
12	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		5,417,956		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
* Fund Source 1 of 2	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	3,167,293	359,783	359,783	359,783	359,783				4,606,425
* Funding Agency:	Total:	3,167,293	359,783	359,783	359,783	359,783				4,606,425

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
* Fund Source 2 of 2	RW									
* Fund Type: TDA	CON	3,383,166	359,783	359,783	359,783	359,783				4,822,298
* Funding Agency:	Total:	3,383,166	359,783	359,783	359,783	359,783				4,822,298

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	6,550,459	719,566	719,566	719,566	719,566				9,428,723
	Total:	6,550,459	719,566	719,566	719,566	719,566				9,428,723

Comments:

***** Version 20 - 03/28/2017 *****

Amendment adds FTA 5311 and TDA Funds for FFY17, FFY18, FFY19, and FFY20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 18 - 04/12/2016 *****

***** Version 17 - 08/11/2015 *****

***** Version 16 - 06/22/2015 *****

FY 14/15 amount is adjusted to reflect actual apportionment. FY 15/16 total is an estimate at the moment.

***** DFTIP Version 1 - 03/11/2014 *****

***** Version 13 - 04/11/2013 *****

***** DFTIP Version 1 - 05/07/2012 *****

***** Version 11 - 12/15/2011 *****

***** Version 10 - 01/04/2011 *****

***** Version 9 - 07/06/2010 *****

***** Version 8 - 05/13/2010 *****

***** Version 7 - 11/23/2008 *****

***** Version 6 - 04/25/2008 *****

Per SJRTD/Escalon agreement, services for the City of Escalon transit services are paid through this funding at 50% cost.

***** Version 5 - 03/24/2008 *****

***** Version 4 - 06/11/2007 *****

Adds FY 09/10 funds to Amendment #5

***** Version 3 - 03/16/2006 *****

***** Version 2 - 06/15/2005 *****

FTA 5311 Apportionment for FY04/05: \$113,991.

FTA 5311(f) Apportionment for FY04/05: \$25,000

Products of CTIPS

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0299	TITLE (DESCRIPTION): Lodi Transit Facility Upgrades (Facility Upgrades Costs to improve transportation service facilities and maintenance facilities including small tools and parts.)	MPO Aprv: 09/22/2016
CT PROJECT ID:		MPO ID.: SJ07-5004	State Aprv: 11/16/2016		Federal Aprv: 12/16/2016
COUNTY: San Joaquin County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Lodi, City of
PROJECT MANAGER: PAULA FERNANDEZ

PHONE: (209) 333-6800

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		600,000		
5	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		600,000		
4	Official	12/17/2012	AZEPEDA	Adoption - Carry Over		1,194,300		
3	Official	07/22/2010	SKAUR	Adoption - Carry Over				
2	Official	07/24/2008	WRIDDER	Adoption - Carry Over		794,300		
1	Official	07/27/2006	JSWANSON	Adoption - New Project		794,300		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	320,000		160,000						480,000
* Funding Agency:	Total:	320,000		160,000						480,000

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	80,000		40,000						120,000
* Funding Agency:	Total:	80,000		40,000						120,000

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	400,000		200,000						600,000
	Total:	400,000		200,000						600,000

Comments:

***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** DFTIP Version 1 - 03/05/2014 ***** DFTIP Version 1 - 05/01/2012 ***** Project is carry over from 2009 FTIP.
 ***** Version 3 - 03/29/2010 *****
 ***** Version 2 - 02/07/2008 *****
 ***** Version 1 - 03/07/2006 *****

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0299	TITLE (DESCRIPTION): Lodi Transit Facility Upgrades (Facility Upgrades Costs to improve transportation service facilities and maintenance facilities including small tools and parts.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ07-5004		EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.
COUNTY: San Joaquin County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Lodi, City of
PROJECT MANAGER: PAULA FERNANDEZ

PHONE: (209) 333-6800

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
7	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	800,000		
6	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		600,000		
5	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		600,000		
4	Official	12/17/2012	AZEPEDA	Adoption - Carry Over				
3	Official	07/22/2010	SKAUR	Adoption - Carry Over		1,394,300		
2	Official	07/24/2008	WRIDDER	Adoption - Carry Over		794,300		
1	Official	07/27/2006	JSWANSON	Adoption - New Project		794,300		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	320,000		160,000		160,000				640,000
	Total:	320,000		160,000		160,000				640,000

* Funding Agency:

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	80,000		40,000		40,000				160,000
	Total:	80,000		40,000		40,000				160,000

* Funding Agency:

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	400,000		200,000		200,000				800,000
	Total:	400,000		200,000		200,000				800,000

Comments:

***** Version 7 - 03/28/2017 *****

Amendment adds FTA 5307 and TDA funds in FFY20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** DFTIP Version 1 - 03/05/2014 *****

***** DFTIP Version 1 - 05/01/2012 *****

Project is carry over from 2009 FTIP.

***** Version 3 - 03/29/2010 *****

***** Version 2 - 02/07/2008 *****

***** Version 1 - 03/07/2006 *****

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0313	TITLE (DESCRIPTION): GPF- Safety Improvements- Collision Reduction (Projects are consistent with 40 CFR part 93.126. Exempt tables 2 & 3 Categories - Roadway/Highway Crossing, Safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization.)	MPO Aprv: 03/15/2017 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ07-1019		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: San Joaquin County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: RYAN NIBLOCK

PHONE: (209) 235-0600

EMAIL: niblock@sjcog.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
31	Official	03/15/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	6	55,946,000	226,000	893,000
30	Official	12/23/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	3	51,456,000	226,000	893,000
29	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		48,365,000	226,000	893,000
28	Official	11/29/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	32	893,000	226,000	893,000
27	Official	11/11/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	31	48,365,000	226,000	2,977,000
26	Official	04/28/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	22	48,365,000	226,000	893,000
25	Official	06/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	9	36,712,000	226,000	893,000
24	Official	01/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	2	32,103,000	226,000	893,000
23	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		26,820,000	226,000	893,000

* SHOPP - Collision Reduction -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 1	PE	893,000								893,000
	RW	226,000								226,000
* Fund Type: SHOPP Advance Construction (AC)	CON	36,712,000		3,739,000	11,653,000	3,842,000				55,946,000
* Funding Agency:	Total:	37,831,000		3,739,000	11,653,000	3,842,000				57,065,000

Comments:

***** Version 31 - 03/08/2017 *****
 ***** Version 30 - 12/22/2016 *****
 ***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 26 - 04/14/2016 *****
 ***** Version 25 - 06/22/2015 *****
 ***** Version 24 - 01/09/2015 *****
 ***** DFTIP Version 1 - 03/26/2014 *****
 ***** Version 19 - 08/26/2013 *****
 ***** Version 18 - 07/24/2013 *****
 ***** Version 17 - 01/18/2013 *****
 ***** DFTIP Version 1 - 04/20/2012 *****
 Toll Credits applied for 11.47 %
 ***** Version 15 - 09/07/2011 *****
 ***** Version 14 - 08/09/2011 *****
 ***** Version 13 - 12/22/2010 *****
 ***** Version 12 - 08/26/2010 *****
 ***** Version 11 - 07/28/2010 *****
 ***** Version 10 - 12/02/2009 *****
 ***** Version 9 - 11/23/2009 *****
 ***** Version 8 - 09/17/2009 *****
 ***** Version 7 - 03/18/2009 *****
 ***** Version 6 - 11/22/2008 *****
 ***** Version 5 - 02/07/2008 *****
 ***** Version 4 - 07/30/2007 *****
 ***** Version 3 - 03/05/2007 *****
 ***** Version 2 - 02/05/2007 *****
 ***** Version 1 - 04/19/2006 *****
 SHOPP-Collision Reduction Grouped Projects

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0313	TITLE (DESCRIPTION): GPF- Safety Improvements- Collision Reduction (Projects are consistent with 40 CFR part 93.126. Exempt tables 2 & 3 Categories - Roadway/Highway Crossing, Safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ07-1019		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: San Joaquin County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: RYAN NIBLOCK

PHONE: (209) 235-0600

EMAIL: niblock@sjcog.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
32	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	69,453,000	226,000	893,000
31	Official	03/15/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	6	55,946,000	226,000	893,000
30	Official	12/23/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	3	51,456,000	226,000	893,000
29	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		2,977,000	226,000	893,000
28	Official	11/29/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	32	50,449,000	226,000	893,000
27	Official	11/11/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	31	48,365,000	226,000	2,977,000
26	Official	04/28/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	22	48,365,000	226,000	893,000
25	Official	06/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	9	36,712,000	226,000	893,000
24	Official	01/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	2	32,103,000	226,000	893,000

		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* SHOPP - Collision Reduction -										
	PE	893,000								893,000
* Fund Source 1 of 1	RW	226,000								226,000
* Fund Type: SHOPP Advance Construction (AC)	CON	36,712,000		3,739,000	11,653,000	17,349,000				69,453,000
* Funding Agency:	Total:	37,831,000		3,739,000	11,653,000	17,349,000				70,572,000

Comments:

***** Version 32 - 03/28/2017 *****
 ***** Version 31 - 03/08/2017 *****
 ***** Version 30 - 12/22/2016 *****
 ***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 26 - 04/14/2016 *****
 ***** Version 25 - 06/22/2015 *****
 ***** Version 24 - 01/09/2015 *****
 ***** DFTIP Version 1 - 03/26/2014 *****
 ***** Version 19 - 08/26/2013 *****
 ***** Version 18 - 07/24/2013 *****
 ***** Version 17 - 01/18/2013 *****
 ***** DFTIP Version 1 - 04/20/2012 *****
 Toll Credits applied for 11.47 %
 ***** Version 15 - 09/07/2011 *****
 ***** Version 14 - 08/09/2011 *****
 ***** Version 13 - 12/22/2010 *****
 ***** Version 12 - 08/26/2010 *****
 ***** Version 11 - 07/28/2010 *****
 ***** Version 10 - 12/02/2009 *****
 ***** Version 9 - 11/23/2009 *****
 ***** Version 8 - 09/17/2009 *****
 ***** Version 7 - 03/18/2009 *****
 ***** Version 6 - 11/22/2008 *****
 ***** Version 5 - 02/07/2008 *****
 ***** Version 4 - 07/30/2007 *****
 ***** Version 3 - 03/05/2007 *****
 ***** Version 2 - 02/05/2007 *****
 ***** Version 1 - 04/19/2006 *****
 SHOPP-Collision Reduction Grouped Projects

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0417	TITLE (DESCRIPTION): 5311-Operating Assistance for Rural Services (Costs associated with transit operations in the City of Escalon - Escalon Dial-A-Ride)	MPO Aprv: 09/22/2016 State Aprv: 11/16/2016 Federal Aprv: 12/16/2016
CT PROJECT ID:			MPO ID.: SJ11-5002		
COUNTY: San Joaquin County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Escalon, City of
PROJECT MANAGER: JOHN ANDOH

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
19	Active	03/27/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	1,073,588		
18	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		753,780		
17	Official	10/20/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	29	821,493		
16	Official	04/12/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	20			
15	Official	08/26/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	13	739,828		
14	Official	06/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	9	706,329		
13	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		686,089		
12	Official	07/03/2014	DRIPPERD	Amendment - Cost/Scope/Sch. Change	29	773,000		
11	Official	04/12/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	7	686,089		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	318,152								318,152
* Funding Agency:	Total:	318,152								318,152

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: TDA	CON	409,102								409,102
* Funding Agency:	Total:	409,102								409,102

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: City Funds	CON	26,526								26,526
* Funding Agency:	Total:	26,526								26,526

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	753,780								753,780
	Total:	753,780								753,780

Comments:

***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 16 - 04/12/2016 *****
 ***** Version 15 - 08/11/2015 *****
 ***** Version 14 - 06/22/2015 *****
 FY 14/15 amount is adjusted to reflect actual apportionment. FY 15/16 total is an estimate at the moment.

***** DFTIP Version 1 - 03/11/2014 *****
 ***** Version 11 - 04/11/2013 *****
 ***** DFTIP Version 1 - 05/15/2012 *****
 ***** Version 9 - 12/15/2011 *****
 ***** Version 8 - 07/06/2010 *****
 ***** Version 7 - 05/13/2010 *****
 ***** Version 6 - 09/11/2009 *****
 ***** Version 5 - 04/14/2009 *****
 ***** Version 4 - 03/11/2009 *****
 ***** Version 3 - 11/23/2008 *****
 ***** Version 2 - 06/16/2008 *****
 ***** Version 1 - 03/24/2008 *****

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0417	TITLE (DESCRIPTION): 5311-Operating Assistance for Rural Services (Costs associated with transit operations in the City of Escalon - Escalon Dial-A-Ride)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SJ11-5002		
COUNTY: San Joaquin County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Escalon, City of
PROJECT MANAGER: JOHN ANDOH

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
19	Active	03/27/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	1,073,588		
18	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		753,780		
17	Official	10/20/2016	DRIPPERD	Amendment - Cost/Scope/Sch. Change	29	821,493		
16	Official	04/12/2016	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	20			
15	Official	08/26/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	13	739,828		
14	Official	06/22/2015	RNIBLOCK	Amendment - Cost/Scope/Sch. Change	9	706,329		
13	Official	06/26/2014	RNIBLOCK	Adoption - Carry Over		686,089		
12	Official	07/03/2014	DRIPPERD	Amendment - Cost/Scope/Sch. Change	29	773,000		
11	Official	04/12/2013	WRIDDER	Amendment - Cost/Scope/Sch. Change	7	686,089		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	318,152	39,976	39,976	39,976	39,976				478,056
* Funding Agency:	Total:	318,152	39,976	39,976	39,976	39,976				478,056

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: TDA	CON	409,102	39,976	39,976	39,976	39,976				569,006
* Funding Agency:	Total:	409,102	39,976	39,976	39,976	39,976				569,006

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: City Funds	CON	26,526								26,526
* Funding Agency:	Total:	26,526								26,526

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	753,780	79,952	79,952	79,952	79,952				1,073,588
	Total:	753,780	79,952	79,952	79,952	79,952				1,073,588

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** Version 19 - 03/27/2017 *****

Amendment adds FTA 5311 and TDA Funds for FFY17, FFY18, FFY19, and FFY20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 16 - 04/12/2016 *****

***** Version 15 - 08/11/2015 *****

***** Version 14 - 06/22/2015 *****

FY 14/15 amount is adjusted to reflect actual apportionment. FY 15/16 total is an estimate at the moment.

***** DFTIP Version 1 - 03/11/2014 *****

***** Version 11 - 04/11/2013 *****

***** DFTIP Version 1 - 05/15/2012 *****

***** Version 9 - 12/15/2011 *****

***** Version 8 - 07/06/2010 *****

***** Version 7 - 05/13/2010 *****

***** Version 6 - 09/11/2009 *****

***** Version 5 - 04/14/2009 *****

***** Version 4 - 03/11/2009 *****

***** Version 3 - 11/23/2008 *****

***** Version 2 - 06/16/2008 *****

***** Version 1 - 03/24/2008 *****

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0673	TITLE (DESCRIPTION): Capital Cost of Contracting (Capital Cost of Contracting)	MPO Aprv: 09/22/2016 State Aprv: 11/16/2016 Federal Aprv: 12/16/2016
CT PROJECT ID:			MPO ID.: SJ07-5055		
COUNTY: San Joaquin County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Tracy, City of
PROJECT MANAGER: ED LOVELL

PHONE: (209) 831-6204

EMAIL: ed.lovell@ci.tracy.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
3	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		1,026,207		
2	Official	01/19/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	14	1,026,207		
1	Official	04/28/2015	RNIBLOCK	Amendment - New Project	4	395,669		

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	820,965								820,965
	Total:	820,965								820,965
* Funding Agency: Tracy, City of										

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	205,242								205,242
	Total:	205,242								205,242
* Funding Agency: Tracy, City of										

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	1,026,207								1,026,207
	Total:	1,026,207								1,026,207

Comments:
 ***** Version 1 - 07/12/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 2 - 08/10/2015 *****
 ***** Version 1 - 03/13/2015 *****

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0673	TITLE (DESCRIPTION): Capital Cost of Contracting (Capital Cost of Contracting)	MPO Aprv:
CT PROJECT ID:			MPO ID.: SJ07-5055		State Aprv:
COUNTY: San Joaquin County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Tracy, City of
PROJECT MANAGER: ED LOVELL

PHONE: (209) 831-6204

EMAIL: ed.lovell@ci.tracy.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
4	Active	03/28/2017	DRIPPERD	Amendment - Cost/Scope/Sch. Change	9	4,026,207		
3	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		1,026,207		
2	Official	01/19/2015	DRIPPERD	Amendment - Cost/Scope/Sch. Change	14	1,026,207		
1	Official	04/28/2015	RNIBLOCK	Amendment - New Project	4			

* FTA Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	820,965	600,000	600,000	600,000	600,000				3,220,965
* Funding Agency: Tracy, City of	Total:	820,965	600,000	600,000	600,000	600,000				3,220,965

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	205,242	150,000	150,000	150,000	150,000				805,242
* Funding Agency: Tracy, City of	Total:	205,242	150,000	150,000	150,000	150,000				805,242

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE									
	RW									
	CON	1,026,207	750,000	750,000	750,000	750,000				4,026,207
	Total:	1,026,207	750,000	750,000	750,000	750,000				4,026,207

Comments:

***** Version 4 - 03/28/2017 *****

Amendment adds FTA 5307 and TDA Funds for FFY17, FFY18, FFY19, and FFY20. As exact apportionments have not yet been released, the funding amounts listed are approximations based upon consultation with the local agencies.

***** Version 1 - 07/12/16 *****

Project data transferred from 2014 FTIP.

***** Version 2 - 08/10/2015 *****

***** Version 1 - 03/13/2015 *****

AMENDED

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0694	TITLE (DESCRIPTION): Manteca Transit Preventative Maintenance (Preventative maintenance of Manteca Transit vehicles)	MPO Aprv: 09/22/2016 State Aprv: 11/16/2016 Federal Aprv: 12/16/2016
CT PROJECT ID:			MPO ID.: SJ14-5031		
COUNTY: San Joaquin County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Rehabilitation of transit vehicles.

IMPLEMENTING AGENCY: Manteca, City of
PROJECT MANAGER: GEORGIA LANTSBERGER PHONE: EMAIL: glantsberger@ci.manteca.ca.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Official	09/22/2016	RNIBLOCK	Adoption - Carry Over		50,000		
1	Official	04/28/2016	DRIPPERD	Amendment - New Project	22	50,000		

* FTA Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		40,000							40,000
* Funding Agency:	Total:		40,000							40,000

* Local Funds -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		10,000							10,000
* Funding Agency:	Total:		10,000							10,000

Project Total:		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		50,000							50,000
	Total:		50,000							50,000

Comments:
***** Version 1 - 07/12/16 *****
Project data transferred from 2014 FTIP.
***** Version 1 - 04/14/2016 *****

PRIOR

**San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 10	PPNO:	EA:	CTIPS ID: 212-0000-0716	TITLE (DESCRIPTION): McHenry Avenue Widening (In Escalon, on McHenry Avenue between Narcissus Way to Jones Road. Widen and reconstruct roadway to add two-way left turn lane.)	MPO Aprv:
CT PROJECT ID:			MPO ID.: SJ07-3010		State Aprv:
COUNTY: San Joaquin County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Escalon, City of
PROJECT MANAGER: TAMMY ALCANTAR

PHONE: (209) 691-7421

EMAIL: TAlcantar@cityofescalon.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	03/28/2017	DRIPPERD	Amendment - New Project	9	400,000		

				<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -												
* Fund Source 1 of 1				PE								
* Fund Type: City Funds				RW								
* Funding Agency:				CON		400,000						400,000
				Total:		400,000						400,000

Comments:
***** Version 1 - 03/28/2017 *****

NEW PROJECT

ATTACHMENT 2
UPDATED FINANCIAL PLAN

TABLE 1: REVENUE

San Joaquin Council of Governments
2016/17-2019/20 Federal Transportation Improvement Program
Amendment 9
(\$'s in 1,000)

Funding Source		N O T E S	4 YEAR (FTIP Cycle)								TOTAL CURRENT
			2016/17		2017/18		2018/19		2019/20		
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	No. 7	No. 9		
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds	\$6,928	\$6,928	\$4,869	\$5,269	\$15,901	\$16,119	\$914	\$1,132	\$29,447	
	County General Funds	\$64	\$64	\$9	\$9	\$292	\$292			\$365	
	City General Funds	\$6,864	\$6,864	\$4,860	\$5,260	\$15,608	\$15,826	\$914	\$1,132	\$29,082	
	Street Taxes and Developer Fees										
RSTP Exchange funds											
Transit											
Transit Fares											
Other (See Appendix 1)	\$10,430	\$11,873	\$17,279	\$18,639	\$1,891	\$5,651	\$282	\$4,582	\$40,744		
Local Total	\$17,358	\$18,800	\$22,148	\$23,908	\$17,792	\$21,769	\$1,196	\$5,713	\$70,191		
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax	\$1,755	\$1,755	\$400	\$400			\$937	\$937	\$3,092	
Regional Gas Tax/Measure											
Other (See Appendix 2)											
Regional Total	\$1,755	\$1,755	\$400	\$400			\$937	\$937	\$3,092		
STATE	State Highway Operations and Protection Program (SHOPP) ¹	\$59,336	\$61,831	\$33,406	\$33,406	\$41,484	\$41,484	\$65,344	\$78,851	\$215,572	
	SHOPP	\$58,111	\$60,606	\$33,406	\$33,406	\$41,484	\$41,484	\$65,344	\$78,851	\$214,347	
	SHOPP Prior										
	State Minor Program	\$1,225	\$1,225							\$1,225	
	State Transportation Improvement Program (STIP) ¹	\$3,394	\$3,394	\$23,200	\$23,200	\$200	\$200	\$12,300	\$12,300	\$39,094	
	STIP	\$3,394	\$3,394	\$23,200	\$23,200	\$200	\$200	\$12,300	\$12,300	\$39,094	
	STIP Prior										
	State Bond	\$11,203	\$11,203							\$11,203	
	Proposition 1A (High Speed Passenger Train Bond Program)	\$10,579	\$10,579							\$10,579	
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)	\$624	\$624							\$624	
	Active Transportation Program ¹	\$1,963	\$1,963	\$2,566	\$2,566			\$604	\$604	\$5,133	
	Highway Maintenance (HM) Program ¹	\$6,241	\$6,241							\$6,241	
	Highway Bridge Program (HBP) ¹	\$14,219	\$14,219	\$5,456	\$5,456	\$13,476	\$13,476	\$3,153	\$3,153	\$36,304	
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)											
State Total	\$96,356	\$98,851	\$64,628	\$64,628	\$55,160	\$55,160	\$81,401	\$94,908	\$313,547		
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$6,694	\$8,094	\$6,253	\$7,693	\$3,614	\$7,054		\$5,450	\$28,291	
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$400		\$400		\$400		\$400	\$1,599	
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants	\$1,500	\$1,500	\$1,500	\$1,500					\$3,000	
	5339 - Bus and Bus Facilities Formula Grants	\$535	\$535	\$545	\$545	\$556	\$556			\$1,636	
	FTA Transfer from Prior FTIP	\$3,894	\$4,266							\$4,266	
Other (See Appendix 4)	\$4,702	\$4,702							\$4,702		
Federal Transit Total	\$17,325	\$19,496	\$8,298	\$10,138	\$4,170	\$8,010		\$5,850	\$43,494		
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$10,037	\$10,037	\$10,274	\$10,274	\$10,465	\$10,465	\$10,681	\$10,681	\$41,457	
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo	\$720	\$720							\$720	
	Highway Safety Improvement Program (HSIP)	\$3,161	\$3,161	\$6,529	\$6,529			\$9,776	\$9,776	\$19,465	
	GARVEE Bonds Debt Service Payments										
	National Highway Freight Program										
	Nationally Significant Freight and Highway Projects										
	Projects of National/Regional Significance										
	Public Lands Highway										
	Railway-Highway Crossings										
Recreational Trails Program			\$493	\$493					\$493		
SAFE TEA-LU Safe Routes to School (SRTS)											
Surface Transportation Block Grant Program (STBGP/RSTP)	\$8,839	\$8,839	\$9,192	\$9,192	\$9,534	\$9,534	\$9,929	\$9,929	\$37,494		
Other (See Appendix 5)	\$6,958	\$6,958							\$6,958		
Federal Highway Total	\$29,714	\$29,714	\$26,488	\$26,488	\$19,999	\$19,999	\$30,386	\$30,386	\$106,588		
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	Federal Railroad Administration Total										
Federal Total	\$47,039	\$49,211	\$34,786	\$36,626	\$24,169	\$28,009	\$30,386	\$36,236	\$150,081		
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
Innovative Financing Total											
REVENUE TOTAL		\$162,508	\$168,617	\$121,962	\$125,562	\$97,121	\$104,939	\$113,920	\$137,794	\$536,912	

Financial Summary Notes:
¹ State Programs that include both state and federal funds

TABLE 1: REVENUE - APPENDICES

San Joaquin Council of Governments
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 9
 (\$'s in 1,000)

Appendix 1 - Local Other

Local Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Local Transportation Funds	\$4,179	\$4,179	\$2,255	\$2,255			\$282	\$282	\$6,716
Local Transportation Funds - Advance Construction			\$10,780	\$10,780					\$10,780
Private Funds	\$963	\$1,056							\$1,056
TDA	\$5,288	\$6,638	\$4,244	\$5,604	\$1,891	\$5,651		\$4,300	\$22,192
Local Other Total	\$10,430	\$11,873	\$17,279	\$18,639	\$1,891	\$5,651	\$282	\$4,582	\$40,744

Appendix 2 - Regional Other

Regional Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									

Appendix 4 - Federal Transit Other

Federal Transit Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
FTA 5312	\$4,702	\$4,702							\$4,702
Federal Transit Other Total	\$4,702	\$4,702							\$4,702

Appendix 5 - Federal Highway Other

Federal Highway Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
2016 Earmark Repurposing	\$6,958	\$6,958							\$6,958
Federal Highway Other Total	\$6,958	\$6,958							\$6,958

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

San Joaquin Council of Governments
2016/17-2019/20 Federal Transportation Improvement Program
Amendment 9
(\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Cycle)								TOTAL CURRENT
			2016/17		2017/18		2018/19		2019/20		
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	No. 7	No. 9		
LOCAL	Local Total		\$17,358	\$18,800	\$22,148	\$23,908	\$17,792	\$21,769	\$1,196	\$5,713	\$70,191
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax		\$1,755	\$1,755	\$400	\$400			\$937	\$937	\$3,092
	Regional Gas Tax/Measure										
	Other (See Appendix A)										
	Regional Total		\$1,755	\$1,755	\$400	\$400			\$937	\$937	\$3,092
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$59,336	\$61,831	\$33,406	\$33,406	\$41,484	\$41,484	\$65,344	\$78,851	\$215,572
	SHOPP		\$58,111	\$60,606	\$33,406	\$33,406	\$41,484	\$41,484	\$65,344	\$78,851	\$214,347
	SHOPP Prior										
	State Minor Program		\$1,225	\$1,225							\$1,225
	State Transportation Improvement Program (STIP) ¹		\$3,394	\$3,394	\$23,200	\$23,200	\$200	\$200	\$12,300	\$12,300	\$39,094
	STIP		\$3,394	\$3,394	\$23,200	\$23,200	\$200	\$200	\$12,300	\$12,300	\$39,094
	STIP Prior										
	State Bond		\$11,203	\$11,203							\$11,203
	Proposition 1A (High Speed Passenger Train Bond Program)		\$10,579	\$10,579							\$10,579
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$624	\$624							\$624
	Active Transportation Program ¹		\$1,963	\$1,963	\$2,566	\$2,566			\$604	\$604	\$5,133
	Highway Maintenance (HM) Program ¹		\$6,241	\$6,241							\$6,241
	Highway Bridge Program (HBP) ¹		\$14,219	\$14,219	\$5,456	\$5,456	\$13,476	\$13,476	\$3,153	\$3,153	\$36,304
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)										
	State Total		\$96,356	\$98,851	\$64,628	\$64,628	\$55,160	\$55,160	\$81,401	\$94,908	\$313,547
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants		\$6,694	\$8,094	\$6,253	\$7,693	\$3,614	\$7,054		\$5,450	\$28,291
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas			\$400		\$400		\$400		\$400	\$1,599
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants		\$1,500	\$1,500	\$1,500	\$1,500					\$3,000
	5339 - Bus and Bus Facilities Formula Grants		\$535	\$535	\$545	\$545	\$556	\$556			\$1,636
	FTA Transfer from Prior FTIP		\$3,894	\$4,266							\$4,266
	Other (See Appendix C)		\$4,702	\$4,702							\$4,702
	Federal Transit Total		\$17,325	\$19,496	\$8,298	\$10,138	\$4,170	\$8,010	\$5,850	\$5,494	\$43,494
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$10,021	\$10,021	\$10,273	\$10,273	\$9,997	\$9,997	\$9,642	\$9,642	\$39,933
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo		\$720	\$720							\$720
	Highway Safety Improvement Program (HSIP)		\$3,161	\$3,161	\$6,529	\$6,529			\$9,776	\$9,776	\$19,465
	GARVEE Bonds Debt Service Payments										
	National Highway Freight Program										
	Nationally Significant Freight and Highway Projects										
	Projects of National/Regional Significance										
	Public Lands Highway										
	Railway-Highway Crossings										
	Recreational Trails Program				\$493	\$493					\$493
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$8,831	\$8,839	\$9,025	\$9,192	\$9,533	\$9,139	\$2,013	\$2,232	\$29,402
	Other (See Appendix D)		\$6,958	\$6,958							\$6,958
	Federal Highway Total		\$29,691	\$29,699	\$26,320	\$26,487	\$19,530	\$19,136	\$21,431	\$21,650	\$96,972
	Other Federal Railroad Administration (see Appendix E)										
FEDERAL RAIL	Federal Railroad Administration Total										
	Federal Total		\$47,016	\$49,195	\$34,618	\$36,625	\$23,700	\$27,146	\$21,431	\$27,500	\$140,465
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$162,485	\$168,602	\$121,794	\$125,561	\$96,652	\$104,075	\$104,965	\$129,058	\$527,296

MPO Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

San Joaquin Council of Governments
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 9
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 7	Current No. 9	Prior No. 7	Current No. 9	Prior No. 7	Current No. 9	Prior No. 7	Current No. 9	
LOCAL	Local Total									
REGIONAL	Tolls									
	<i>Bridge Corridor</i>									
	Regional Sales Tax									
	Regional Gas Tax/Measure									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	<i>SHOPP</i>									
	<i>SHOPP Prior</i>									
	<i>State Minor Program</i>									
	State Transportation Improvement Program (STIP) ¹									
	<i>STIP</i>									
	<i>STIP Prior</i>									
	State Bond									
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>									
	<i>Proposition 1E (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
Highway Bridge Program (HBP) ¹										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total									
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
Other										
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$16	\$16	\$1	\$1	\$468	\$468	\$1,039	\$1,039	\$1,523
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway-Highway Crossings									
Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	\$8	\$0	\$167	\$0	\$1	\$395	\$7,916	\$7,697	\$8,092	
Other										
	Federal Highway Total	\$23	\$15	\$168	\$1	\$469	\$863	\$8,955	\$8,736	\$9,616
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$23	\$15	\$168	\$1	\$469	\$863	\$8,955	\$8,736	\$9,616
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$23	\$15	\$168	\$1	\$469	\$863	\$8,955	\$8,736	\$9,616

ATTACHMENT 3

2014 RTP AMENDMENT 4

2014 RTP Amendment #4 Summary of Changes

The RTP as amended conforms to the applicable State Implementation Plans (SIPs), meets all applicable transportation planning requirements per 23 CFR Part 450, and meets the transportation conformity regulations. These changes require a formal RTP amendment (new regional emissions analysis). These changes are necessary to change the schedule for the projects listed below. There is no impact to the 2014 RTP fiscal constraint. Table 6-3 has been updated accordingly.

2014 RTP Amendment #4 makes the following open-to-traffic date changes in the 2014 RTP:

MPO RTP ID	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total Project Cost	Open to Traffic
SJ11-3042	Caltrans	SR 99/120 Operational Improvements	Construct a second lane on the SR 99 NB Off-ramp/SR-120 WB On-Ramp	SR 99/SR 120 NB Off Ramp/SR 120 WB On-Ramp	\$20,000,000	2019 <u>2022</u>
SJ11-3066	Lathrop	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	I-5 at Roth Road	\$16,800,000	2018 <u>2020</u>
SJ07-2012	Manteca	SR-120 at Union Road	Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road	\$22,000,000	2015 <u>2021</u>
SJ11-2010	Tracy	I-205/Lammers Rd/Elleventh St	Construct Interchange I-205 at Elleventh street realign and widen Elleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Elleventh; in WB I-205 Elleventh Street to Grant Line Road	I-205 at Elleventh street, Elleventh Street north of Grant Line to Byron Road	\$82,580,063	2018 <u>2022</u>
SJ07-3010	Escalon	McHenry Avenue	Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	Narcissus to Jones Road	\$2,822,795 \$400,000	2036 <u>2020</u>
SJ07-3023	Manteca	Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.	\$9,039,644	2016 <u>2022</u>

SJ07-3034	Port of Stockton	Rough and Ready Island Bridge (Navy Dr Bridge)	Replacement of existing bridge (2 to 4 lanes) at Navy Drive to provide secondary access point	Bridge at Navy Drive	\$12,247,222	2015 2020
SJ07-3108	Tracy	MacArthur Drive	Widen 2 to 4 lanes (Valpico Road to Schulte Road)	MacArthur Drive from Valpico Road to Schulte Road;	\$10,973,987	2017 2018

Further, 2014 RTP Amendment #4 adds the following project for ENVIRONMENTAL ONLY:

SJ14-2004	Lathrop	SR 120 at Yosemite Ave	Construction of new interchange - ENVIRONMENTAL ONLY	SR 120 at Yosemite Ave	\$3,000,000	N/A
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Table 6-1: 2014 Regional Transportation Plan Project List - Mainline Highway Improvements Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	PPNO	Project Information			Project Description	Project Limits	Cost to Deliver		Milestone Years				
				Jurisdiction	Facility Name/Route				Total		FTIP Programming	NEPA Approval	Open to Traffic	M/R Renewal Project	RTIP Project
SJ11-1003	212-0000-0578	7634D		Caltrans	SR-99 Widening in Manteca and San Joaquin Phase IV	Mitigation Planting	In Manteca on SR-99 from 0.7 miles north of Louise Avenue to 0.5 miles north of French Camp Road	\$2,559,000		2009	2010	N/A	X	X	
SJ07-1016				Caltrans	SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)	\$600,000		2007	2010	2014			
SJ07-1015				Caltrans	SR-4 Extension	New alignment from Fresno Ave. to Navy Drive	Fresno Avenue to Navy Drive	\$90,000,000		2009	2012	2017	X	X	
SJ07-1005				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	\$97,880,000			2022	2030	X	X	
SJ11-1001				Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	\$124,620,000			2009	2031	X	X	
SJ07-1003				Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	I-580 to Eleventh Street	\$103,689,000			2024	2032	X	X	
SJ07-1006				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	SR 120 to French Camp Road	\$193,880,000			2026	2034	X	X	
SJ14-1001				Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	\$143,450,000			2027	2035	X	X	
SJ14-1002				Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	\$143,184,000			2029	2037	X	X	
SJ07-1008	212-0000-0123			Caltrans	I-5 HOV Mossdale	Widen 9 to 12 through lanes	SR-120 to I-205 (P.M. R13.9/R15.6)	\$207,970,000			2030	2038	X	X	
SJ14-1003				Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - ENVIRONMENTAL ONLY	Harney Lane to Turner Road	\$3,000,000							
SJ07-1014				Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to SR-99	\$95,191,000			2032	2040	X	X	
SJ11-3042				Caltrans	SR 99/120 Operational Improvements	Construct a second lane on the SR 99 NB Off-ramp/SR-120 WB On-Ramp	SR 99/SR 120 NB Off Ramp/SR 120 WB On-Ramp	\$20,000,000				2049 2022			
								\$1,226,023,000							

Table 6-2: 2014 Regional Transportation Plan Amendment Project List - Interchange Improvements Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	PPNO	Project Information			Project Description	Project Limits	Cost to Deliver		Milestone Years				
				Jurisdiction	Facility Name/Route	Total			Total	FTIP Programming	NEP A Approval	Open to Traffic			
SJ07-2004	212-0000-0525			Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road		\$33,000,000			2013	2018		
SJ07-2005				Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue		\$33,000,000			2011	2015		
SJ11-3066				Lathrop	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Mantney Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Mantney Road Intersection	I-5 at Roth Road		\$16,800,000			2018	2020		
SJ11-2015	212-0000-0398			Lodi	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)		\$16,164,463			2024	2030		
SJ07-2006	212-0000-0397			Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane		\$39,183,247			2009	2028	2036	
SJ07-2012				Manteca	SR-120 at Union Road	Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road		\$22,000,000			2011	2021		
SJ11-2023				Manteca	SR-99 at Austin Road	Modify Existing Interchange	SR-99 at Austin Road		\$3,000,000			2014	2015		
SJ 14-2001				Manteca	SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Raymus Expressway		\$3,000,000			2016			
SJ07-2009	212-0000-0231			Manteca	SR-120 at McKinley Avenue	Construct new interchange	SR-120 at McKinley Avenue		\$27,850,000			2009	2014	2022	
SJ07-2015				Ripon	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)		\$10,000,000			2015	2018		
SJ11-2002	212-0000-0562			Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road		\$65,900,000			2013	2020		
SJ11-2001	212-0000-0561			Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada		\$69,800,000			2013	2021		
SJ11-2004	212-0000-0309			Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane		\$37,200,000			2007	2009	2025	
SJ11-2006	212-0000-0309			Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive		\$92,800,000			2007	2009	2031	
SJ07-2020	212-0000-0309			Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road		\$51,400,000			2007	2009	2031	
SJ11-2008				Stockton	SR-99 at Gateway Boulevard	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Gateway Boulevard		\$9,930,000			2014			
SJ11-2010	212-0000-0227			Tracy	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road		\$82,580,063			2007	2012	2018	2022
SJ11-2011				Tracy	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road		\$32,574,820			2018	2024		
SJ11-2012	212-0000-0228			Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman		\$36,056,267			2009	2020	2026	
SJ11-2031				Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - ENVIRONMENTAL ONLY	I-580 at Coral Hollow Road		\$5,500,000			2018			
SJ11-2032				Tracy	I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road		\$5,500,000			2018			
SJ14-2002				Tracy	1-580 at Mountain House	Construction of new interchange - ENVIRONMENTAL ONLY	1-580 at Mountain House		\$3,000,000						

Table 6-2: 2014 Regional Transportation Plan Amendment Project List - Interchange Improvements Category

Identifiers		Project Information			Project Description		Project Limits		Cost to Deliver	Milestone Years		
2014 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Project Limits	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic
SJ14-2003			Tracy	I-205 at Mountain House	Construction of new interchange - ENVIRONMENTAL ONLY	I-205 at Mountain House		\$3,000,000				
SJ14-2004			Lathrop	SR 120 at Yosemite Ave	Construction of new interchange - ENVIRONMENTAL ONLY	SR 120 at Yosemite Ave		\$3,000,000				
								\$702,238,860				

Table 6-3: 2014 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers	2014 RTP MPO ID	CTIPs ID #	PPNO	Project Information	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIP Project
SJ07-3011	212-0000-0228			Escalon	SR 120/Brennan Ave Intersection		Intersection improvements	SR-120 at Brennan Avenue		\$446,066		2020	2026			
SJ07-3013				Escalon	Ullrey Avenue/McHenry Avenue Intersection		Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing.		\$1,495,805		2028	2031		X	
SJ07-3010				Escalon	McHenry Avenue		Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	Narcissus to Jones Road		\$2,822,795		2030	2036			
SJ07-3016	112-0000-0158	3K44		Lathrop	Louise Avenue		Widen 2 lane to 4 lane	Lathrop SPRR to east side UPRR		\$2,074,680	2008	2008	2016			
SJ07-3015				Lathrop	Lathrop Road		Widen from 2 to 4 lanes	I-5 to east of UPRR		\$2,771,026		2014	2018			X
SJ07-3014				Lathrop	Golden Valley Parkway		Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road		\$7,500,000		2018	2023			X
SJ07-3014				Lathrop	Golden Valley Parkway		Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road		\$7,500,000		2018	2027			X
SJ14-3001				Lathrop	Golden Valley Parkway		Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road		\$45,000,000		2018	2026			X
SJ07-3019	212-0000-0552			Lodi	Lockeford Street		Widen 2 to 4 lanes	Stockton Street to Cherokee Lane		\$3,600,000		2017	2018			
SJ14-3002				Lodi	Century Boulevard Gap Closure		Construct new 2-lane roadway and at-grade crossing of UPRR	Church Street and Stockton Street		\$6,000,000		2018	2020			
SJ07-3017				Lodi	Ham Lane		Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street		\$2,990,959			2025		X	
SJ07-3018				Lodi	Harney Lane		Widen from 2/3 lane collector to 4 lane divided arterial	SR-99 to Lower Sacramento Road (2.6 Miles)		\$22,008,760	2009	2016	2024		X	X
SJ07-3022				Lodi	Victor Road (SR-12)		Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape	Between SR 99 to Central California Traction railroad tracks.		\$6,000,000		2030	2035		X	
SJ07-3027				Manteca	Louise Avenue		Widen from 2 to 4 lanes	Manteca SPRR to East of SR-99		\$1,301,068		2009	2014			
SJ11-3010				Manteca	Atheron Drive		Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road		\$2,481,200		2010	2014			
SJ07-3023				Manteca	Airport Way		Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.		\$9,039,644		2010	2016		X	X
SJ11-3008				Manteca	Airport Way		Widen from 2 to 4 lanes	Lathrop Road to Roth Road		\$6,563,978		2012	2022			
SJ11-3011				Manteca	Atheron Drive		Construct new 4 lane roadway	McKinley Ave to West of Airport Way		\$1,095,144		2012	2023			
SJ07-3024				Manteca	Lathrop Road		Widen from 2 to 4 lanes	From East of UPRR to SR-99		\$3,079,636		2016	2024			X
SJ11-3014				Manteca	Raymus Expressway		Construct new 4-lane expressway	Main Street to SR-99		\$9,343,608		2017	2026			
SJ14-3003				Manteca	Airport Way		Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road		\$6,327,751		2010	2027		X	X
SJ11-3013				Manteca	Raymus Expressway		Construct new 2 lane expressway	SR-120 to Woodward Ave		\$2,801,188		2017	2028			
SJ11-3012				Manteca	Atheron Drive		Construct new 4 lane roadway	Woodward Ave to McKinley Ave		\$4,321,170		2019	2029			
SJ11-3015				Manteca	Raymus Expressway		Construct new 2 lane expressway	Woodward Ave to Main Street		\$11,115,162		2019	2031			
SJ14-3004				Manteca	Airport Way		Widen from 4 to 6 lanes	SR 120 to Lathrop Road		\$12,351,768		2010	2036		X	X
SJ11-3065				Port of Stockton	Navy Drive		Widen Navy Drive from 2- to 4 lanes, include signal and intersection improvements at Navy Drive/Washington street	Just east of BNSF RR (conforms to crosstown extension limits) just north of Washington Street (conforms to Navy Drive Bridge limits)		\$4,633			2024			
SJ07-3034	212-0000-0261			Port of Stockton	Rough and Ready Island Bridge (Navy Dr Bridge)		Replacement of existing bridge (2 to 4 lanes) at Navy Drive to provide secondary access point	Bridge at Navy Drive		\$12,247,222		2007	2015			
SJ11-3017				Ripon	Jack Tone Road, Phase 1		Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue		\$9,500,000		2013	2015			
SJ11-3019				Ripon	Garrison Road Gap Closure		Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue		\$3,000,000		2014	2016			
SJ11-3016	212-0000-0586			Ripon	Stockton Avenue		Rehabilitate and widen roadway from 2 to 4 lanes	Second Street to Doak Boulevard		\$3,000,000		2011	2021		X	
SJ11-3020				Ripon	River Road, Phase 1		Widen from 2 to 6 lanes	North Ripon Road to Fulton Avenue		\$2,500,000		2017	2019			
SJ11-3020				Ripon	River Road, Phase 2		Widen from 2 to 6 lanes	Fulton Avenue to Jack Tone Road		\$2,500,000		2017	2019			
				Ripon	Canal Boulevard Extension		Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway		\$4,600,000		2013	2026			
SJ07-3137				Ripon	Olive Expressway		Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway		\$3,000,000						
SJ11-3026				San Joaquin County	Lower Sacramento Road		Widen from 2 to 4 lanes; installing concrete median barrier, and installing shoulder wide to accommodate bicyclists	Pixley Slough Bridge to Harney Curve		\$12,600,000		2012	2015		X	
SJ11-3024				San Joaquin County	Benjamin Holt Drive		Widen to include center left turn lane, add access controls	Gettysburg Lane to Pacific Avenue		\$2,624,000		2010	2015			

Table 6-3: 2014 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers	2014 RTP MPO ID	CTPS ID #	PPNO	Project Information	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	M/R Renewal Project	RTIP Project
SJ11-3023				San Joaquin County	Pershing Avenue	Operational Improvements	Meadow Avenue to Thornton Road		\$2,460,000		2009	2016		X	X	
SJ11-3025	112-0000-0142 212-0000-0149 212-0000-0290			San Joaquin County	McHenry Avenue	Improvements & Bridge Replacement	Widening McHenry Avenue to install a two-way left turn lane and replacing two bridge structures	Stanislaus River Bridge to Jones Avenue	\$28,309,200		2011	2019				
SJ11-3027				San Joaquin County	Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5		\$19,347,000		2013	2018		X		
SJ11-3028				San Joaquin County	Cherokee Road	Widen from 2 to 3 lanes, add paved shoulders	SR-99 to Ashley Road		\$3,816,000		2016	2018		X		
SJ11-3029				San Joaquin County	Howard Road	Passing lanes and channelization	Howard Road		\$15,000,000		2021	2023				
SJ11-3030				San Joaquin County	Mariposa Road	Widen from 2 to 4 lanes	Austin Road to Jack Tone Road		\$26,255,000		2023	2025				
SJ11-3031				San Joaquin County	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road		\$5,000,000		2023	2025				
SJ07-3608	212-0000-0425			San Joaquin County	Bacon Island Bridge	HBRR Bason Island Road over Middle River Woodward Island Ferry replacement with 2 lane bridge	Bacon Island over Middle River - Woodward Island Bridge		\$13,015,200			2019				
SJ11-3007				San Joaquin County	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road		\$10,725,000			2025		X		
SJ14-3005				San Joaquin County	Grantline Road	Widen from 2 to 4 lanes	Tracy City Limits to 11th Street		\$9,000,000			2028				
SJ07-3154				San Joaquin County	Roth Road	Widen from 2 to 4 lanes with shoulders	UPRR to Airport Way		\$4,385,682			2028				
SJ11-3008				San Joaquin County	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road		\$16,977,000			2028		X		
SJ11-3032				Stockton	Holman Rd	Construction of new 6 lane road	Gary Galli Dr to Eight Mile Rd		\$13,600,000			2018				
SJ11-3006	212-0000-0565			Stockton	Hammer Lane (Phase III)	Widen from 4 to 6 lanes	Alexandria Place to Thornton Rd including Pershing Ave intersection		\$12,700,000			2016		X		
SJ07-3075	212-0000-0563			Stockton	Thornton Road	Widen 1.5 mile section of roadway from 2 lanes both directions to 6 lanes with a center dual turn lane	Pershing Avenue to Bear Creek Bridge		\$15,000,000			2018		X		
SJ07-3076				Stockton	Trinity Parkway Extension	Construction of new 4 lane road	Bear Creek to Otto Dr		\$1,500,000			2018				
SJ11-3057				Stockton	Arch-Airport Rd	Widen from 4 to 6 lanes	SR-99 to Pock Lane		\$4,000,000			2019				
SJ11-3060				Stockton	Arch-Airport Rd	Widen from 3 to 6 lanes	Alitalia Ave to Airport Way		\$1,800,000			2019				
SJ11-3034				Stockton	Davis Rd	Widen from 3 to 4 lanes	Eight Mile to Bear Creek		\$2,400,000			2020				
SJ11-3054				Stockton	French Camp Road	Widen from 4 to 8 lanes	Manthey Rd to I-5		\$1,700,000			2020				
SJ11-3037				Stockton	Hammer Ln Extension	New Street	Mariners Dr to Trinity Parkway		\$3,600,000			2021				
SJ11-3033				Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Grider Way to Armor Dr		\$7,000,000			2021				
SJ07-3087				Stockton	Trinity Parkway Extension	Construct 4 lane extension	Otto Drive to Hammer Lane		\$8,000,000			2021				
SJ07-3093				Stockton	Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way		\$16,500,000			2026				
SJ11-3044				Stockton	Arch Road	Widen from 4 to 6 lanes	Fite Court to Frontier Way		\$1,400,000			2026				
SJ11-3045				Stockton	Arch Road	Widen from 3 to 6 lanes	Frontier Way to SR-99		\$4,400,000			2026				
SJ11-3061				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane		\$6,800,000			2026				
SJ11-3047				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F		\$2,400,000			2026				
SJ11-3048				Stockton	Eight Mile Rd	Widen from 3 to 4 lanes	New Road F to New Road E		\$4,600,000			2026				
SJ11-3050				Stockton	Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Rd		\$8,100,000			2026		X		
SJ11-3056				Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln		\$4,100,000			2026				
SJ11-3039				Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough		\$23,200,000			2026				
SJ07-3078				Stockton	Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln		\$5,900,000			2026				
SJ07-3084				Stockton	Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR		\$7,800,000			2026				
SJ07-3088				Stockton	Airport Way	Intersection Modifications	Harding Way to Industrial Rd		\$9,600,000			2026		X		
SJ11-3062				Stockton	Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln		\$10,400,000			2026				
SJ11-3055				Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln		\$14,300,000			2031				
SJ07-3095				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd		\$10,900,000			2031				
SJ11-3051				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99		\$14,700,000			2031		X		
SJ11-3068				Stockton	Gateway Boulevard	Construct new 4 lane roadway - ENVIRONMENTAL ONLY	South of Live Oak Blvd, SR-99 to Micke Grove Road		\$9,900,000			2035				
SJ11-3069				Stockton	Micke Grove Road	Widen from 2 to 4 lanes - ENVIRONMENTAL ONLY	Eight Mile Road to New Gateway Blvd		\$5,900,000			2035				
SJ07-3089				Stockton	Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court		\$6,600,000			2036				
SJ11-3053				Stockton	French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd		\$8,300,000			2036				
SJ11-3063				Stockton	March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99		\$22,400,000			2036				
SJ07-3094				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd		\$22,400,000			2036				
SJ07-3097				Stockton	Navy Drive	Widen from 2 to 4 lanes	BNSF RR to SR 4		\$6,600,000			2036				
SJ11-3042				Stockton	Stanislaus Street	Widen from 2 to 4 lanes	Crosstown Freeway to Park Street		\$3,900,000			2014				

ATTACHMENT 4

CONFORMITY ANALYSIS FOR THE 2008 OZONE AND 2012 PM2.5 STANDARDS

DRAFT CONFORMITY ANALYSIS
FOR THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT #9 AND 2014 REGIONAL TRANSPORTATION PLAN
AMENDMENT #4

MARCH 28, 2017

SAN JOAQUIN COUNCIL OF GOVERNMENTS

ANDREW T. CHESLEY, EXECUTIVE DIRECTOR

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2017 Federal Transportation Improvement Program Amendment #9 (2017 FTIP Amendment #9) and 2014 Regional Transportation Plan Amendment #4 (2014 RTP Amendment #4). The San Joaquin Council of Governments (SJCOG) is the designated Metropolitan Planning Organization (MPO) in San Joaquin County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4; a finding of conformity is therefore supported. The 2017 FTIP Amendment #9, the 2014 RTP Amendment #4, and corresponding conformity analysis was approved by the San Joaquin Council of Governments Policy Board on April 27, 2017. Federal approval is anticipated on or before June 30, 2017. FHWA/FTA last issued a finding of conformity for the 2017 FTIP and the 2014 RTP Amendment #3 on December 16, 2016.

The 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM_{2.5}); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the San Joaquin County area must satisfy the requirements of the Federal transportation conformity regulation.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- (2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- (4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM_{2.5}.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2017, 2018, 2019, 2020, 2021, 2023, 2025, 2031, 2035 and 2040 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the SJCOG Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2015)*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*. The conformity tests for PM-10 are therefore satisfied.
- For the 1997 and 2012 PM2.5 standards, the total regional on-road vehicle-related emissions associated with implementation of the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2008 PM2.5 Plan (as revised in 2011)*. The conformity tests for PM2.5 for the 1997 and 2012 standards are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2012 PM2.5 Plan (as revised in 2015)*. The conformity tests for PM2.5 for the 2006 standard are therefore satisfied.
- The 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report. Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2017 FTIP Amendment #9, the 2014 RTP Amendment #4, and corresponding conformity analysis on August 25, 2016. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1: FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 were prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

San Joaquin Council of Governments (SJCOG) is the designated Metropolitan Planning Organization (MPO) for San Joaquin County in the San Joaquin Valley. As a result of this designation, SJCOG prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FFY 2016/17 – 2019/20) programming document for the preservation, expansion, and management of the transportation system. The 2014 RTP has a 2040 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

“Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.”

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments, effective April 13, 2012 (EPA, 2012). The amendments restructure several sections of the rule so that they apply to any new or revised National Ambient Air Quality Standards. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes.

On July 29, 2016 EPA released its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are

multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for carbon monoxide, ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM_{2.5}, the Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 effectively incorporates the “multi-jurisdictional” guidance directly into the rule. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. In May 2015 the San Joaquin Valley Unified Air Pollution Control District requested ARB to withdraw Rule 9120 from California State Implementation Plan consideration.

In July of 2015, ARB sent a letter to EPA withdrawing Rule 9120 from the California State Implementation Plan. Therefore EPA can no longer act on the Rule. It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP cannot be approved for the San Joaquin Valley, the Federal transportation conformity rule governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as “the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation” (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in February 2017 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2014 was used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for use in conformity determinations.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The SJCOG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

The San Joaquin Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and

west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. The Conformity Analyses for the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 include analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997 and 2008 standard), and particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM_{2.5}:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- The 2007 Ozone Plan (1997 Standard), as revised in 2015, was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016 and subsequently adopted by ARB on July 21, 2016. Since the new ozone budgets have not yet been approved by EPA, the 2007 Ozone Plan budgets will continue to be used for this conformity analysis.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM_{2.5} Plan (1997 Standard), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2015 PM_{2.5} Plan (1997 Standards) was approved by ARB on May 21, 2015. On February 9, 2016 EPA published proposed conditional approval of the 2015 Plan; no final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM_{2.5} Plan conformity budgets are the only budgets applicable to the 1997 and 2012 PM_{2.5} standards at this time.
- The 2012 PM_{2.5} Plan (as revised in 2015) was approved by EPA on August 16, 2016 (effective September 30, 2016).

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM_{2.5} standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM_{2.5} NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

EPA's nonattainment area designations for the new 2012 PM_{2.5} standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM_{2.5} standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual standard.

On July 29, 2016 EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles. According to the implementation rule, areas designated as nonattainment for the 1997 PM_{2.5} standards, must continue to demonstrate conformity to these standards until attainment.* In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "...if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation

plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

CARBON MONOXIDE

The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties are classified maintenance for carbon monoxide (CO). The motor vehicle emission budgets for carbon monoxide are specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 30, 2005, effective January 30, 2006.

For carbon monoxide, the Federal transportation conformity regulation requires that the TIP and RTP must pass an emissions budget test with a budget that has been approved by EPA for transportation conformity purposes. New conformity budgets have been approved for 2003, 2010 and 2018 for portions of the San Joaquin Valley as provided in the following table.

**Table 1-1:
On-Road Motor Vehicle CO Emissions Budgets**

County	2003 Emissions (winter tons/day)	2010 Emissions (winter tons/day)	2018 Emissions (winter tons/day)
Fresno	240	240	240
Kern	180	180	180
San Joaquin	170	170	170
Stanislaus	130	130	130

OZONE (2008 STANDARD)

EPA’s final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Areas designated nonattainment for the 2008 ozone standard are required to use any existing adequate or approved SIP motor vehicle emissions budgets for a prior ozone standard until budgets for the 2008 ozone standard are either found adequate or approved. Therefore, when a 2008 ozone nonattainment area has adequate or approved budgets for any ozone standard, the budget test requirements (40 CFR 93.118) must be met.

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA approved the 2007 Ozone Plan (as revised in 2015) including conformity budgets on July 8, 2016 (effective September 30, 2016). The revised SIP identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area. It is important to note that the boundaries for both the 2008 ozone standard and previous ozone standard are identical. Consequently, for this conformity analysis, the SJV MPOs will continue to conduct demonstrations for subarea emissions budgets as established in the 2007 Ozone Plan (as revised in 2015).

The approved conformity budgets from Table 1 of the August 12, 2016 are provided in a table below. These budgets will be used to compare to emissions resulting from the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4.

**Table 1-2:
Approved Budgets from the 2007 Ozone Plan (as revised in 2015)**
(summer tons/day)

County	2011		2014		2017		2020		2023	
	ROG	NOx								
Fresno	14.3	36.2	10.7	30.0	8.7	29.9	6.8	24.3	5.6	14.6
Kern (SJV)	12.7	50.3	9.7	42.7	6.9	26.8	5.7	22.4	4.8	12.9
Kings	2.8	10.7	2.1	8.9	1.4	5.5	1.1	4.7	0.9	2.7
Madera	3.4	9.3	2.5	7.7	2.0	5.5	1.6	4.5	1.3	2.7
Merced	5.1	19.9	3.7	16.7	2.7	10.3	2.1	8.5	1.7	5.1
San Joaquin	11.1	24.6	8.4	20.5	6.4	14.1	5.1	11.3	4.3	7.3
Stanislaus	8.5	16.9	6.4	13.9	4.1	11.3	3.2	9.2	2.7	5.8
Tulare	8.8	16.0	6.7	13.2	4.0	10.3	3.1	8.1	2.5	4.9

^(a) Note that EPA did not take action on the 2011 and 2014 budgets of the 2007 Ozone Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of August 12, 2016 Federal Register of the EPA Federal Register are provided below and will be used to compare emissions for each analysis year.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on November 12, 2008, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

**Table 1-3:
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)**

County	2005		2020	
	PM-10	NOx	PM-10	NOx
Fresno	13.5	59.2	7.0	25.4
Kern ^(a)	12.1	88.3	7.4	23.3
Kings	3.1	16.7	1.8	4.8
Madera	3.6	13.9	2.5	4.7
Merced	6.2	39.4	3.8	8.9
San Joaquin	9.1	42.6	4.6	11.9
Stanislaus	5.6	29.7	3.7	9.6
Tulare	7.3	25.1	3.4	8.4

^(a) Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin

^(b) Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding

analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

1997 (24-hour and annual) and 2012 (annual) PM2.5 Standards

The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 5 of the November 9, 2011 Federal Register are provided in Table 1-4 below and will be used to compare emissions resulting from the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4.

In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM2.5 nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM2.5 standards, it must use the budget test until new 2012 PM2.5 standard budgets are found adequate or approved. The attainment year of 2021 will be modeled. For this Conformity Analysis, the SJV will conduct determinations for subarea emission budgets as established in the 2008 PM2.5 (1997 Standard) Plan.

In addition, the final PM2.5 Implementation Rule requires areas designated as nonattainment for the 1997 PM2.5 standards to continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) and
2012 (annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

County	2012		2014	
	PM2.5	NOx	PM2.5	NOx
Fresno	1.5	35.7	1.1	31.4
Kern (SJV)	1.9	48.9	1.2	43.8
Kings	0.4	10.5	0.3	9.3
Madera	0.4	9.2	0.3	8.1
Merced	0.8	19.7	0.6	17.4
San Joaquin	1.1	24.5	0.9	21.6
Stanislaus	0.7	16.7	0.6	14.6
Tulare	0.7	15.7	0.5	13.8

The 2008 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM-2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 9 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-2.5 and NOx to demonstrate transportation conformity with the PM-2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2008 PM2.5 Plan (as revised in 2011) on November 9, 2011, which includes approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2014. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-2.5 budget shall only be those remaining after the NOx budget has been met.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2012 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both NAAQS at the same time, using the budget test.

2006 24-Hour PM2.5 Standard

The 2012 (2006 Standard) PM2.5 Plan was first approved by ARB on January 24, 2013 and the Plan Supplement requesting reclassification to Serious and including revised budgets was approved by ARB on October 24, 2014. EPA proposed approval of the plan on January 13, 2015.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016, the 2012 PM2.5 Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016).

The 2012 PM2.5 Plan for the 2006 PM2.5 standard (as revised in 2015) contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the 2012 PM2.5 Plan (as revised in 2015) are provided in Table 1-6 below and will be used to compare emissions resulting from the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4.

**Table 1-5:
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets**
(tons per average winter day)

County	2014		2017	
	PM2.5	NOx	PM2.5	NOx
Fresno	1.0	31.6	1.0	32.1
Kern (SJV)	1.2	43.2	0.8	28.8
Kings	0.2	8.8	0.2	5.9
Madera	0.3	8.7	0.2	6.0
Merced	0.5	17.2	0.3	11.0
San Joaquin	0.7	20.0	0.6	15.5
Stanislaus	0.5	15.1	0.4	12.3
Tulare	0.5	14.3	0.4	11.2

(a) Note that EPA did not take action on the 2014 budgets of the 2012 PM2.5 Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

The 2012 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM-2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP for analysis years after 2014. As noted above, EPA approved the 2012 PM2.5 Plan budgets (as revised in 2015) on August 16, 2016 (effective September 30, 2016) and the trading mechanism.

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan’s forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

**Table 1-6:
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years¹	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025/2035	2040
Ozone	2014/2017/2020/2023	2031	NA	2040
PM-10	NA	2020	2025/2035	2040
1997 and 2012 PM2.5	NA	2014/2021 ²	2017/2018/2025/2035	2040
2006 24-hour PM2.5	2014/2017	2019 ³	2025/2035	2040

¹ Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2014), although they may be used to demonstrate conformity.

². Note: 2014 is the attainment year for the 1997 PM2.5 standards. 2021 is the attainment year for the 2012 PM2.5 standards.

³Note: The 2006 standard must be met as expeditiously as practicable, but no later than December 31, 2019.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed.

For the 2008 Ozone Standard, the San Joaquin Valley has been classified as an Extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 Ozone standard must be analyzed (e.g. 2031). In addition, in areas that have approved or adequate budgets for the 1997 ozone standard, consistency with those budgets must also be determined.

The Clean Air Act requires all states to attain the 1997 PM_{2.5} standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM_{2.5} problem. On February 9, 2016 EPA released its proposed *Approval and Disapproval of California Air Plan; San Joaquin Valley Serious Area Plan and Attainment Date Extension for the 1997 PM_{2.5} NAAQS*. No final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM_{2.5} Plan conformity budgets are the only budgets applicable at this time for the 1997 PM_{2.5} standard.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM_{2.5} budgets. Then on August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016).

On April 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM_{2.5} Standards. In accordance with Section 93.109(i)(3) of the conformity rule, if a 2012 PM_{2.5} nonattainment area has adequate or approved SIP budgets that address the annual 1997 PM_{2.5} standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. When using the budget test, the attainment year must be analyzed (e.g. 2021). In addition, in areas that have approved or adequate budgets for the 1997 annual PM_{2.5} standards, consistency with those budgets must also be determined. The attainment year of 2021 must be modeled.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions.” The conformity analysis and initial modeling began in May 2016.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The San Joaquin Council of Governments uses the TP+/ CUBE transportation model. The model was validated in 2011 for the 2008 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis is summarized in Table 2-1.

**Table 2-1:
Summary of Latest Planning Assumptions for the SJCOG Conformity Analysis**

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	<p>Base Year: 2008</p> <p>Projections: In March 2014 the SJCOG board adopted Population projections based on “San Joaquin Valley Demographic Forecasts 2010 to 2050,” released by The Planning Center in March 2012.</p>	<p>This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.</p>	<p>Population projections will be reviewed and updated periodically with possible update in 2018.</p>
Employment	<p>Base Year: 2008</p> <p>Projections:</p> <p>In March 2014 the SJCOG board adopted the 2012 University of the Pacific forecast for employment to the year 2040.</p>	<p>This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.</p>	<p>Employment projections will be reviewed and updated periodically with possible update in 2018.</p>
Traffic Counts	<p>The transportation model was validated in 2013 to the 2008 base year using daily and peak hour traffic counts.</p>	<p>CUBE was validated using these traffic counts.</p>	<p>All readily available counts are included in each model update</p>
Vehicle Miles of Travel	<p>The SJCOG policy Board accepted the 2013 transportation model validation for the 2008 base year in March 2014.</p>	<p>CUBE is the transportation model used to estimate VMT in San Joaquin County.</p>	<p>VMT is an output of the transportation model. VMT is affected by the TIP/RTP project updates and is included in each new conformity analysis.</p>

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	<p>The 2013 transportation model validation was based on survey data on peak and off-peak highway speeds collected in 2006.</p> <p>Speed distributions were updated in EMFAC2014, using methodology approved by ARB and with information from the transportation model.</p>	<p>CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds.</p> <p>EMFAC2014</p>	Speed studies will be included in each model when available
Vehicle Registrations	EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC2014	EMFAC2014
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

In March 2014, the SJCOG policy board adopted employment projections to the year 2040 for San Joaquin County. SJCOG hired the University of the Pacific Research and Forecasting Center which developed employment projections based on IHS-Global Insight regional forecasting models and prepared using IHS-Global Insight's Aremos forecasting software. San Joaquin County's forecast is based on its own unique econometric model, but has drivers linked to state and national forecasts to account for macro trends. UOP used judgment to adjust the econometric forecasts to account for local knowledge and foreseeable short and medium-term developments, such as the opening and closing of large facilities, local real estate market trends or major infrastructure projects. For example, when the employment forecast was prepared in early 2012, UOP adjusted the forecast to account for an anticipated growth in employment linked to the California Healthcare Facility off Arch Road in 2013 and 2014.

In March 2014, the SJCOG policy board adopted population forecasts to the year 2050 for San Joaquin County. The forecasts are from the *San Joaquin Valley Demographic Forecasts: 2010 to 2050* prepared by The Planning Center, March 2012. The forecast was part of a San Joaquin Valley demographic study commissioned by the eight metropolitan planning organizations (MPOs) of the valley, in an effort to obtain recently-prepared projections.

This study includes three primary forecasts of population, households and housing units. Other projections developed by The Planning Center, e.g., age distribution, average household size, household income, household type, race/ethnicity, are derived from the three primary forecasts. The Planning Center forecasts are based on several different projections including household trend, total housing unit trend, housing construction trend, employment trend, cohort-component model, population trend, average household size trend, and household income trend. The least-squares linear curve forms the basis for all projections because the forecasts are long-term and curve-fitting techniques (e.g., parabolic curve, logistic curve) do not provide reasonable long-term results. Three measures evaluate the adequacy of each projection: mean absolute percentage error (MAPE), F-test, and t-test.

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, and a consensus process utilizing input from the SJCOG Technical Advisory Committee.

$$HH_{2008}(HHsize_N - HHsize_{2008})$$

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/Viper traffic modeling software. The Valley TPA regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each TPA model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include

freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the SJCOG transportation modeling methodology meets those requirements.

SJCOG completed the update of its traffic model to Citilabs Cube modeling software and revalidation to a new base year of 2008 in 2013. The SJCOG regional traffic model is a four-step mode choice traffic model. It uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The study area for the SJCOG model covers all of San Joaquin, Stanislaus, and Merced Counties. The model region is divided up into approximately 6540 traffic analysis zones. Link types include freeway, freeway ramp, other state route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program.

The travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, and mid-day, and evening. Daily forecasts are calculated by summing the A.M. and P.M. three-hour peak periods with the mid-day and evening period. The model also generates traffic forecasts for the A.M. peak hour and the P.M. peak hour.

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, and a consensus process utilizing input from each of the SJCOG local jurisdictions.

The Estimated Vehicle Miles Traveled in the 2008 validated base year calibrated to 1.3 percent of the estimate in the 2008 Highway Performance Monitoring System report for San Joaquin County.

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The San Joaquin County portion of Three County Model was validated to 2008 using available 2008 counts and counts from the SJCOG Congestion Management Program. Over 1100 counts were used.

Data from the 2001 California Household Travel Study (CHTS) were also used to validate the Three County Model.

The Estimated Vehicle Miles Traveled in the 2008 validated base year calibrated to 1.3 percent of the estimate in the 2008 Highway Performance Monitoring System report for San Joaquin County.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process.

The SJCOG traffic model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the peak hour and off peak travel speeds used throughout the traffic model process.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

The SJCOG Model is based on the latest available assumptions on transit fares for all transit operators in the model region and auto ownership costs

Please see chapter 4, appendix F, and appendix L of the 2014 RTP for each local transit operator's accomplishments and proposed actions.

The mode choice model uses a multinomial logit formulation, which assigns the probability of using a particular travel mode based on attractiveness measure for that mode in relation to the sum of the attractiveness of the other mode. The model predicts the following seven modes:

1. Drive Alone
2. 2-Person vehicle
3. 3+-Person vehicle
4. Walk to Transit
5. Drive to Transit
6. Walk
7. Bike

Daily transit trips are assigned to the transit network. Transit trips are assigned to the single best path based on in-vehicle time plus weighted out-of- vehicle times. The transit trips are assigned in four groups:

1. Peak period (A.M. plus P.M.), walk access
2. Peak period (A.M. plus P.M.), drive access
3. Off-peak, walk access
4. Off-peak, drive access

The peak period transit trips represent trips occurring during the A.M. three- hour peak period plus the P.M. three hour peak period. Peak period transit trips are assigned to the peak transit service (peak period headways) with travel times based on the congested speeds from the A.M. peak period traffic assignment. Off-peak transit trips represent trips during the remaining 18 hours and are assigned to the off-peak transit service (off-peak headways) with travel times based on the congested road speeds from the off-peak traffic assignment.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

The SJCOG Model was validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout each county. The validated 2008 SJCOG Model estimate of total Vehicle Miles Traveled (VMT) was within 3 percent of the estimate of the VMT from the 2008 Highway Performance Monitoring System

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also

be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on the 2015 Federal Transportation Improvement Program (2015 FTIP) and the 2014 Regional Transportation Plan (2014 RTP). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley TPA highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called "centroid connectors". These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

C. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the SJCOG transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

**Table 2-2:
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis**

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2017	768.5	226.0	19.7	N/A
2018	781.4	228.5	20.1	N/A
2019	794.2	231.1	20.1	N/A
2020	807.1	234.2	20.8	5,333
2021	820.1	237.0	21.3	N/A
2023	846.1	242.7	22.0	N/A
2025	872.1	248.7	22.4	5,368
2031	950.9	270.1	25.2	N/A
2035	1,003.8	282.6	26.8	5,723
2040	1,070.5	299.7	28.5	5,767

D. VEHICLE REGISTRATIONS

The San Joaquin Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2014 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2014 is the most recent model for use in California conformity analyses. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued a federal register notice on December 14, 2015 formally approving EMFAC2014 for conformity.

E. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 8-hour Ozone Plan (as revised in 2015) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

**Table 2-3:
2007 Ozone Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Summer NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Summer ROG Summer NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Summer ROG Summer NOx
New/Proposed State Reductions:	Summer ROG

Smog Check & Reformulated Gas (RFG)	Summer NOx
-------------------------------------	------------

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2015) which was approved by EPA on July 8, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493, Smog Check and RFG have been included in EMFAC2014.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

**Table 2-4:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities	PM-10 road construction dust

NOTE: State reductions from the Carl Moyer, Reflash and Idling have been included in EMFAC2014.

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2008) and 2012 PM2.5 Plan (as revised in 2015) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5 and 2-6, respectively.

**Table 2-5:
2008 PM2.5 (1997 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2008 PM2.5 Plan (as revised in 2011) as approved by EPA on November 9, 2011 (effective January 9, 2012). State reductions from the Carl Moyer, AB1493, and Smog Check have been included in EMFAC2014.

**Table 2-6:
2012 PM2.5 (2006 Standard) Plan Measures Assumed in the Conformity Analysis**

Measure Description	Pollutants
Existing Local Reductions: District Rule 9310 (School Bus Fleets)	Annual PM2.5 Annual NOx
Existing State Reductions: Carl Moyer Program & AB 1493 GHG Standards	Annual PM2.5 Annual NOx
New/Proposed Local Reductions: District Rule 9410 (Employer Based Trip Reduction)	Annual PM2.5 Annual NOx
New/Proposed State Reductions: Smog Check	Annual PM2.5 Annual NOx

NOTE: This table is consistent with the 2012 PM2.5 Plan (as revised in 2015) approved by EPA on August 16, 2016 (effective September 30, 2016). State reductions from the Carl Moyer, AB1493 and Smog Check have been included in EMFAC2014.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2014. CARB emission factors for PM-10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- The 2007 Ozone Plan (1997 Standard), as revised in 2015, was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016. ARB is scheduled to take the Plan to their Board on July 21 and submit the plan to EPA in August. Since the new ozone budget have not yet been approved by EPA, the 2007 Ozone Plan budgets will continue to be used for this conformity analysis.
- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).
- The 2008 PM2.5 Plan (1997 Standards), as revised in 2011, was approved by EPA on November 9, 2011 (effective January 9, 2012).
- The 2015 PM2.5 Plan (1997 Standards) was approved by ARB on May 21, 2015. On February 9, 2016, EPA published proposed conditional approval of the 2015 Plan; no final EPA action has been taken on the plan. As a result, the proposed SIP budgets are assumed to be unavailable for use and the 2008 PM2.5 Plan conformity budgets are the only budgets applicable to the 1997 and 2012 PM2.5 standards at this time.
- The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016) inclusive of the revised conformity budgets and PM2.5 trading mechanism.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2014

The EMFAC model (short for EMISSION FACTOR) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are

calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. On December 30, 2014, ARB released EMFAC2014, which is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. Nearly a year later, on December 14, 2015, EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California. EMFAC2014 will be required for conformity analysis on or after December 14, 2017, or when conformity budgets modeled with EMFAC2014 are found adequate or approved by EPA.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC2014. The template includes allocating VMT by speed bin by hour of the day. EMFAC2014 was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. Note that the statewide SIP measures documented in Chapter 2 are already incorporated in the EMFAC2014 model.

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and

beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-

hour PM2.5 standards; thus the conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual), and the 2006 24-hour standards:

EMFAC2014 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 areas that are currently using network based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2014 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available

data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM_{2.5} nonattainment areas must consider directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2014. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NO_x emissions are included; however, VOC, SO_x, and ammonia emissions are not.

1997 Standard – Since EPA has not did not take action on the 2015 PM_{2.5} Plan, the 2008 PM_{2.5} Plan budgets will continue to be used in this conformity analysis. The 2008 PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012) and contains motor vehicle emission budgets for PM_{2.5} and NO_x emission budgets established based on average annual daily emissions. The annual inventory methodology contained in the 2008 Plan (as revised in 2011) and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} includes directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM_{2.5} Standard. On May 18, 2016 EPA published proposed approval of revised 2012 Plan PM_{2.5} budgets. Then on August 16, 2016, the 2012 PM_{2.5} Plan was approved by EPA including the revised conformity budgets and a trading mechanism (effective September 30, 2016). The 2012 PM_{2.5} Plan (as revised in 2015) contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average winter daily emissions. The winter inventory methodology contained in the 2012 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM_{2.5} include directly emitted PM_{2.5} motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SO_x, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. It is important to note that the 2006 24-hour PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 PM_{2.5} standards.

2012 Standard – EPA's nonattainment area designations for the 2012 PM_{2.5} standard became effective on April 15, 2015. Conformity applies one year after the effective date (April 15, 2016). In accordance with Section 93.109(i)(3) of the federal transportation conformity rule, if a 2012 PM_{2.5} area has adequate or approved SIP budgets that address the annual 1997 standards, it must use the budget test until new 2012 PM_{2.5} standard budgets are found adequate or approved. It is important to note that the 2012 annual PM_{2.5} nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 and 2006 PM_{2.5} standards.

1997 and 2012 PM_{2.5} TRADING MECHANISM

Since EPA has not did not take action on the 2015 PM2.5 Plan, consistent with the PM2.5 implementation rule, the 2008 PM2.5 Plan budgets and trading mechanism will continue to be used in this conformity analysis.

The 2008 PM2.5 SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 9 to 1 ratio. This trading mechanism will be used for the 1997 annual and 24-hour hour and 2012 PM2.5 standard conformity analyses for analysis years after 2014.

2006 PM2.5 TRADING MECHANISM

On August 16, 2016 EPA approved the 2012 PM2.5 SIP including the PM2.5 trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using an 8 to 1 ratio. This trading mechanism will be used for the 2006 24-hour PM2.5 standard conformity analysis for analysis years after 2014.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2014. These instructions were provided for interagency consultation in May 2016. EPA, FHWA, and ARB concurred.

Documentation of the conformity analysis for the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 is provided in Appendix C, including:

- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity EMFAC Spreadsheet
- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity Paved Road Spreadsheet
- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity Unpaved Road Dust Spreadsheet
- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity Construction Spreadsheet
- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity Totals Spreadsheet
- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity PM10 Trading Spreadsheet
- 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 Conformity 2006 24-Hour PM2.5 Trading Spreadsheet

CHAPTER 4: TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMs

The Transportation Conformity regulation requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The Federal definition for the term “transportation control measure” is provided in 40 CFR 93.101:

“any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.”

In the Transportation Conformity regulation, the definition provided for the term “applicable implementation plan” is:

“Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA.”

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

- (i) programs for improved public transit;
- (ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- (iii) employer-based transportation management plans, including incentives;
- (iv) trip-reduction ordinances;
- (v) traffic flow improvement programs that achieve emission reductions;
- (vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- (vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

- (viii) programs for the provision of all forms of high-occupancy, shared-ride services;
- (ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- (x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- (xi) programs to control extended idling of vehicles;
- (xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- (xiii) employer-sponsored programs to permit flexible work schedules;
- (xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- (xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
- (xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

“(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

“(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable

implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2007 Ozone Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002*. These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2012 PM2.5 Plan was approved by EPA on August 16, 2016 (effective September 30, 2016). The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plans do not include TCMs for the San Joaquin Valley.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing Federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street

sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis including the 2017 FTIP and 2014 RTP as amended. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006, as well as the 2015 TIP and 2014 RTP as amended. The 2002 RACM TID Table has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, the San Joaquin Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2014 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2014 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. SJCOG considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2009. New PM-10 plans that have been reviewed include:

- a. Puerto Rico, Municipality of Guaynabo, PM-10 Limited Maintenance Plan, submitted March 2009 (EPA adequacy issued 8/25/09). On-road fugitive dust controls include paving, street sweeping and stabilization controls.
- b. Nogales, AZ PM-10 Attainment Demonstration, EPA approval notice signed 8/24/12. On-road fugitive dust controls include paving projects and capital improvement projects @ the Ports of Entry.
- c. Coso Junction, CA PM-10 Maintenance Plan, dated May 17, 2010 (EPA adequacy issued 9/3/10). No transportation control measures; transportation projects "exempt".
- d. Sacramento, CA PM-10 Implementation / Maintenance Plan, dated October 28, 2010. No new control measures included; no existing on-road controls either.
- e. Truckee Meadows, NV PM-10 Maintenance Plan, adopted May 2009 (EPA adequacy issued 6/2/10). On-road fugitive dust controls include sweeping and sanding; contingency measures have already been considered in SJV analysis.
- f. Eagle River, AK PM-10 Maintenance Plan, adopted August 2010 (EPA adequacy issued 5/14/12). On-road fugitive dust controls includes paving, winter traction sand; contingency measures include sweeping.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration.

Based on consultation with CARB and the Air District, SJCOG considered priority funding allocations in the 2014 RTPs for PM-10 and NO_x emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

- (1) Paving or Stabilizing Unpaved Roads and Alleys
- (2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- (3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and
- (4) Repave or Overlay Paved Roads with Rubberized Asphalt

San Joaquin COG continues to actively include the reduction of PM₁₀ emissions (typical projects above list #1 through #3) in the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. PM₁₀ is included in the "Project Category Goals". PM₁₀ is evaluated and prioritized in the CMAQ Scoring Criteria under the "Air Pollutant Emission Reduction" Category (20 points possible out of 100) as well as receiving consideration in the "Subjective Evaluation" (20 points possible out of 100). PM₁₀ projects also are given priority if they meet the criteria of being cost-effective (30 points out of 100) Information regarding San Joaquin COG's CMAQ Program can be found at: <http://www.sicog.org>.

San Joaquin COG has explored the feasibility of incorporating the use of rubberized asphalt in repave or overlay projects. Currently, California Department of Transportation (Caltrans) incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. Caltrans is required by AB 338 (Levine) to incrementally phase in increased use of rubberized-asphalt concrete (RAC) not less than 25% by ton after January 1, 2010

and not less than 35% by ton after January 1, 2013. Caltrans (District 6) found that rubberized asphalt is problematic when used where traffic stops and starts (i.e., signalized local streets). The material has been found to break down prematurely and tends to “shove and tear” in stop-and-go traffic applications. Rubberized asphalt has been found to have useful application for noise reduction purposes. There is work currently in process to develop commercial viability of low-greenhouse gas Portland Cement Concrete which may be preferable to rubberized asphalt for greenhouse gas reduction.

The application of rubberized asphalt technology can reduce tire wear dust (PM10). The cost effectiveness for roads with annual daily traffic of 2,500 vehicles per lane mile per day is estimated at \$4,290,000 per ton. (*Analysis of Particulate Control Measures Effectiveness Interim Report #2, Sierra Research, February 15, 2007; Maricopa, Arizona, Association of Governments*). The limitations imposed by the high cost and limited applicability to free flowing high volume highway use prove to make this of limited application on local streets in the San Joaquin region.

Rubberized asphalt is incorporated in transportation projects where it is feasible. San Joaquin COG will continue to explore the feasibility of new technology in the reduction of transportation sources of air pollutant emissions.

CHAPTER 5: INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.” The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The boilerplate conformity document was distributed for interagency consultation on March 22, 2017. Comments received have been addressed and incorporated into this version of the analysis.

The conformity analysis for the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 was developed in consultation with SJCOG local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

San Joaquin Council of Governments communicated an effort of interagency consultation with the local jurisdictions, municipal agencies, local and regional transit providers along with various committees including the technical advisory committee to solicit input as the pertinence of individual FTIP/RTP projects and their corresponding conformity analysis.

The draft Amendment #9 and 2014 RTP Amendment #4 and the corresponding Conformity Analysis were released on March 28, 2017 for a 30-day public comment period, followed by Board adoption on April 27, 2017. Federal approval is anticipated on or before June 30, 2017.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures; the SJCOG adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6: TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide, ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

CO:

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the "Build" scenario for 2017 are less than the 2010 emissions budgets and 2018, 2025, 2035 and 2040 are less than the 2018 emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for carbon monoxide.

Ozone:

For 8-hour ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2015) budgets established for ROG and NOx for an average summer

(ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2015) on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the on-road vehicle ROG and NO_x emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NO_x. This Plan revisions including conformity budgets was approved by EPA on July 8, 2016 (effective September 30, 2016). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the “Build” scenarios are less than the emissions budget for 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 PM2.5 Standards:

Since EPA has not did not take action on the 2015 PM2.5 Plan, 2008 PM2.5 Plan budgets will continue to be used in this conformity analysis. For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA approved the 2008 PM2.5 Plan (as revised in 2011) November 9, 2011 (effective January 9, 2012) The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM2.5 NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. On May 18, 2016 EPA published proposed approval of the revised 2012 Plan PM2.5 budgets. Then on August 16, 2016 EPA approved 2012 PM2.5 Plan (effective September 30, 2016). For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using adequate budgets established in the 2012 PM2.5 Plan (as revised in 2015). The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

In accordance with Section 93.109(i)(3), areas designated nonattainment for the 2012 PM2.5 standards are required to use existing adequate or approved SIP motor vehicle emissions budgets for a prior annual PM2.5 standard until budgets for the 2012 PM2.5 standards are either found

adequate or approved. For the 2012 PM_{2.5} standards, the applicable conformity test is the emissions budget test, using the 2008 PM_{2.5} Plan (1997 standard) budgets. EPA approved the 2008 PM_{2.5} Plan (as revised in 2011) November 9, 2011, effective January 9, 2012. The modeling results for all analysis years indicate that the on-road vehicle PM_{2.5} and NO_x emissions predicted for the “Build” scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM_{2.5} and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Conformity Analysis for the 2017 FTIP Amendment #9 and the 2014 RTP Amendment #4 is supported.

**Table 6-1:
Conformity Results Summary**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	170			
	2017	44		YES	
	2018 Budget	170			
	2018	39		YES	
	2025	23		YES	
	2035	17		YES	
	2040	16		YES	
Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2017 Budget	6.4	14.1		
	2017	6.2	13.8	YES	YES
	2020 Budget	5.1	11.3		
	2020	4.9	11.1	YES	YES
	2023 Budget	4.3	7.3		
	2023	4.0	7.0	YES	YES
	2031	3.1	5.3	YES	YES
	2040	2.4	4.8	YES	YES
PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	4.6	11.9		
	2020	4.6	11.9	YES	YES
	Adjusted 2020 Budget	4.7	11.8		
	2025	4.7	6.8	YES	YES
	Adjusted 2020 Budget	6.0	9.8		
	2035	6.0	5.4	YES	YES
	Adjusted 2020 Budget	5.9	10.0		
	2040	5.9	5.2	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.302	11.862	2.981		0.113		0.160		4.6	11.9
2025	1.337	6.832	3.177		0.113		0.108		4.7	6.8
2035	1.543	5.378	3.777		0.113		0.530		6.0	5.4
2040	1.629	5.204	4.060		0.113		0.131		5.9	5.2

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards	2014 Budget	0.9	21.6	
2017		0.6	14.9	YES	YES
2014 Budget		0.9	21.6		
2018		0.6	13.7	YES	YES
2014 Budget		0.9	21.6		
2021		0.6	10.8	YES	YES
2014 Budget		0.9	21.6		
2025		0.6	6.8	YES	YES
2014 Budget		0.9	21.6		
2035		0.6	5.4	YES	YES
2014 Budget	0.9	21.6			
2040	0.7	5.2	YES	YES	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2006 PM2.5 Winter 24-Hour Standard	2017 Budget	0.6	15.5	
2017		0.6	15.4	YES	YES
2017 Budget		0.6	15.5		
2019		0.6	13.1	YES	YES
2017 Budget		0.6	15.5		
2025		0.6	7.1	YES	YES
2017 Budget		0.6	15.5		
2035		0.6	5.5	YES	YES
Adjusted 2017 Budget	0.7	14.7			
2040	0.7	5.3	YES	YES	

REFERENCES

- CAA, 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.
- EPA, 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*. U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.
- EPA, 2004a. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.
- EPA, 2010a. 40 CFR Part 93. *Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments; Final Rule*. Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.
- EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006*. March.
- EPA, 2012a. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.
- EPA, 2012b. *Transportation Conformity Guidance for 2008 Ozone Nonattainment Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-045. July 2012.
- EPA, 2012c. *Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas*. U.S. Environmental Protection Agency. EPA-420-B-12-046. July 2012.
- EPA, 2015. *Implementation of the 2009 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements. Final Rule*. U.S. Environmental Protection Agency. Vol. 80. No. 44. March 6, 2015.
- EPA, 2016. *Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements. Final Rule*. U.S. Environmental Protection Agency. PA-HQ-OAR-2013-0691. July 29, 2016.
- USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.
- USDOT. 2001. *Federal Highway Administration. Planning Assistance and Standards*. 23 CFR 450. October 16.

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 p. 6	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, p. 48, 49 App. B	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. p. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	E.S. p.4 Ch. 1, 2, 3, 4, 5, 6, 6-12, 20-27, 30-33, 36,38	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 14-36	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, p. 37-52	
USDOT/EP A guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 38-39	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous	Ch. 2, p. 43-45	

40 CFR	Criteria	Page	Comments
	conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.		
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 1, p.13	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 83-85	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4,75-79 App. D	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e) ¹	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 86-92	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 24	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 86-92	
§93.119 ¹	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	NA	

40 CFR	Criteria	Page	Comments
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	NA	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 p.59-61	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 p.48,49 App B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 4 p. 73-74	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 41	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 38, 39	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 39	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and	Ch. 2 39-40	

40 CFR	Criteria	Page	Comments
	off-peak volumes and speeds, and bases speeds on final assigned volumes.		
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 43	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 39-42	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 38-40	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 39-42	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Ch. 2 38-42	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 50-52	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2, p. 28-38 App B	

ⁱ Note that some areas are required to complete both interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations. **Document #46711**

APPENDIX B

TRANSPORTATION PROJECT LISTING

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)										
			Facility Name/Route	Type of Improvement	Project Limits		2017	2018	2019	2020	2021	2023	2025	2031	2035	2040	
Caltrans	SJ07-1015		SR-4 Extension	New alignment from Fresno Ave. to Navy Drive	Fresno Avenue to Navy Drive	\$90,000,000	X	X	X	X	X	X	X	X	X	X	X
Caltrans	SJ07-1005		I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	\$97,880,000									X	X	X
Caltrans	SJ11-1001		I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	\$124,620,000									X	X	X
Caltrans	SJ07-1003		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	I-580 to Eleventh Street	\$103,689,000									X	X	X
Caltrans	SJ07-1006		I-5 HOV	Widen 6 to 8 lanes (inside)	SR 120 to French Camp Road	\$193,880,000									X	X	X
Caltrans	SJ14-1001		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	\$143,450,000									X	X	X
Caltrans	SJ14-1002		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	\$143,184,000											X
Caltrans	SJ07-1008	212-0000-0123	I-5 HOV Mossdale	Widen 9 to 12 through lanes	SR-120 to I-205 (P.M. R13.9/R15.6)	\$207,970,000											X
Caltrans	SJ07-1014		SR-120	Widen 4 to 6 lanes (inside)	I-5 to SR-99	\$95,191,000											X
Caltrans	SJ11-3042		SR 99/120 Operational Improvements	Construct a second lane on the SR 99 NB Off-ramp/SR-120 WB On-Ramp	SR 99/SR 120 NB Off Ramp/SR 120 WB On-Ramp	\$20,000,000			X	X	X	X	X	X	X	X	X
Lathrop	SJ07-2004	212-0000-0525	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road	\$33,000,000		X	X	X	X	X	X	X	X	X	X
Lathrop	SJ07-2005		I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue	\$33,000,000	X	X	X	X	X	X	X	X	X	X	X
Lathrop	SJ11-3066		I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	I-5 at Roth Road	\$16,800,000		X	X	X	X	X	X	X	X	X	X
Lodi	SJ11-2015	212-0000-0398	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)	\$16,164,463									X	X	X
Lodi	SJ07-2006	212-0000-0397	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane	\$39,183,247											X
Manteca	SJ07-2012		SR-120 at Union Road	Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road	\$22,000,000	X	X	X	X	X	X	X	X	X	X	X
Manteca	SJ07-2009	212-0000-0231	SR-120 at McKinley Avenue	Construct new interchange	SR-120 at McKinley Avenue	\$27,850,000						X	X	X	X	X	X
Ripon	SJ07-2015		SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)	\$10,000,000		X	X	X	X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)										
			Facility Name/Route	Type of Improvement	Project Limits		2017	2018	2019	2020	2021	2023	2025	2031	2035	2040	
Stockton	SJ11-2002	212-0000-0562	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road	\$65,900,000				X	X	X	X	X	X	X	
Stockton	SJ11-2001	212-0000-0561	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada	\$69,800,000						X	X	X	X	X	
Stockton	SJ11-2004	212-0000-0309	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	\$37,200,000							X	X	X	X	
Stockton	SJ11-2006	212-0000-0309	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive	\$92,800,000									X	X	X
Stockton	SJ07-2020	212-0000-0309	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road	\$51,400,000									X	X	X
Tracy	SJ11-2010	212-0000-0227	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	\$82,580,063	X	X	X	X	X	X	X	X	X	X	X
Tracy	SJ11-2011		I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road	\$32,574,820								X	X	X	X
Tracy & Lathrop	SJ11-2012	212-0000-0228	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman	\$36,056,267									X	X	X
Escalon	SJ07-3011	212-0000-0228	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue	\$446,066									X	X	X
Lathrop	SJ07-3016	112-0000-0158	Louise Avenue	Widen 2 lane to 4 lane	Lathrop SPRR to east side UPRR	\$2,074,680	X	X	X	X	X	X	X	X	X	X	X
Lathrop	SJ07-3015		Lathrop Road	Widen from 2 to 4 lanes	I-5 to east of UPRR	\$2,771,026	X	X	X	X	X	X	X	X	X	X	X
Lathrop	SJ07-3014		Golden Valley Parkway	Construct new roadway parallel to I-5, 4-lanes 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$7,500,000						X	X	X	X	X	X
Lathrop	SJ07-3014		Golden Valley Parkway	Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$7,500,000								X	X	X	X
Lathrop	SJ14-3001		Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road	\$45,000,000									X	X	X
Lodi	SJ07-3019	212-0000-0552	Lockeford Street	Widen 2 to 4 lanes	Stockton Street to Cherokee Lane	\$3,600,000	X	X	X	X	X	X	X	X	X	X	X
Lodi	SJ14-3002		Century Boulevard Gap Closure	Construct new 2-lane roadway and at-grade crossing of UPRR	Church Street and Stockton Street	\$6,000,000			X	X	X	X	X	X	X	X	X
Lodi	SJ07-3017		Ham Lane	Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street	\$2,990,959							X	X	X	X	X
Lodi	SJ07-3018		Harney Lane	Widen from 2/3 lane collector to 4 lane divided arterial	SR-99 to Lower Sacramento Road (2.6 Miles)	\$22,008,760							X	X	X	X	X
Lodi	SJ07-3022		Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median seperation with landscape	Between SR 99 to Central California Traction railroad tracks.	\$6,000,000										X	X
Manteca	SJ07-3027		Louise Avenue	Widen from 2 to 4 lanes	Manteca SPRR to East of SR-99	\$1,301,068	X	X	X	X	X	X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)											
			Facility Name/Route	Type of Improvement	Project Limits		2017	2018	2019	2020	2021	2023	2025	2031	2035	2040		
Manteca	SJ11-3010		Atheron Drive	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road	\$2,481,200	X	X	X	X	X	X	X	X	X	X	X	
Manteca	SJ07-3023		Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.	\$9,039,644	X	X	X	X	X	X	X	X	X	X	X	
Manteca	SJ11-3008		Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	\$6,563,978							X	X	X	X	X	
Manteca	SJ11-3011		Atheron Drive	Construct new 4 lane roadway	McKinley Ave to West of Airport Way	\$1,095,144							X	X	X	X	X	
Manteca	SJ07-3024		Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99	\$3,079,636							X	X	X	X	X	
Manteca	SJ11-3014		Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99	\$9,343,608								X	X	X	X	
Manteca	SJ14-3003		Airport Way	Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road	\$6,327,751								X	X	X	X	
Manteca	SJ11-3013		Raymus Expressway	Construct new 2 lane expressway	SR-120 to Woodward Ave	\$2,801,188									X	X	X	
Manteca	SJ11-3012		Atheron Drive	Construct new 4 lane roadway	Woodward Ave to McKinley Ave	\$4,321,170									X	X	X	
Manteca	SJ11-3015		Raymus Expressway	Construct new 2 lane expressway	Woodward Ave to Main Street	\$11,115,162									X	X	X	
Manteca	SJ14-3004		Airport Way	Widen from 4 to 6 lanes	SR 120 to Lathrop Road	\$12,351,768											X	
Port of Stockton	SJ11-3065		Navy Drive	Widen Navy Drive from 2- to 4 lanes, include signal and intersection improvements at Navy Drive/Washington street	Just east of BNSF RR (conforms to crosstown extension limits) just north of Washington Street (conforms to Navy Drive Bridge limits)	\$4,633									X	X	X	X
Port of Stockton	SJ07-3034	212-0000-0261	Rough and Ready Island Bridge (Navy Dr Bridge)	Replacement of existing bridge (2 to 4 lanes) at Navy Drive to provide secondary access point	Bridge at Navy Drive	\$12,247,222	X	X	X	X	X	X	X	X	X	X	X	X
Ripon	SJ11-3017		Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue	\$9,500,000	X	X	X	X	X	X	X	X	X	X	X	X
Ripon	SJ11-3019		Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue	\$3,000,000	X	X	X	X	X	X	X	X	X	X	X	X
Ripon	SJ11-3016	212-0000-0586	Stockton Avenue	Rehabilitate and widen roadway from 2 to 4 lanes	Second Street to Doak Boulevard	\$3,000,000					X	X	X	X	X	X	X	X
Ripon	SJ11-3020		River Road, Phase 1	Widen from 2 to 6 lanes	North Ripon Road to Fulton Avenue	\$2,500,000			X	X	X	X	X	X	X	X	X	X
Ripon	SJ11-3020		River Road, Phase 2	Widen from 2 to 6 lanes	Fulton Avenue to Jack Tone Road	\$2,500,000			X	X	X	X	X	X	X	X	X	X
Ripon			Canal Boulevard Extension	Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway	\$4,600,000										X	X	X
San Joaquin County	SJ11-3026		Lower Sacramento Road	Widen from 2 to 4 lanes; installing concrete median barrier, and installing shoulder wide to accommodate bicyclists	Pixley Slough Bridge to Harney Curve	\$12,600,000	X	X	X	X	X	X	X	X	X	X	X	X
San Joaquin County	SJ11-3025	112-0000-0142;	McHenry Avenue Improvements & Bridge Replacement	Widening McHenry Avenue to install a two-way left turn lane and replacing two bridge structures	Stanislaus River Bridge to Jones Avenue	\$28,309,200			X	X	X	X	X	X	X	X	X	X
San Joaquin County	SJ11-3027		Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5	\$19,347,000		X	X	X	X	X	X	X	X	X	X	X
San Joaquin County	SJ11-3028		Cherokee Road	Widen from 2 to 3 lanes, add paved shoulders	SR-99 to Ashley Road	\$3,816,000		X	X	X	X	X	X	X	X	X	X	X
San Joaquin County	SJ11-3029		Howard Road	Passing lanes and channelization	Howard Road	\$15,000,000						X	X	X	X	X	X	X
San Joaquin County	SJ11-3030		Mariposa Road	Widen from 2 to 4 lanes	Austin Road to Jack Tone Road	\$26,255,000							X	X	X	X	X	X
San Joaquin County	SJ11-3031		Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	\$5,000,000							X	X	X	X	X	X

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)										
			Facility Name/Route	Type of Improvement	Project Limits		2017	2018	2019	2020	2021	2023	2025	2031	2035	2040	
San Joaquin County	SJ07-3608	212-0000-0425	Bacon Island Bridge	HBRR Bacon Island Road over Middle River Woodward Island Ferry replacement with 2 lane bridge	Bacon Island over Middle River - Woodward Island Bridge	\$13,015,200			X	X	X	X	X	X	X	X	X
San Joaquin County	SJ11-3007		Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road	\$10,725,000							X	X	X	X	
San Joaquin County	SJ14-3005		Grantline Road	Widen from 2 to 4 lanes	Tracy City Limits to 11th Street	\$9,000,000								X	X	X	
San Joaquin County	SJ07-3154		Roth Road	Widen from 2 to 4 lanes with shoulders)	UPRR to Airport Way	\$4,385,682									X	X	X
San Joaquin County	SJ11-3008		Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	\$16,977,000								X	X	X	
Stockton	SJ11-3032		Holman Rd	Construction of new 6 lane road	Gary Galli Dr to Eight Mile Rd	\$13,600,000	X	X	X	X	X	X	X	X	X	X	X
Stockton	SJ11-3006	212-0000-0565	Hammer Lane (Phase III)	Widen from 4 to 6 lanes	Alexandria Place to Thornton Rd including Pershing Ave intersection	\$9,500,000	X	X	X	X	X	X	X	X	X	X	X
Stockton	SJ07-3075	212-0000-0563	Thornton Road	Widen 1.5 mile section of roadway from 2 lanes both directions to 6 lanes with a center dual turn lane	Pershing Avenue to Bear Creek Bridge	\$14,500,000	X	X	X	X	X	X	X	X	X	X	X
Stockton	SJ07-3076		Trinity Parkway Extension	Construction of new 4 lane road	Bear Creek to Otto Dr	\$1,500,000		X	X	X	X	X	X	X	X	X	X
Stockton	SJ11-3057		Arch-Airport Rd	Widen from 4 to 6 lanes	SR-99 to Pock Lane	\$4,000,000		X	X	X	X	X	X	X	X	X	X
Stockton	SJ11-3060		Arch-Airport Rd	Widen from 3 to 6 lanes	Alitalia Ave to Airport Way	\$1,800,000		X	X	X	X	X	X	X	X	X	X
Stockton	SJ11-3034		Davis Rd	Widen from 3 to 4 lanes	Eight Mile to Bear Creek	\$2,400,000			X	X	X	X	X	X	X	X	X
Stockton	SJ11-3054		French Camp Road	Widen from 4 to 8 lanes	Manthey Rd to I-5	\$1,700,000			X	X	X	X	X	X	X	X	X
Stockton	SJ11-3037		Hammer Ln Extension	New Street	Mariners Dr to Trinity Parkway	\$3,600,000					X	X	X	X	X	X	X
Stockton	SJ11-3033		Lower Sacramento Rd	Widen from 2 to 6 lanes	Grider Way to Armor Dr	\$7,000,000					X	X	X	X	X	X	X
Stockton	SJ07-3087		Trinity Parkway Extension	Construct 4 lane extension	Otto Drive to Hammer Lane	\$8,000,000					X	X	X	X	X	X	X
Stockton	SJ07-3093		Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way	\$16,500,000									X	X	X
Stockton	SJ11-3044		Arch Road	Widen from 4 to 6 lanes	Fite Court to Frontier Way	\$1,400,000									X	X	X
Stockton	SJ11-3045		Arch Road	Widen from 3 to 6 lanes	Frontier Way to SR-99	\$4,400,000									X	X	X
Stockton	SJ11-3061		Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane	\$6,800,000									X	X	X
Stockton	SJ11-3047		Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F	\$2,400,000									X	X	X
Stockton	SJ11-3048		Eight Mile Rd	Widen from 3 to 4 lanes	New Road F to New Road E	\$4,600,000									X	X	X
Stockton	SJ11-3050		Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Rd	\$8,100,000									X	X	X
Stockton	SJ11-3056		Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln	\$4,100,000									X	X	X
Stockton	SJ11-3039		Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough	\$23,200,000									X	X	X
Stockton	SJ07-3078		Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln	\$5,900,000									X	X	X
Stockton	SJ07-3084		Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR	\$7,800,000									X	X	X
Stockton	SJ11-3062		Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln	\$10,400,000									X	X	X
Stockton	SJ11-3055		Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln	\$14,300,000									X	X	X
Stockton	SJ07-3095		Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd	\$10,900,000									X	X	X
Stockton	SJ11-3051		Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99	\$14,700,000									X	X	X
Stockton	SJ07-3089		Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court	\$6,600,000											X
Stockton	SJ11-3053		French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd	\$8,300,000											X
Stockton	SJ11-3063		March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99	\$22,400,000											X
Stockton	SJ07-3094		Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd	\$22,400,000											X
Stockton	SJ07-3097		Navy Drive	Widen from 2 to 4 lanes	BNSF RR to SR 4	\$6,600,000											X

Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)										
			Facility Name/Route	Type of Improvement	Project Limits		2017	2018	2019	2020	2021	2023	2025	2031	2035	2040	
Stockton	SJ11-3042		Stanislaus Street	Widen from 2 to 4 lanes	Crosstown Freeway to Park Street	\$3,900,000	X	X	X	X	X	X	X	X	X	X	X
Tracy	SJ07-3108	212-0000-0427	MacArthur Drive	Widen 2 to 4 lanes (Valpico Road to Schulte Road)	MacArthur Drive from Valpico Road to Schulte Road;	\$10,973,987	X	X	X	X	X	X	X	X	X	X	X
Tracy	SJ07-3110		Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road	\$22,906,820						X	X	X	X	X	X
Tracy	SJ07-3109		Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road	\$21,890,940						X	X	X	X	X	X
Tracy	SJ07-3107		Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	\$6,392,443								X	X	X	X
Tracy	SJ07-3181		Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	\$49,286,333									X	X	X
Tracy	SJ11-3067		MacArthur Drive	Extend 4 lane roadway (Mt. Diablo Road to Eleventh Street)	Mt. Diablo Road to Eleventh Street	\$6,233,987									X	X	X
Tracy	SJ07-3183		Tracy Blvd.	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street	\$17,401,433									X	X	X
Lathrop	SJ11-4002		Roth Road Grade Separation (Easterly)	Construct 4 lane grade separation between Roth Road and Railroad	On Roth Road East of the Army Depot and West of the UPRR Intermodal Terminal	\$29,100,000		X	X	X	X	X	X	X	X	X	X
Lodi	SJ07-4006		Harney Lane at UPRR	Construct the Harney Lane/Union Pacific Railroad Grade Separation and widen Harney Lane from two lanes to four lanes	Harney Lane at UPRR Between West Lane/Hutchins Street on west and Stockton Street on the east.	\$18,502,089	X	X	X	X	X	X	X	X	X	X	X
Manteca	SJ07-4008		Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Lathrop Road	\$21,492,318										X	X
Port of Stockton	SJ11-3070		Navy Drive/BNSF Underpass	Replace existing underpass with a new underpass sufficient to accommodate two BNSF mainline tracks and a future four lane roadway.	Navy Drive at BNSF	\$9,200,000	X	X	X	X	X	X	X	X	X	X	X
San Joaquin County	SJ11-4001		Lower Sacramento Road/UPRR (near Woodson Road)	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	\$40,000,000										X	X
Stockton	SJ07-4017		Alpine Ave/UPRR (east)	Grade Separation	Alpine Ave/UPRR (east)	\$35,100,000									X	X	X
Stockton	SJ07-4027		West Lane at UPRR	Construct a 6 lane overpass.	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	\$35,100,000											X

Table 6-1: 2014 Regional Transportation Plan Project List - Mainline Highway Improvements Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	PPNO	Project Information			Project Description	Project Limits	Cost to Deliver		Milestone Years				
				Jurisdiction	Facility Name/Route				Total		FTIP Programming	NEPA Approval	Open to Traffic	M/R Renewal Project	RTIP Project
SJ11-1003	212-0000-0578	7634D		Caltrans	SR-99 Widening in Manteca and San Joaquin Phase IV	Mitigation Planting	In Manteca on SR-99 from 0.7 miles north of Louise Avenue to 0.5 miles north of French Camp Road	\$2,559,000		2009	2010	N/A	X	X	
SJ07-1016				Caltrans	SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)	\$600,000		2007	2010	2014			
SJ07-1015				Caltrans	SR-4 Extension	New alignment from Fresno Ave. to Navy Drive	Fresno Avenue to Navy Drive	\$90,000,000		2009	2012	2017	X	X	
SJ07-1005				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	\$97,880,000			2022	2030	X	X	
SJ11-1001				Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	\$124,620,000			2009	2031	X	X	
SJ07-1003				Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	I-580 to Eleventh Street	\$103,689,000			2024	2032	X	X	
SJ07-1006				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	SR 120 to French Camp Road	\$193,880,000			2026	2034	X	X	
SJ14-1001				Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	\$143,450,000			2027	2035	X	X	
SJ14-1002				Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	\$143,184,000			2029	2037	X	X	
SJ07-1008	212-0000-0123			Caltrans	I-5 HOV Mossdale	Widen 9 to 12 through lanes	SR-120 to I-205 (P.M. R13.9/R15.6)	\$207,970,000			2030	2038	X	X	
SJ14-1003				Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - ENVIRONMENTAL ONLY	Harney Lane to Turner Road	\$3,000,000							
SJ07-1014				Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to SR-99	\$95,191,000			2032	2040	X	X	
SJ11-3042				Caltrans	SR 99/120 Operational Improvements	Construct a second lane on the SR 99 NB Off-ramp/SR-120 WB On-Ramp	SR 99/SR 120 NB Off Ramp/SR 120 WB On-Ramp	\$20,000,000				2049 2022			
								\$1,226,023,000							

Table 6-2: 2014 Regional Transportation Plan Amendment Project List - Interchange Improvements Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	PPNO	Project Information			Project Description	Project Limits	Cost to Deliver		Milestone Years				
				Jurisdiction	Facility Name/Route	Total			Total	FTIP Programming	NEP A Approval	Open to Traffic			
SJ07-2004	212-0000-0525			Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road		\$33,000,000			2013	2018		
SJ07-2005				Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue		\$33,000,000			2011	2015		
SJ11-3066				Lathrop	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Mantney Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Mantney Road Intersection	I-5 at Roth Road		\$16,800,000			2018	2020		
SJ11-2015	212-0000-0398			Lodi	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)		\$16,164,463			2024	2030		
SJ07-2006	212-0000-0397			Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane		\$39,183,247			2009	2028	2036	
SJ07-2012				Manteca	SR-120 at Union Road	Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road		\$22,000,000			2011	2021		
SJ11-2023				Manteca	SR-99 at Austin Road	Modify Existing Interchange	SR-99 at Austin Road		\$3,000,000			2014	2015		
SJ 14-2001				Manteca	SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Raymus Expressway		\$3,000,000			2016			
SJ07-2009	212-0000-0231			Manteca	SR-120 at McKinley Avenue	Construct new interchange	SR-120 at McKinley Avenue		\$27,850,000			2009	2014	2022	
SJ07-2015				Ripon	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)		\$10,000,000			2015	2018		
SJ11-2002	212-0000-0562			Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road		\$65,900,000			2013	2020		
SJ11-2001	212-0000-0561			Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada		\$69,800,000			2013	2021		
SJ11-2004	212-0000-0309			Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane		\$37,200,000			2007	2009	2025	
SJ11-2006	212-0000-0309			Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive		\$92,800,000			2007	2009	2031	
SJ07-2020	212-0000-0309			Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road		\$51,400,000			2007	2009	2031	
SJ11-2008				Stockton	SR-99 at Gateway Boulevard	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Gateway Boulevard		\$9,930,000			2014			
SJ11-2010	212-0000-0227			Tracy	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road		\$82,580,063			2007	2012	2018	2022
SJ11-2011				Tracy	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road		\$32,574,820			2018	2024		
SJ11-2012	212-0000-0228			Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman		\$36,056,267			2009	2020	2026	
SJ11-2031				Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - ENVIRONMENTAL ONLY	I-580 at Coral Hollow Road		\$5,500,000			2018			
SJ11-2032				Tracy	I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road		\$5,500,000			2018			
SJ14-2002				Tracy	1-580 at Mountain House	Construction of new interchange - ENVIRONMENTAL ONLY	1-580 at Mountain House		\$3,000,000						

Table 6-2: 2014 Regional Transportation Plan Amendment Project List - Interchange Improvements Category

Identifiers		Project Information			Project Description		Project Limits		Cost to Deliver	Milestone Years		
2014 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Project Limits	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic
SJ14-2003			Tracy	I-205 at Mountain House	Construction of new interchange - ENVIRONMENTAL ONLY	I-205 at Mountain House		\$3,000,000				
SJ14-2004			Lathrop	SR 120 at Yosemite Ave	Construction of new interchange - ENVIRONMENTAL ONLY	SR 120 at Yosemite Ave		\$3,000,000				
								\$702,238,860				

Table 6-3: 2014 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers	2014 RTP MPO ID	CTIPs ID #	PPNO	Project Information	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIP Project
SJ07-3011	212-0000-0228			Escalon	SR 120/Brennan Ave Intersection		Intersection improvements	SR-120 at Brennan Avenue		\$446,066		2020	2026			
SJ07-3013				Escalon	Ullrey Avenue/McHenry Avenue Intersection		Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing.		\$1,495,805		2028	2031		X	
SJ07-3010				Escalon	McHenry Avenue		Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	Narcissus to Jones Road		\$2,822,795		2030	2036			
SJ07-3016	112-0000-0158	3K44		Lathrop	Louise Avenue		Widen 2 lane to 4 lane	Lathrop SPRR to east side UPRR		\$2,074,680	2008	2008	2016			
SJ07-3015				Lathrop	Lathrop Road		Widen from 2 to 4 lanes	I-5 to east of UPRR		\$2,771,026		2014	2018			X
SJ07-3014				Lathrop	Golden Valley Parkway		Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road		\$7,500,000		2018	2023			X
SJ07-3014				Lathrop	Golden Valley Parkway		Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road		\$7,500,000		2018	2027			X
SJ14-3001				Lathrop	Golden Valley Parkway		Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road		\$45,000,000		2018	2026			X
SJ07-3019	212-0000-0552			Lodi	Lockeford Street		Widen 2 to 4 lanes	Stockton Street to Cherokee Lane		\$3,600,000		2017	2018			
SJ14-3002				Lodi	Century Boulevard Gap Closure		Construct new 2-lane roadway and at-grade crossing of UPRR	Church Street and Stockton Street		\$6,000,000		2018	2020			
SJ07-3017				Lodi	Ham Lane		Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street		\$2,990,959			2025		X	
SJ07-3018				Lodi	Harney Lane		Widen from 2/3 lane collector to 4 lane divided arterial	SR-99 to Lower Sacramento Road (2.6 Miles)		\$22,008,760	2009	2016	2024		X	X
SJ07-3022				Lodi	Victor Road (SR-12)		Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape	Between SR 99 to Central California Traction railroad tracks.		\$6,000,000		2030	2035		X	
SJ07-3027				Manteca	Louise Avenue		Widen from 2 to 4 lanes	Manteca SPRR to East of SR-99		\$1,301,068		2009	2014			
SJ11-3010				Manteca	Atheron Drive		Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road		\$2,481,200		2010	2014			
SJ07-3023				Manteca	Airport Way		Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.		\$9,039,644		2010	2016		X	X
SJ11-3008				Manteca	Airport Way		Widen from 2 to 4 lanes	Lathrop Road to Roth Road		\$6,563,978		2012	2022			
SJ11-3011				Manteca	Atheron Drive		Construct new 4 lane roadway	McKinley Ave to West of Airport Way		\$1,095,144		2012	2023			
SJ07-3024				Manteca	Lathrop Road		Widen from 2 to 4 lanes	From East of UPRR to SR-99		\$3,079,636		2016	2024			X
SJ11-3014				Manteca	Raymus Expressway		Construct new 4-lane expressway	Main Street to SR-99		\$9,343,608		2017	2026			
SJ14-3003				Manteca	Airport Way		Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road		\$6,327,751		2010	2027		X	X
SJ11-3013				Manteca	Raymus Expressway		Construct new 2 lane expressway	SR-120 to Woodward Ave		\$2,801,188		2017	2028			
SJ11-3012				Manteca	Atheron Drive		Construct new 4 lane roadway	Woodward Ave to McKinley Ave		\$4,321,170		2019	2029			
SJ11-3015				Manteca	Raymus Expressway		Construct new 2 lane expressway	Woodward Ave to Main Street		\$11,115,162		2019	2031			
SJ14-3004				Manteca	Airport Way		Widen from 4 to 6 lanes	SR 120 to Lathrop Road		\$12,351,768		2010	2036		X	X
SJ11-3065				Port of Stockton	Navy Drive		Widen Navy Drive from 2- to 4 lanes, include signal and intersection improvements at Navy Drive/Washington street	Just east of BNSF RR (conforms to crosstown extension limits) just north of Washington Street (conforms to Navy Drive Bridge limits)		\$4,633			2024			
SJ07-3034	212-0000-0261			Port of Stockton	Rough and Ready Island Bridge (Navy Dr Bridge)		Replacement of existing bridge (2 to 4 lanes) at Navy Drive to provide secondary access point	Bridge at Navy Drive		\$12,247,222		2007	2015			
SJ11-3017				Ripon	Jack Tone Road, Phase 1		Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue		\$9,500,000		2013	2015			
SJ11-3019				Ripon	Garrison Road Gap Closure		Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue		\$3,000,000		2014	2016			
SJ11-3016	212-0000-0586			Ripon	Stockton Avenue		Rehabilitate and widen roadway from 2 to 4 lanes	Second Street to Doak Boulevard		\$3,000,000		2011	2021		X	
SJ11-3020				Ripon	River Road, Phase 1		Widen from 2 to 6 lanes	North Ripon Road to Fulton Avenue		\$2,500,000		2017	2019			
SJ11-3020				Ripon	River Road, Phase 2		Widen from 2 to 6 lanes	Fulton Avenue to Jack Tone Road		\$2,500,000		2017	2019			
				Ripon	Canal Boulevard Extension		Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway		\$4,600,000		2013	2026			
SJ07-3137				Ripon	Olive Expressway		Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway		\$3,000,000						
SJ11-3026				San Joaquin County	Lower Sacramento Road		Widen from 2 to 4 lanes; installing concrete median barrier, and installing shoulder wide to accommodate bicyclists	Pixley Slough Bridge to Harney Curve		\$12,600,000		2012	2015		X	
SJ11-3024				San Joaquin County	Benjamin Holt Drive		Widen to include center left turn lane, add access controls	Gettysburg Lane to Pacific Avenue		\$2,624,000		2010	2015			

Table 6-3: 2014 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers	2014 RTP MPO ID	CTPS ID #	PPNO	Project Information	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	M/R Renewal Project	RTIP Project
SJ11-3023				San Joaquin County	Pershing Avenue	Operational Improvements	Meadow Avenue to Thornton Road		\$2,460,000		2009	2016		X	X	
SJ11-3025	112-0000-0142 212-0000-0149 212-0000-0290			San Joaquin County	McHenry Avenue	Widening McHenry Avenue to install a two-way left turn lane and replacing two bridge structures	Stanislaus River Bridge to Jones Avenue		\$28,309,200		2011	2019				
SJ11-3027				San Joaquin County	Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5		\$19,347,000		2013	2018		X		
SJ11-3028				San Joaquin County	Cherokee Road	Widen from 2 to 3 lanes, add paved shoulders	SR-99 to Ashley Road		\$3,816,000		2016	2018		X		
SJ11-3029				San Joaquin County	Howard Road	Passing lanes and channelization	Howard Road		\$15,000,000		2021	2023				
SJ11-3030				San Joaquin County	Mariposa Road	Widen from 2 to 4 lanes	Austin Road to Jack Tone Road		\$26,255,000		2023	2025				
SJ11-3031				San Joaquin County	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road		\$5,000,000		2023	2025				
SJ07-3608	212-0000-0425			San Joaquin County	Bacon Island Bridge	HBRR Bason Island Road over Middle River Woodward Island Ferry replacement with 2 lane bridge	Bacon Island over Middle River - Woodward Island Bridge		\$13,015,200			2019				
SJ11-3007				San Joaquin County	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road		\$10,725,000			2025		X		
SJ14-3005				San Joaquin County	Grantline Road	Widen from 2 to 4 lanes	Tracy City Limits to 11th Street		\$9,000,000			2028				
SJ07-3154				San Joaquin County	Roth Road	Widen from 2 to 4 lanes with shoulders	UPRR to Airport Way		\$4,385,682			2028				
SJ11-3008				San Joaquin County	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road		\$16,977,000			2028		X		
SJ11-3032				Stockton	Holman Rd	Construction of new 6 lane road	Gary Galli Dr to Eight Mile Rd		\$13,600,000			2018				
SJ11-3006	212-0000-0565			Stockton	Hammer Lane (Phase III)	Widen from 4 to 6 lanes	Alexandria Place to Thornton Rd including Pershing Ave intersection		\$12,700,000			2016		X		
SJ07-3075	212-0000-0563			Stockton	Thornton Road	Widen 1.5 mile section of roadway from 2 lanes both directions to 6 lanes with a center dual turn lane	Pershing Avenue to Bear Creek Bridge		\$15,000,000			2018		X		
SJ07-3076				Stockton	Trinity Parkway Extension	Construction of new 4 lane road	Bear Creek to Otto Dr		\$1,500,000			2018				
SJ11-3057				Stockton	Arch-Airport Rd	Widen from 4 to 6 lanes	SR-99 to Pock Lane		\$4,000,000			2019				
SJ11-3060				Stockton	Arch-Airport Rd	Widen from 3 to 6 lanes	Alitalia Ave to Airport Way		\$1,800,000			2019				
SJ11-3034				Stockton	Davis Rd	Widen from 3 to 4 lanes	Eight Mile to Bear Creek		\$2,400,000			2020				
SJ11-3054				Stockton	French Camp Road	Widen from 4 to 8 lanes	Manthey Rd to I-5		\$1,700,000			2020				
SJ11-3037				Stockton	Hammer Ln Extension	New Street	Mariners Dr to Trinity Parkway		\$3,600,000			2021				
SJ11-3033				Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Grider Way to Armor Dr		\$7,000,000			2021				
SJ07-3087				Stockton	Trinity Parkway Extension	Construct 4 lane extension	Otto Drive to Hammer Lane		\$8,000,000			2021				
SJ07-3093				Stockton	Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way		\$16,500,000			2026				
SJ11-3044				Stockton	Arch Road	Widen from 4 to 6 lanes	Fite Court to Frontier Way		\$1,400,000			2026				
SJ11-3045				Stockton	Arch Road	Widen from 3 to 6 lanes	Frontier Way to SR-99		\$4,400,000			2026				
SJ11-3061				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane		\$6,800,000			2026				
SJ11-3047				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F		\$2,400,000			2026				
SJ11-3048				Stockton	Eight Mile Rd	Widen from 3 to 4 lanes	New Road F to New Road E		\$4,600,000			2026				
SJ11-3050				Stockton	Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Rd		\$8,100,000			2026		X		
SJ11-3056				Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln		\$4,100,000			2026				
SJ11-3039				Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough		\$23,200,000			2026				
SJ07-3078				Stockton	Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln		\$5,900,000			2026				
SJ07-3084				Stockton	Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR		\$7,800,000			2026				
SJ07-3088				Stockton	Airport Way	Intersection Modifications	Harding Way to Industrial Rd		\$9,600,000			2026		X		
SJ11-3062				Stockton	Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln		\$10,400,000			2026				
SJ11-3055				Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln		\$14,300,000			2031				
SJ07-3095				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd		\$10,900,000			2031				
SJ11-3051				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99		\$14,700,000			2031		X		
SJ11-3068				Stockton	Gateway Boulevard	Construct new 4 lane roadway - ENVIRONMENTAL ONLY	South of Live Oak Blvd, SR-99 to Micke Grove Road		\$9,900,000			2035				
SJ11-3069				Stockton	Micke Grove Road	Widen from 2 to 4 lanes - ENVIRONMENTAL ONLY	Eight Mile Road to New Gateway Blvd		\$5,900,000			2035				
SJ07-3089				Stockton	Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court		\$6,600,000			2036				
SJ11-3053				Stockton	French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd		\$8,300,000			2036				
SJ11-3063				Stockton	March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99		\$22,400,000			2036				
SJ07-3094				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd		\$22,400,000			2036				
SJ07-3097				Stockton	Navy Drive	Widen from 2 to 4 lanes	BNSF RR to SR 4		\$6,600,000			2036				
SJ11-3042				Stockton	Stanislaus Street	Widen from 2 to 4 lanes	Crosstown Freeway to Park Street		\$3,900,000			2014				

Table 6-3: 2014 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers		Project Information		Project Description		Project Limits		Cost to Deliver		Milestone Years		RTIP Project	
2014 RTP MPO ID	CTPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	Total	FTIP Programming	NEPA Approval	Open to Traffic	MX Renewal Project	RTIP Project
SJ07-3111			Tracy	Eleventh Street Bridge	Replacement of existing Tracy East Overhead Bridge at UPRR	East Eleventh Street Bridge at UPRR	\$40,285,000			2016			X
SJ07-3108	212-0000-0427		Tracy	MacArthur Drive	Widen 2 to 4 lanes (Valpico Road to Schulte Road)	MacArthur Drive from Valpico Road to Schulte Road;	\$10,973,987			2017 2018		X	
SJ11-CM12	212-0000-0542		Tracy	Eleventh Street Improvements and MacArthur Dr. Intersection	Installation of traffic signal and/or roundabout improvements at intersections, center median, and an eastbound auxiliary lane at selected areas of Eleventh Street corridor	Eleventh Street Improvements and MacArthur Dr. Intersection	\$9,596,333			2017			
SJ07-3110			Tracy	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road	\$22,906,820			2022			X
SJ07-3109			Tracy	Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road	\$21,890,940			2022			
SJ07-3107			Tracy	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	\$6,392,443			2026		X	
SJ07-3181			Tracy	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	\$49,286,333			2026			
SJ11-3067			Tracy	MacArthur Drive	Extend 4 lane roadway (Mt. Diablo Road to Eleventh Street)	Mt. Diablo Road to Eleventh Street	\$6,233,987			2028			
SJ07-3183			Tracy	Tracy Blvd.	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street	\$17,401,433			2030			
							\$874,841,826						

Table 6-4: 2014 Regional Transportation Plan Project List - Railroad Crossing Safety Improvements Category

Identifiers		Project Information			Project Description	Project Limits	Cost to Deliver		Milestone Years				
2014 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route			Total		RTP/FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ11-4002			Lathrop	Roth Road Grade Separation (Easterly)	Construct 4 lane grade separation between Roth Road and Railroad	On Roth Road East of the Army Depot and West of the UPRR Intermodal Terminal	\$29,100,000			2018			
SJ07-4006			Lodi	Harney Lane at UPRR	Construct the Harney Lane/Union Pacific Railroad Grade Separation and widen Harney Lane from two lanes to four lanes	Harney Lane at UPRR Between West Lane/Hutchins Street on west and Stockton Street on the east.	\$18,502,089		2013	2017	X		
SJ07-4008			Manteca	Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Lathrop Road	\$21,492,318		2030	2035	X		
SJ11-3070			Port of Stockton	Navy Drive/BNSF Underpass	Replace existing underpass with a new underpass sufficient to accommodate two BNSF mainline tracks and a future four lane roadway.	Navy Drive at BNSF	\$9,200,000			2015			
SJ11-4001			San Joaquin County	Lower Sacramento Road/UPRR (near Woodson Road)	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	\$40,000,000		2028	2035			
SJ07-4014			Stockton	Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements at railway	Alpine Ave/UPRR (west)	\$3,000,000			2030	X		
SJ07-4017			Stockton	Alpine Ave/UPRR (east)	Grade Separation	Alpine Ave/UPRR (east)	\$35,100,000			2030			
SJ07-4027			Stockton	West Lane at UPRR	Construct a 6 lane overpass.	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	\$35,100,000			2036	X		
							\$191,494,407						

Table 6-5: 2014 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers		Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years				
2014 RTP MPO ID	CTIPs ID #	PPNO	Jurisdiction				Total		FTP Programming	NEPA Approval	Completion		
SJ11-5002			Escalon	eTrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto	\$4,963,162						
SJ14-5001			Escalon	eTrans Capital Improvements	Bus Replacements	City of Escalon	\$864,370						
SJ14-5002			Escalon	eTrans Capital Improvements	Passenger Facilities Amenities	City of Escalon	\$15,000						
SJ14-5003			Escalon	eTrans Capital Improvements	Next Bus Equipment	City of Escalon	\$25,000						
SJ14-5004			Escalon	eTrans Capital Improvements	Electronic Fareboxes	City of Escalon	\$125,000						
SJ07-5001			Lodi	Grapeline Capital	13 cutaways	City of Lodi	\$9,750,000			2007			
SJ07-5002	212-0000-0155		Lodi	Grapeline Capital	Bus stop shelters/improvements	City of Lodi	\$1,680,000			2007			
SJ07-5004	212-0000-0299		Lodi	Grapeline Capital	Facility upgrade	City of Lodi	\$1,680,000						
SJ07-5005			Lodi	Grapeline Capital	Facility Expansion	City of Lodi	\$2,500,000						
SJ07-5011			Lodi	Grapeline Operations	Grapeline Operations	City of Lodi	\$87,923,565						
SJ14-5005			Lodi	Grapeline Capital	6 large buses	City of Lodi	\$6,000,000						
SJ14-5006			Lodi	Grapeline Capital	1 trolley	City of Lodi	\$1,000,000						
SJ14-5007			Lodi	Grapeline Capital	4 cutaways	City of Lodi	\$3,600,000						
SJ14-5008			Lodi	Grapeline Capital	2 cutaways	City of Lodi	\$1,500,000						
SJ14-5009			Lodi	Grapeline Capital	Bicycle Support Program	City of Lodi	\$200,000						
SJ14-5010			Lodi	Grapeline Capital	Tech Upgrade	City of Lodi	\$300,000						
SJ14-5011			Lodi	Grapeline Capital	Security/Safety	City of Lodi	\$900,000						
SJ14-5012			Lodi	Grapeline Capital	Bus Wash/Fuel upgrades	City of Lodi	\$900,000						
SJ07-5015	212-0000-0358		Manteca	Manteca Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	City of Manteca	\$100,000			2007			
SJ07-5016	212-0000-0300		Manteca	Manteca Transit System	Costs associated with Safety/Security/ITS	City of Manteca	\$25,000			2007			
SJ07-5017	212-0000-0235		Manteca	Manteca Transit System Capital	Purchase of 8 vehicles over the next three years, 4 Vehicles the first year and 2	City of Manteca	\$1,348,000			2007			
SJ07-5018	212-0000-0282/ 212-0000-0213		Manteca	Manteca Transit System Operations	Costs associated with the Operations and administration of DAR and fixed route	City of Manteca	\$60,000,000			2007			
SJ07-5019	212-0000-0359		Ripon	City of Ripon Fixed Route Transit System Operations	Costs associated with the delivery of a fixed route transit system in the City of Ripon (\$50,000 annually)	City of Ripon	\$7,200,000			2007			
SJ07-5026			SJRTD	Bus Rapid Transit (RTD)	SMA/Inter-City BRT-Operations	SMA/Inter-City BRT-Operations	\$644,872,518			2007			
SJ07-5027	212-0000-0279		SJRTD	Bus Rapid Transit (BRT) Vehicles	Purchase of buses for service expansion	San Joaquin County-Capital	\$44,800,000			2007			
SJ07-5028	212-0000-0304		SJRTD	Camera and Security Equipment	Purchase and installation of camera and security equipment for surveillance on buses and bus facilities	SJRTD Capital	\$2,000,000			2007			
SJ07-5029			SJRTD	Coordinated Transportation Vehicles	Includes new replacement buses or vans	San Joaquin County-Capital	\$5,200,000			2007			
SJ07-5030	212-0000-0266		SJRTD	County Operations	FTA Section 5311 funding for services to rural areas of San Joaquin County	San Joaquin County-Operations	\$23,771,658			2007			
SJ07-5031	212-0000-0634		SJRTD	County Wide DAR	Expansion and replacement buses	San Joaquin County-Capital	\$2,000,000			2007			
SJ07-5032	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167		SJRTD	Countywide DAR-Operations	Countywide GPDAR-Operations	San Joaquin County-Operations	\$64,050,258			2007			
SJ07-5033	212-0000-360		SJRTD	Deviated Fixed Route Service: Replacement and Expansion (Ultra Low Sulfur Diesel or Hybrid) Buses	Cost associated with the purchase of replacement and expansion buses	San Joaquin County-Capital	\$4,320,000			2007			
SJ07-5034	212-0000-0236		SJRTD	Downtown Transit Center	Construction, continuing development and improvements to the Downtown Transit Center	SJRTD Capital	\$1,814,000			2007			
SJ07-5036	212-0000-0304		SJRTD	Intercity/Interregional Replacement and Expansion (Diesel or Hybrid) Buses	Expansion and replacement buses	San Joaquin County-Capital	\$50,000,000			2007			

Table 6-5: 2014 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers		Project Information		Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years			
2014 RTP MPO ID	CTIPs ID #	PPNO						Total		FTIP Programming	NEPA Approval	Completion	
SJ07-5037	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167			SJRTD	Intercity Hopper and Interregional Commuter-Operations	Intercity Hopper and Interregional Commuter-Operations	San Joaquin County-Operations	\$337,710,510		2007			
SJ07-5039	212-0000-0367			SJRTD	Non-Revenue Fleet-Replacement Vehicles	Costs associated with the purchase of hybrid or electric replacement vehicles	San Joaquin County-Capital	\$2,000,000		2007			
SJ07-5040	212-0000-0332/ 212-0000-0165			SJRTD	Operational Facilities	Expansion/Modernization	San Joaquin County-Capital	\$7,500,000		2007			
SJ07-5042	212-0000-0352			SJRTD	Regional Transportation Center	Expansion/Modernization	San Joaquin County-Capital	\$70,000,000		2007		2025	
SJ07-5043	212-0000-0244			SJRTD	Miscellaneous Capital Improvement Projects	Facility Upgrades, Passenger Amenities, Operating Equipment	San Joaquin County-Capital	\$56,000,000		2007			
SJ07-5044	212-0000-0646			SJRTD	SMA Fleet Management	Expansion and replacement of hybrid buses including replacement/upgrades of bus operations technologies (i.e. fareboxes, AVLs, APC, etc.)	Stockton Metropolitan Area-Capital	\$139,000,000		2007			
SJ07-5045	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167			SJRTD	Stockton Metropolitan Area (SMA) Operations	SMA Fixed Route and SMA DAR; including replacement/upgrades of administrative technologies (i.e. computers, servers, phone systems, etc.)	Stockton Metropolitan Area-Operations	\$437,785,254		2007			
SJ14-5013				SJRTD	Equipment Upgrades/Replacements	Upgrade and replacement of maintenance, operations, and administrative equipment	San Joaquin County-Capital	\$20,000,000					
SJ11-CM03	212-0000-0533			SJRTD	Purchase 6 BRT Buses and Corridor Enhancement	Purchase of 6 BRT Buses that will operate on BRT Corridors	Stockton Metropolitan Area-Capital	\$12,425,087		2011			
SJ11-CM17	212-0000-0547			SJRTD	Operating Assistance for BRT III along Hammer Lane	Metro Express: Two Years of Operating Assistance	Stockton Metropolitan Area-Operations	\$3,423,582		2011			
SJ11-CM04	212-0000-0534			SJRTD	Operating Assistance for BRT II along Airport Way	Metro Express: Two Years of Operating Assistance	Stockton Metropolitan Area-Operations	\$3,423,582		2011			
SJ14-5014				SJRTD	BRT Project: Martin Luther King Jr. Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancements	Stockton Metropolitan Area-Capital	\$14,000,000					2018
SJ14-5015				SJRTD	BRT Project: West Lane Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancements	Stockton Metropolitan Area to Lodi-Capital	\$29,000,000					2020
SJ14-5016				SJRTD	BRT Project: March Lane Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancements	Stockton Metropolitan Area-Capital	\$14,500,000					2025
SJ14-CM10	212-0000-0637/ 212-0000-0641			SJRTD	BRT Project: Fremont Street Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancements	Stockton Metropolitan Area-Capital	\$14,500,000					2030
SJ14-5018				SJRTD	BRT Project: Arch Road/Sperry Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancements	Stockton Metropolitan Area-Capital	\$15,000,000					2035
SJ14-5019				SJRTD	BRT Project: Eight Mile Road Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancements	Stockton Metropolitan Area-Capital	\$15,000,000					2040
SJ14-5020				SJRTD	Transfer Facilities	Expansion of BRT and/or intercity connection facilities	San Joaquin County-Capital	\$25,000,000					
SJ14-5021				SJRTD	Hammer Triangle Transfer Station	Hammer Triangle Transfer Station	Stockton Metropolitan Area-Capital	\$34,200,000					2040

Table 6-5: 2014 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers		2014 RTP MPO ID		CTIPS ID #		PPNO		Project Information		Jurisdiction		Facility Name/Route		Project Description		Project Limits		Cost to Deliver		Total		Milestone Years		FTIP Programming		NEPA Approval		Completion	
SJ14-CM16		212-0000-0643						Stockton	BRT Phase 1-B Corridor Improvement					Costs associated with installation of signal prioritization equipment for BRT operations on Pacific Avenue and Madison Street.	Pacific Avenue and Madison Street.		\$1,600,000												
SJ07-5049		212-0000-0350						Tracy	TRACER Capital				Capital	Purchase 3 buses every 5 year period;			\$3,000,000			2007									
SJ07-5050		212-0000-0206						Tracy	TRACER Capital				Construction of turnouts and 18 shelters	Purchase 2 buses every 10 year period various locations including multi-modal station			\$1,370,000			2007									
SJ07-5051		212-0000-0206						Tracy	TRACER Capital				Phase I Bus Turnouts - Street Facility improvements for bus turnouts to improve traffic flow, decrease emissions, and operations/passenger safety	TRACER Capital			\$1,760,000			2007									
SJ07-5052		212-0000-0206						Tracy	TRACER Capital				Phase Bus Turnouts II - Passenger Shelters	Costs of passenger shelters and bus turnouts			\$1,125,000			2007									
SJ07-5053		212-0000-0347						Tracy	TRACER Capital				Paratransit Minivans	Cost of Paratransit Minivans at \$70,000 each			\$140,000			2007									
SJ07-5054		212-0000-0348						Tracy	TRACER Capital				Transit Supervisor Vehicle	Cost of a Transit Supervisor Vehicle			\$50,000			2007									
SJ07-5055		212-0000-0149						Tracy	TRACER Operations				Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	City of Tracy			\$39,204,089			2007									
SJ07-5056		212-0000-0208						Tracy	TRACER Project Mangement and Planning				Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan and Grant Management	City of Tracy			\$2,610,951			2007									
SJ11-2008								Tracy	TRACER Capital				Vehicle Storage and Maintenance Facility	Location within City limits, to support expansion of fleet			\$30,000,000												
SJ11-2009								Tracy	TRACER Capital				CNG Station replacement	Cost to replace old equipment			\$4,000,000												
SJ11-2010								Tracy	TRACER Capital				Bus shelters replacement	Replacement of existing shelters/benches			\$2,500,000												
SJ07-5060		212-0000-0401/ 212-0000-0355						Various Agencies	FTA New Freedom Funding				Costs associated with the competively selected projects from the Coordinated Human Services Transportation Plan for San Joaquin County, and the costs associated with the implementation of the Coordinated plan.	San Joaquin County			\$3,200,000			2007									
SJ11-2017		212-0000-0588						Various Agencies	Valley CAPS Transit Service Capital				Costs Associated with the purchase of two medium duty buses	Valley CAPS Transit Service Capital			\$130,000												
																		\$2,373,255,587											

Table 6-6: 2014 Regional Transportation Plan Project List - Rail Corridor Improvements Category

Identifiers	2011 RTP MPO ID	CTPS ID #	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years			
			PPNO	Jurisdiction			Facility Name/Route	Total	FTP Programming	NEPA Approval	Completion Date	
SJ07-6001	112-0000-0139		Caltrans	Caltrans	Construct double main track, panelized turnouts, relocate/renew siding turnout, and realign existing trackage.	San Joaquin County between Escalon and Stockton		\$31,200,000				
SJ11-6001	112-0000-0277		Caltrans	Caltrans	In Stockton, Construct track connections and a new intercity passenger rail facility	Intersection of the BNSF and UP railroads.		\$18,000,000				
SJ07-6003	212-0000-0281/ 212-0000-0645		SJRRRC	ACE Capital	Purchase rail cars for ACE service expansion	ACE Capital		\$8,800,000				
SJ07-6004	212-0000-0190		SJRRRC	ACE Capital	SJRRRC shared costs for the overall maintenance of vehicles	ACE Capital		\$7,564,000			2030	
SJ07-6009			SJRRRC	ACE Capital	Realignment of tracking	Near Altamont Pass		\$9,000,000				
SJ07-6013	112-0000-0140		SJRRRC	ACE Capital	Restoration of abandoned Western Pacific Depot building	Downtown Stockton, between Weber Ave and Miner Ave		\$7,000,000	2007			
SJ07-6015	212-0000-0306		SJRRRC	Stockton Track Extension Phases II & III (ACE Gap Closure Project)	Allow SJRRRC to operate on separate tracks from Union Pacific Railroad between maintenance yard and the station siding.	Between the Stockton ACE Station and the ACE Equipment Maintenance Facility		\$19,000,000				
SJ07-6016			SJRRRC	ACE Service Extensions	Enhance/extend rail to benefit residents; integrate ACE with the State intercity rail service; extend ACE service	San Joaquin County and San Joaquin Valley; Sacramento, Modesto, and San Francisco		\$8,563,000			2030	
SJ07-6017			SJRRRC	ACE Forward	Acquisition of ACE Corridor between Stockton and Niles Junction	Between Stockton and Niles Junction		\$45,000,000				
SJ07-6018			SJRRRC	Phase II Implementation Plan for the Central Valley Rail Service	Commuter rail service	Central Valley to Sacramento		\$1,000,000				
SJ07-6019			SJRRRC	Operations	Shuttle Services in San Joaquin County stations	San Joaquin County		\$1,123,000			2030	
SJ07-6020			SJRRRC	Capital	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 2	City of Stockton		\$17,000,000			2015	
SJ07-6021			SJRRRC	ACE Operations	ACE operations and Capital Access Fee (5 trains from 2012 to 2016, 6 trains from 2017 to 2021, 7 trains from 2022 to 2029 and 8 trains from 2030 to 2041)	SJRRRC/Santa Clara/Alameda contributions shown		\$510,589,600			2030	
SJ07-6022			SJRRRC	Lathrop Transfer Station	Lathrop Transfer Station- Between ACE and Central Valley Service	City of Lathrop		\$5,500,000				
SJ07-6023			SJRRRC	Rail Information Systems	Rail Information Systems (Ticket vending machines, on-train internet, changeable message signs at stations, trip planner via internet, real time system for train status for ACE and other connecting services)	ACE Operational Corridor and Station Planning Areas		\$13,400,000				
SJ07-6025			SJRRRC	Central Valley Rail Service	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)	Central Valley to Sacramento		\$85,000,000				
SJ07-6028			SJRRRC	ACE Capital	Rolling Stock/Track Improvements/ Station Improvements	ACE Operational Corridor and Station Planning Areas		\$32,000,000			2030	
SJ07-6029			SJRRRC	ACE Capital	Central Valley to Sacramento Commuter Rail Project - Extension of services	Central Valley to Sacramento		\$54,000,000				
SJ07-6035			SJRRRC	ACE Capital	Altamont Corridor Speed and Safety upgrades (including signal upgrade to automatic train stop increase train speed from 79 to 90 MPH and several track realignment projects)	ACE Operational Corridor and Station Planning Areas		\$30,000,000				
SJ14-6001			SJRRRC	ACEforward: Capital Phase 1	Extension of Wyche Siding	Lathrop/Manteca: MP 82.7 to MP 80.4, 8,500' clear of McKinley Ave		\$9,000,000			2018	
SJ14-6002			SJRRRC	ACEforward: Capital Phase 1	Connection from UPRR Fresno Sub to UPRR Oakland Sub	Lathrop, Ca: Oakland Sub MP 84.25 to Fresno Sub MP 94.1		\$7,000,000			2018	
SJ14-6003			SJRRRC	ACEforward: Capital Phase 2	Grade crossing improvements/grade separations	High priority locations between Stockton and San Jose. Chrisman Rd MP 72.8, McKinley Ave MP 82.1		\$15,000,000			2018	
SJ14-6004			SJRRRC	ACEforward: Capital Phase 2	Construct track, signals, stations for service expansion to Modesto	Lathrop/Manteca to Downtown Modesto		\$162,000,000			2023	
SJ14-6005			SJRRRC	Minor Capital	Facilities and information technology maintenance and enhancements, fleet vehicle replacements and expansion	ACE Operational Corridor and Station Planning Areas		\$8,870,000			2030	
								\$1,105,609,600				

Table 6-7: 2014 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category

Identifiers	2014 RTP MPO ID	Project Information		Project Description	Cost to Deliver		Milestone Years	
		Jurisdiction	Facility Name/Route		Total	Total	NEPA Approval	Completion
SJ07-7003		San Joaquin County	Stockton Metro Airport	Reconstruct General Aviation Apron	\$3,660,000			2018
SJ11-7004		San Joaquin County	Stockton Metro Airport	Upgrade Airfield HomeRun Duct Bank	\$1,001,000			2016
SJ14-7001		San Joaquin County	Stockton Metro Airport	ALUCP- Airport Land use Compatibility Plan Update	\$150,000			2014
SJ14-7002		San Joaquin County	Stockton Metro Airport	Rehabilitate Taxiway B	\$1,220,000			2015
SJ14-7003		San Joaquin County	Stockton Metro Airport	Rehabilitate Runway 11R-29L and TWS B,D,D9,F,G,L,M	\$1,220,000			2016
SJ14-7004		San Joaquin County	Stockton Metro Airport	Pavement Maintenance Management Plan	\$200,000			2014
SJ14-7005		San Joaquin County	Stockton Metro Airport	Procure ARFF Vehicle	\$850,000			2014
SJ14-7006		San Joaquin County	Stockton Metro Airport	Reconstruct Terminal Parking Ramp - Asphalt to Concrete	\$1,960,000			2014
SJ14-7007		San Joaquin County	Stockton Metro Airport	Rehabilitate Runway Lighting Signage System	\$1,220,000			2014
SJ14-7008		San Joaquin County	Stockton Metro Airport	Replace Security Access Control	\$500,000			2014
SJ14-7009		San Joaquin County	Stockton Metro Airport	Runway Improvements	\$671,000			2014
SJ14-7010		San Joaquin County	Stockton Metro Airport	Wildlife Management Assessment	\$150,000			2014
SJ14-7012		San Joaquin County	Stockton Metro Airport	Rehab Baggage Movement System	\$1,830,000			2017
SJ14-7013		Tracy	Tracy Municipal Airport	Reconstruct Runways, Taxiways, and Aprons	\$14,008,000			2014
SJ14-7014		Tracy	Tracy Municipal Airport	Runways, Taxiways, and Aprons Engineering Design	\$700,000			2014
SJ14-7015		Tracy	Tracy Municipal Airport	Pavement Maintenance Management Plan	\$63,000			2014
SJ14-7016		Tracy	Tracy Municipal Airport	Replace AWOS AV	\$187,000			2015
SJ14-7017		Tracy	Tracy Municipal Airport	Airport Master Plan and Business Plan	\$450,000			2017
SJ14-7018		Tracy	Tracy Municipal Airport	Engineering Design - Projects 8,9,10	\$39,000			2017
SJ14-7019		Tracy	Tracy Municipal Airport	Install Helicopter Pad	\$126,000			2018
SJ14-7020		Tracy	Tracy Municipal Airport	Aircraft Wash Facility	\$98,000			2019
SJ14-7021		Tracy	Tracy Municipal Airport	Perimeter Fencing (1,100LF)	\$44,000			2019
SJ14-7022		Tracy	Tracy Municipal Airport	Build Permanent Public Restrooms	\$220,500			2020
SJ14-7023		Tracy	Tracy Municipal Airport	FBO Office - Repair FBO Building	\$1,016,946			2020
SJ14-7024		Tracy	Tracy Municipal Airport	Land Acquisition Identified in Airport Master Plan, Canal Ar	\$21,848,504			2020
					\$53,432,950			

Table 6-8: 2014 Regional Transportation Plan Project List - Active Transportation and Community Enhancement Projects Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years		
			Jurisdiction	Facility Name/Route			Total	Total	FTIP Programming	NEPA Approval	Completion
SJ11-STTE	212-0000-0556		Lodi	Sacramento Street Enhancements	Install decorative sidewalk, lighting, and pedestrian amenities.	Between Lodi Avenue and Oak Street.	\$835,000		2013		2015
SJ11-STTE	212-0000-0554		Manteca	Louise Avenue Enhancements	Replace existing asphalt median with a new raised landscape median, construct an enhance pedestrian/bicycle crossing and resurface/restripe roadway to include Class 2 bicycle lanes	Airport Way to Main Street	\$940,000		2013		2015
S07-3200	212-0000-0446		Ripon	Fulton Avenue	Install crosswalks, LED in-pavement crosswalk lights, speed feedback signs, signs and striping; construct bulb-outs	Fulton Ave. between W. Shasta Ave. and Cindy Dr.; Cindy Dr./ Calhoun Ave.; W. Shasta Ave. between N. Ripon Rd. and Fulton Ave.	\$493,000		2013		2015
SJ11-CM23	212-0000-0603		San Joaquin County	South Stockton Sidewalks Phase 2	Excavate existing roadway to install drainage curb, gutter and sidewalks, modify facilities to meet ADA	Ninth Street, Tehth Street and Thirteenth Street between B Street and D Street	\$1,825,000		2013		2015
SJ11-CM25	212-0000-0605		San Joaquin County	Cherokee Road Sidewalks Improvements	Install Curb, gutter, and Sidewalks	Sanguinetti Road to Diverting Cana	\$963,000		2013		2015
SJ11-STTE	212-0000-0557		Stockton	Eldorado St. Phase 2 (Street Beautification)	Street Beautification	Calaveras River to Mariposa Ave.	\$45,000		2011		2015
SJ11-STTE	212-0000-0555		Stockton	Weber Avenue Beautification, Phase 2	Install new sidewalk, corner bulbouts, landscaped medians, and street amenities, including street lights.	Between Stanislaus Street and the UPRR.	\$2,610,000		2013		2015
SJ14-CM12	212-0000-0639		Stockton	Installation and Upgrade of Bicycle Facilities (Class 2 & 3) Citywide	Installation and Upgrade of Bicycle Facilities (Class 2 & 3)	Various locations throughout City of Stockton	\$340,000		2015		
SJ07-8021			Various	Miscellaneous regional bicycle, pedestrian, and safe routes to school facilities and programs	Specific projects are listed in the 2012 Regional Bicycle, Pedestrian, Safe Routes to School Master Plan and local agency bike plans subject to updates and competitive project selection.	Various locations throughout San Joaquin County	\$177,717,879				
SJ14-8001			Various	Miscellaneous regional community enhancement projects	Specific streetscape and community enhancement projects are subject to competitive project selection.	Various locations throughout San Joaquin County	\$96,051,723				
TOTAL							\$281,820,602				

Table 6-9: 2014 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers		Project Information		Project Description	Cost to Deliver	
2014 RTP MPO ID	Jurisdiction	Project Name			Total	Milestone Years
SJ11-CM14	Lodi	Lockeford Street and Stockton Street Signalization	Install traffic signal		See Operations and Maintenance Project List	
SJ07-9010	San Joaquin County	Traffic Signal/Ped Crossing	Corral Hollow Road and Valpico Road Traffic Signal		See Operations and Maintenance Project List	
SJ07-9012	San Joaquin County	Intersection Improvements	McHenry Avenue and River Road Traffic Signal		See Operations and Maintenance Project List	
SJ07-9013	San Joaquin County	Intersection Signalization	Byron Road and Grant Line Road		See Operations and Maintenance Project List	
SJ07-9014	San Joaquin County	South Stockton Sidewalks Phase 2	Excavate existing roadway to install drainage curb, gutter and sidewalks, modify facilities to meet ADA		See Regional Active Transportation Project List	
SJ11-3026	San Joaquin County	Lower Sacramento Rd Class III Bikeway in SJ County	Lower Sacramento Rd Class III Bikeway in SJ County		See Regional Roadway Project List	
SJ14-CM04	San Joaquin County	French Camp Rd and Ash St Roundabout	Construct roundabout		See Regional Roadway Project List	
SJ11-CM03	San Joaquin RTD	Purchase 6 BRT Buses and Corridor Enhancement	Purchase of 6 BRT Buses that will operate on BRT Corridors		See Bus Transit Project List	
SJ11-CM04	San Joaquin RTD	Operating Assistance for BRT II along Airport Way	Metro Express: Two Years of Operating Assistance		See Bus Transit Project List	
SJ11-CM17	San Joaquin RTD	Operating Assistance for BRT III along Hammer Lane	Metro Express: Two Years of Operating Assistance		See Bus Transit Project List	
SJ14-CM10	San Joaquin RTD	Fremont/Miner BRT Corridor Improvements	Fremont/Miner BRT Corridor Improvements		See Bus Transit Project List	
SJ07-5031	San Joaquin RTD	Hybrid Cutaway Bus Replacement	Purchase 12 Hybrid Cutaway Buses (Replacement)		See Bus Transit Project List	
SJ07-5044	San Joaquin RTD	Hybrid Diesel-Electric Bus Replacement	Purchase 2 Hybrid Diesel-Electric Buses (Replacement)		See Bus Transit Project List	
SJ07-9015	Stockton	Traffic Signal	Tam O'Shanter Drive and Hammertown Drive		See Operations and Maintenance Project List	
SJ11-CM05	Stockton	Wilson Way Signalization	Install adaptive traffic control system including signalized intersections and left turn pockets.		See Operations and Maintenance Project List	
SJ11-CM06	Stockton	Benjamin Holt Drive and Cumberland Place Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant		See Operations and Maintenance Project List	
SJ11-CM07	Stockton	Benjamin Holt Drive and Ingelwood Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant		See Operations and Maintenance Project List	

Table 6-9: 2014 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers	2014 RTP MPO ID	Project Information		Project Description	Cost to Deliver	Total	Milestone Years	Completion
		Jurisdiction	Project Name					
SJ11-CM08		Stockton	Davis Rd and Wagner Signalization	Install trafficsignal, fiber optic cabling, Opticom, Left turn phasing on Davis, midblock Wheelchair ramp, signs and striping				
SJ11-CM21		Stockton	Traffic Signal	Miner Avenue and Filbert Street Signalization				
SJ11-CM24		Stockton	Intersection Improvements	Swain Road and Montauban Avenue Roundabout				
SJ14-CM05		Stockton	Install Left Turn Lane on Thorton Road at Hammer Lane and on Lower Sacramento Road at Thornton Road/Pacific Avenue	Install left turn lanes				
SJ14-CM08		Stockton	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	Construct roundabout				
SJ14-CM15		Stockton	West Lane Traffic Responsiveness Signal Control System	Install traffic responsiveness signal control system				
SJ14-CM12		Stockton	Installation and Upgrade of Bicycle Facilities (Class 2 & 3) Citywide	Installation and Upgrade of Bicycle Facilities (Class 2 & 3)				
SJ14-CM10		Stockton	BRT Phase 5 Corridor Improvement	Costs associated with installation of signal prioritization equipment for BRT Phase 5 operations on Weber Ave, Miner Ave, Wison Way, Fremont St., Filbert St and Main St.				
SJ14-CM16		Stockton	BRT Phase 1-B Corridor Improvement	Costs associated with installation of signal prioritization equipment for BRT operations on Pacific Avenue and Madison Street.				
SJ07-9009		Tracy	Traffic Signal Coordination	Eleventh Street				
SJ07-3114		Tracy	Traffic Signal	Byron Road and Lammers Road				
SJ11-CM18		Tracy	Traffic Signal Coordination	Corral Hollow Road Adaptive System				
SJ11-CM12		Tracy	Traffic Signal	Eleventh Street and MacArthur Geometric Improvements				
SJ07-9001		Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.				

Table 6-9: 2014 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers	2014 RTP MPO ID	Project Information	Jurisdiction	Project Name	Project Description	Cost to Deliver	Total	Milestone Years	Completion
SJ07-9002	Various	Park and Ride Lots	Various Locations	Signal System Improvements, Operational and Intersection	See Operations and Maintenance Project List				
SJ07-9003	Various	Traffic Flow Improvements and Systems Managements	Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols		See Operations and Maintenance Project List				
						\$0			

Table 6-10: 2014 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic
				Jurisdiction					Total					
SJ07-1019	212-0000-0313			Caltrans	Various locations	SHOPP - Collision Reduction Grouped Projects	Various		\$282,542,602		various	various	2030	
SJ07-1020	212-0000-0314			Caltrans	Various locations	SHOPP - Mobility Grouped Projects	Various		\$92,928,777		various	various	2030	
SJ07-1021	212-0000-0315			Caltrans	Various locations	SHOPP Roadway Preservation Grouped Projects	Various		\$194,525,465		various	various	2030	
SJ07-1022	212-0000-0392			Caltrans	Various locations	SHOPP-Other (Emergency Response, Mandates, Bridge Preservation, Roadside Preservation Etc.)	Various		\$136,747,973		various	various	2030	
SJ07-3002	212-0000-0272			Caltrans	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various		\$116,490,513		various	various	2030	
SJ07-3003	various			Caltrans	Various locations	Caltrans Highway Bridge Program Line Item projects (Safety)	Various		\$197,179,445		various	various	2030	
SJ07-3004	212-0000-0307			Caltrans	Various locations	Lump sum for Emergency Repair Program (Safety)	Various		\$3,750,000		various	various	2030	
SJ07-3005	212-0000-0353/ 212-0000-0567			Caltrans	Various locations	Caltrans Minor Program (Safety)	Various		\$12,115,575		various	various	2030	
SJ11-3046	212-0000-0001			Escalon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		\$19,211,707		various		2035	
SJ11-3047	212-0000-0001			Lathrop	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		\$45,288,757		various		2035	
SJ11-3048	212-0000-0001			Lodi	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		\$166,382,262		various		2035	
SJ11-3065	212-0000-0001			Lodi	Harney Lane/UPRR Grade Crossing	Railroad Crossing Safety	Turner Road to Stockton Street		\$809,500		2013		2016	
SJ11-3066	212-0000-0001			Lodi	Lockeford Street Widening	Operations and Maintenance	Lockeford Street		\$1,526,018		2013		2016	
SJ11-CM14	212-0000-0592			Lodi	Lockeford Street and Stockton Street Signalization	Install traffic	Lockeford Street and Stockton Street		\$276,000		2013			
SJ11-3049	212-0000-0001			Manteca	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		\$136,992,599		various		2035	
SJ11-3067	212-0000-0001			Manteca	Louise Avenue Improvements	Reconstruct roadway and improve median	Airport Way and Main Street		\$780,000		2013		2014	
SJ11-3068	212-0000-0001			Manteca	Louise Avenue Rehabilitation	Rehabilitate roadway and surrounding streets	Louise Ave from UPRR to Main St, Northgate Dr from Crestwood Ave to Main St		\$333,216		2015		2015	
SJ11-3050	212-0000-0001			Ripon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		\$38,956,146		various		2035	
SJ11-3069	212-0000-0001			Ripon	Stockton Avenue Reconst	Reconstruction	Second Street to Doak Avenue		\$585,670		2015		2016	
SJ07-3044	212-0000-0370			San Joaquin County	Byron Road and Grant Line Road Intersection Signalization	Intersection Signalization	Byron Road and Grant Line Road		\$1,643,445		2007			
SJ11-3036	212-0000-0001			San Joaquin County	Lower Sacramento Road Resurfacing	Rehabilitate roadway and surrounding streets	Woodbridge Road to Jahant Road		\$924,000		2013		2014	
SJ11-3037	212-0000-0001			San Joaquin County	Mariposa Road Resurfacing	Rehabilitate roadway and surrounding streets	Dodds Road to Escalon-Bellota Road		\$1,493,000		2013		2014	
SJ11-3038	212-0000-0001			San Joaquin County	Mariposa Road Resurfacing	Rehabilitate roadway and surrounding streets	Gawne Road to Dodds Road		\$2,185,001		2013		2014	
SJ11-3039	212-0000-0001			San Joaquin County	Escalon Bellota Resurfacing	Rehabilitate roadway and surrounding streets	Escalon City Limits to Mariposa Rd		\$749,849		2013		2016	
SJ11-3040	212-0000-0001			San Joaquin County	Thornton Road Resurfacing	Rehabilitate roadway and surrounding streets	Eight Mile Road to DeVries Road		\$531,180		2013		2016	
SJ11-3041	212-0000-0001			San Joaquin County	Walnut Grove Road Resurfacing	Rehabilitate roadway and surrounding streets	Sacramento County Line to New Hope Bridge		\$750,734		2013		2016	
SJ11-3051	212-0000-0001			San Joaquin County	Various Roadway Rehabilitation	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	Rehabilitate roadway and surrounding streets		\$1,208,057,951		various		2035	
SJ11-CM11	212-0000-0541			San Joaquin County	McHenry Avenue and River Road Traffic Signal	Intersection Signalization	McHenry Avenue and River Road		\$1,065,287		2011			
SJ11-CM26	212-0000-0606			San Joaquin County	Corral Hollow Road and Valpico Road Traffic Signal	Intersection Signalization	Corral Hollow Road and Valpico Road		\$751,000		2011			
SJ14-CM04	212-0000-0631			San Joaquin County	French Camp Road and Ash Street Roundabout	Construct roundabout	French Camp Road and Ash Street		\$962,000		2015			
SJ11-3042	212-0000-0001			SJCOG	Regional Surface Transportation Program (STP) Lump Sum Projects	Various state highway and transit capital projects	San Joaquin County		\$3,038,998		various		2016	
SJ07-9015	212-0000-0376			Stockton	Tam O'Shanter Drive and Hammertown Drive	Install traffic signal	Tam O'Shanter Drive and Hammertown Drive		\$10,710					

Table 6-10: 2014 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers	2014 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years		
				Jurisdiction	Facility Name/Route			Total		FTP Programming	NEPA Approval	Open to Traffic
SJ11-3043	212-0000-0001			Stockton	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	City streets, various locations	\$5,931,260		various		2016
SJ11-3044	212-0000-0001			Stockton	Regional Surface Transportation Program (STP) Lump Sum Projects	Operations and Maintenance	City streets, various locations	\$1,930,715		various		2014
SJ11-3052	212-0000-0001			Stockton	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$762,390,100		various		2035
SJ11-CM05	212-0000-0535			Stockton	Wilson Way Signalization	Install adaptive traffic control system including signalized intersections and left turn pockets.	Wilson Way	\$1,064,213		2011		
SJ11-CM06	212-0000-0536			Stockton	Benjamin Holt Drive and Cumberland Place Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	Benjamin Holt Drive and Cumberland Place	\$475,378		2011		
SJ11-CM07	212-0000-0537			Stockton	Benjamin Holt Drive and Ingelwood Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	Benjamin Holt Drive and Ingelwood	\$465,391		2011		
SJ11-CM08	212-0000-0538			Stockton	Davis Rd and Wagner Signalization	Install traffic signal, fiber optic cabling, Opticom, Left turn phasing on Davis, midblock Wheelchair ramp, signs and striping	Davis Rd and Wagner	\$384,975		2011		
SJ11-CM21	212-0000-0601			Stockton	Miner Avenue and Filbert Street Signalization	Install traffic signal	Miner Avenue and Filbert Street	\$688,000		2011		
SJ11-CM24	212-0000-0604			Stockton	Swain Road and Montauban Avenue Roundabout	Construct roundabout	Swain Road and Montauban Avenue	\$592,266		2011		
SJ14-CM05	212-0000-0632			Stockton	Install Left Turn Lane on Thorton Road at Hammer Lane and on Lower Sacramento Road at Thornton Road/Pacific Avenue	Install left turn lanes	Thorton Road at Hammer Lane and Lower Sacramento Road at Thornton Road/Pacific Avenue	\$920,000		2015		
SJ14-CM08	212-0000-0635			Stockton	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	Construct roundabout	Tom O'Shanter Drive and Castle Oaks Drive	\$604,200		2015		
SJ14-CM15	212-0000-0642			Stockton	West Lane Traffic Responsiveness Signal Control System	Install traffic responsiveness signal control system	West Lane	\$755,000		2015		
SJ07-3114	212-0000-0377			Tracy	Byron Road and Lammers Road Traffic Signal	Traffic Signal	Byron Road and Lammers Road	\$200,000		2007		
SJ11-3045	212-0000-0001			Tracy	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	City streets, various locations	\$1,257,734		various		2016
SJ11-3053	212-0000-0001			Tracy	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$212,164,643		various		2035
SJ11-CM12	212-0000-0542			Tracy	Eleventh Street and MacArthur Geometric Improvements	Traffic Signal Coordination	Eleventh Street and MacArthur Drive	\$1,875,000		2011		
SJ11-CM18	212-0000-0616			Tracy	Corral Hollow Road Adaptive System	Traffic Signal Coordination	Corral Hollow Road Adaptive System	\$1,121,625		2011		
SJ07-9001	112-0000-0025			Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	San Joaquin County	\$18,000,000		various		
SJ07-9002				Various	Park and Ride Lots	Various Locations	San Joaquin County	\$1,450,000		various		
SJ07-9003				Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	San Joaquin County	\$1,758,800		various		
								\$3,683,614,680				

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

SAN JOAQUIN

Pollutant	Source	Description	2017	2018	2025	2035	2040
Carbon Monoxide	EMFAC 2014 (Winter Run)	CO Total Exhaust (All Vehicles Total)	43.7	39.5	23.0	17.0	15.9
		Conformity Total	44	39	23	17	16

Pollutant	Source	Description	2017	2020	2023	2031	2040
Ozone	EMFAC 2014 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	6.36	5.09	4.27	3.29	2.62
		Rule 9410 (ETR)	-0.18	-0.24	-0.22	-0.22	-0.22
		Conformity Total	6.18	4.85	4.05	3.06	2.39
Ozone	EMFAC 2014 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	14.00	11.22	7.16	5.48	4.98
		Rule 9410 (ETR)	-0.19	-0.16	-0.13	-0.13	-0.13
		Conformity Total	13.81	11.06	7.02	5.34	4.85

Note: State control measures (RFG, Moyer, AB1493 and Smog Check) and District Rule 9310 (School Bus) have been incorporated in EMFAC2014.

Pollutant	Source	Description	2020	2025	2035	2040
PM-10	EMFAC 2014 (Annual Run)	PM-10 Total (All Vehicles Total * includes tire & brake wear)	1.30	1.34	1.54	1.63
		Conformity Total	1.30	1.34	1.54	1.63
PM-10	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	11.86	6.83	5.38	5.20
		Conformity Total	11.86	6.83	5.38	5.20

Note: State control measures (Reflash, Idling, and Moyer) have been incorporated in EMFAC2014.

Pollutant	Source	Description	2017	2018	2021	2025	2035	2040
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total * includes tire & brake wear)	0.60	0.59	0.57	0.57	0.63	0.67
		Conformity Total	0.60	0.60	0.60	0.60	0.60	0.70
PM2.5 Annual (1997 and 2012 standards)	EMFAC 2014 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	14.85	13.74	10.83	6.83	5.38	5.20
		Conformity Total	14.90	13.70	10.80	6.80	5.40	5.20

Note: State control measures (Moyer, AB1493 and Smog Check) and District Rule 9310 (School Bus) have been incorporated in EMFAC2014. District Rule 9410 (ETR) was not included in the RFP demonstration for the 2015 PM2.5 Plan.

Pollutant	Source	Description	2017	2019	2025	2035	2040
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total * includes tire & brake wear)	0.60	0.58	0.57	0.63	0.67
		Conformity Total	0.60	0.60	0.60	0.60	0.70
PM2.5 24-hour (2006 standard)	EMFAC 2014 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	15.42	13.14	7.07	5.52	5.33
		Conformity Total	15.40	13.10	7.10	5.50	5.30

Note: State control measures (Moyer, AB1493 and Smog Check) and District Rule 9310 (School Bus) have been incorporated in EMFAC2014. District Rule 9410 (ETR) was not included in the RFP demonstration for the 2012 PM2.5 Plan.

Paved Road Dust Emissions (tons/day)

San Joaquin 2020

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	12,925,739	4,718	360.490	346.871	0.950	0.879
Enter Arterial VMT ==>	Arterial	5,886,750	2,149	273.199	262.877	0.720	0.517
Enter Collector VMT ==>	Collector	1,206,046	440	55.971	53.857	0.148	0.087
	Urban	500,045	183	173.859	167.290	0.458	0.310
Enter Total of Urban and Rural Local VMT Here =>	Rural	329,217	120	495.145	476.438	1.305	1.188
	829,262						
Totals		20,847,797	7,609	1358.664	1307.333	3.582	2.981

San Joaquin 2025

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	13,668,115	4,989	381.195	366.793	1.005	0.930
Enter Arterial VMT ==>	Arterial	6,571,333	2,399	304.970	293.448	0.804	0.577
Enter Collector VMT ==>	Collector	1,319,542	482	61.239	58.925	0.161	0.096
	Urban	525,824	192	182.822	175.915	0.482	0.326
Enter Total of Urban and Rural Local VMT Here =>	Rural	346,190	126	520.672	501.001	1.373	1.249
	872,014						
Totals		22,431,004	8,187	1450.897	1396.081	3.825	3.177

San Joaquin 2035

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	15,673,289	5,721	437.118	420.603	1.152	1.066
Enter Arterial VMT ==>	Arterial	8,350,539	3,048	387.541	372.899	1.022	0.734
Enter Collector VMT ==>	Collector	1,699,465	620	78.871	75.891	0.208	0.123
	Urban	619,261	226	215.309	207.174	0.568	0.384
Enter Total of Urban and Rural Local VMT Here =>	Rural	407,706	149	613.193	590.026	1.617	1.471
	1,026,967						
Totals		26,750,260	9,764	1732.031	1666.593	4.566	3.777

San Joaquin 2040

	VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control- Adjusted Emissions
Enter Freeway VMT ==>	Freeway	16,580,991	6,052	462.433	444.962	1.219	1.128
Enter Arterial VMT ==>	Arterial	8,968,815	3,274	416.234	400.509	1.097	0.788
Enter Collector VMT ==>	Collector	1,833,684	669	85.100	81.884	0.224	0.133
	Urban	671,753	245	233.559	224.735	0.616	0.416
Enter Total of Urban and Rural Local VMT Here =>	Rural	442,265	161	665.170	640.040	1.754	1.596
	1,114,018						
Totals		28,497,508	10,402	1862.497	1792.130	4.910	4.060

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

SAN JOAQUIN

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
60.3% Urban
39.7% Rural
100.0% Total

Road Type	Base EF (lb PM10/VMT)
Freeway	0.000152818
Arterial	0.000254296
Collector	0.000254296
Local	0.00190513
Rural	0.008241141

SAN JOAQUIN

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.5	9.5	8.0	5.3	2.8	1.0	0	0	1.0	2.8	6.3	7.8	54.8
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.92	0.92	0.94	0.96	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.94	0.96

Unpaved Road Dust Emissions (tons/day)

SAN JOAQUIN 2020

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

SAN JOAQUIN 2025

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

SAN JOAQUIN 2035

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

SAN JOAQUIN 2040

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

SAN JOAQUIN													
	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.5	9.5	8.0	5.3	2.8	1.0	0	0	1.0	2.8	6.3	7.8	54.8
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Rain Reduction Factor	0.66	0.66	0.74	0.83	0.91	0.97	1.00	1.00	0.97	0.91	0.79	0.75	0.85

Road Construction Dust

SAN JOAQUIN

Description	2020		2025		2035		2040	
	Year	Lane Miles						
Baseline	2005	5171	2020	5332	2025	5368	2035	5723
Horizon	2020	5,332	2025	5,368	2035	5,723	2040	5,767
Difference	15	161	5	36	10	355	5	44
Lane Miles per Year		11		7		36		9
Acres Disturbed		42		28		138		34
Acre-Months		749		503		2479		614
Emissions (tons/year)		82.432		55.296		272.640		67.584
Annual Average Day Emissions (tons)		0.226		0.151		0.747		0.185
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.160		0.108		0.530		0.131

2017 FTIP Conformity Results Summary -- SJCOG

Pollutant	Scerio	Emissions Total
Carbon Monoxide		CO (tons/day)
	2010 Budget	170
	2017	44
	2018 Budget	170
	2018	39
	2025	23
	2035	17
	2040	16

DID YOU PASS?	
CO	
YES	
YES	
YES	
YES	

Ozone		ROG (tons/day)	NOx (tons/day)
	2017 Budget	6.4	14.1
	2017	6.2	13.8
	2020 Budget	5.1	11.3
	2020	4.9	11.1
	2023 Budget	4.3	7.3
	2023	4.0	7.0
	2031	3.1	5.3
	2040	2.4	4.8

ROG	NOx
YES	YES

PM-10		PM-10 (tons/day)	NOx (tons/day)
	2020 Budget	4.6	11.9
	2020	4.6	11.9
	Adjusted 2020 Budget	4.7	11.8
	2025	4.7	6.8
	Adjusted 2020 Budget	6.0	9.8
	2035	6.0	5.4
	Adjusted 2020 Budget	5.9	10.0
	2040	5.9	5.2

PM-10	NOx
YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2020	1.302	11.862	2.981		0.113		0.160		4.6	11.9
2025	1.337	6.832	3.177		0.113		0.108		4.7	6.8
2035	1.543	5.378	3.777		0.113		0.530		6.0	5.4
2040	1.629	5.204	4.060		0.113		0.131		5.9	5.2

1997 24-Hour and 1997 & 2012 Annual PM2.5 Standards		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2014 Budget	0.9	21.6		
	2017	0.6	14.9	YES	YES
	2014 Budget	0.9	21.6		
	2018	0.6	13.7	YES	YES
	2014 Budget	0.9	21.6		
	2021	0.6	10.8	YES	YES
	2014 Budget	0.9	21.6		
	2025	0.6	6.8	YES	YES
2014 Budget	0.9	21.6			
2035	0.6	5.4	YES	YES	
2014 Budget	0.9	21.6			
2040	0.7	5.2	YES	YES	

2006 PM2.5 Winter 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2017 Budget	0.6	15.5		
	2017	0.6	15.4	YES	YES
	2017 Budget	0.6	15.5		
	2019	0.6	13.1	YES	YES
	2017 Budget	0.6	15.5		
	2025	0.6	7.1	YES	YES
2017 Budget	0.6	15.5			
2035	0.6	5.5	YES	YES	
Adjusted 2017 Budget	0.7	14.7			
2040	0.7	5.3	YES	YES	

APPENDIX D

**TIMELY IMPLEMENTATION DOCUMENTATION FOR
TRANSPORTATION CONTROL MEASURES**

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2017 FTIP and 2017 "Exempt FTIP" Conformity Analysis</u>	<u>2017 FTIP Amendment 9, 2014 RTP Amendment #4, Conformity Analysis</u>
1									(as of 12/16)	(as of 3/17)
2										
3										
4	SJC TCM 3	SJCOG	Rideshare Program	On going	STIP	2002, 2004, 2006	1120000025	Stockton, Regional Rideshare Program	On going	On going
5										
6	SJC5.17	SJCOG	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)		Measure K	2002	11200000039	SR 99 Widening	Complete	Complete
7						2002 2004	11200000054 11200000102	Hammer Ln and SR120 Interchange improvement projects	Complete	Complete
8						2004	11200000040	I-205 Widening project	Complete	Complete
9										
10	SJC6.1	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
11										
12	SJC6.2	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
13										
14	TCM4	SJCOG	Bicycle Programs		Measure K; STIP TE	2006	21200000339	Jack Tone Class I bikeway in Ripon	Complete	Complete
15										
16	SJC 9.3	Escalon	Bicycle and Pedestrian Program	Complete	TCSP, Local			State Route 120, McHenry Ave, and Main St pedestrian features; High School Linkage Program; sidewalk on First St	Complete	Complete
17										
18	TCM4	Escalon	Construct bicycle lane along McHenry Avenue	FY02/03	STIP TE \$221,000	2002, 2004,2006	21200000146	Construct Escalon Gateway	Complete	Complete
19				2002-2003	TEA and CMAQ	2004	11200000154	Class I bike lane along McHenry Ave	Complete	Complete
20										
21	SJC5.2	Escalon	Coordinate Traffic Signal Systems		Local	2000	21200000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
22										
23	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	2000	21200000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
24										
25	SJC 5.2	Lathrop	Coordinate Traffic Signal Systems	starting in 2004	Not specified			Coordinate traffic signals along Louise Avenue/Gold Rush Blvd.	Complete	Complete
26										

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1										
2									(as of 12/16)	(as of 3/17)
27	SJC 5.3	Lathrop	Reduce Traffic Congestion at Major Intersections	next 5 to 10 years	STIP and Local	2006	11200000155	Two grades separations on major arterial at railroad; reconstruct one intersection; require developers to signalize major arterial intersections	Complete	Complete
28										
29	SJC 10.4	Lathrop	Development of Bicycle Travel Facilities	ongoing	Not specified			Construct Class 1 and Class 2 bike lanes on all new arterial and collector streets	Complete	Complete
30										
31	SJC 15.2	Lathrop	Pedestrian and Bicycle Overpasses where Safety Dictates	2003	Not specified	2006	11200000155	Lathrop Road/UPRR grade separation to include a sidewalk and Class 2 bike lane	Complete	Complete
32										
33	TCM 4	Lathrop	Bicycle Programs		CMAQ and TEA			bike lanes on Fifth Street	Complete	Complete
34										
35	SJC 5.2	Lodi	Design Lodi Avenue Signal Interconnect Project	complete in 2006	CMAQ	2002	21200000143	Lodi Ave. signal installation and interconnect from Cherokee Ln to Lower Sacramento	Complete	Complete
36										
37	SJC5.3	Lodi	Reduce Traffic Congestion at Intersections		STIP, Measure K	2002	11200000159	Improve congestion at Kettleman Lane Gap Closure, Hwy 12/Mills Avenue, and Hwy 12/Tienda Drive	Complete	Complete
38										
39	SJC5.16	Lodi	Adaptive traffic signals and signal timing		CMAQ	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
40										
41	TCM1	Lodi	Traffic Flow Improvements		Local	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
42										
43	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections		Local, Measure K	2004	11200000102	SR99/120 Improvements	Complete	Complete
44						2004	21200000271	South Union Widening		
45						2004	21200000214	Industrial Park Drive Improvements	Complete	Complete
46										

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1										
2									(as of 12/16)	(as of 3/17)
47	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	2004	11200000102	SR99/120 improvements	Complete	Complete
48										
49	TCM1	Manteca	Traffic Flow Improvements		Local, Measure K	2004	21200000271	South Union Road Widening	Complete	Complete
50						2004	21200000214	Industrial Park Drive	Complete	Complete
51										
52	TCM4	Manteca	Bicycle Programs		Local, Measure K	N/A	N/A	Tidewater Bikeways project	Complete	Complete
53										
54	TCM 1	Ripon	Traffic Flow Improvements	within 1-2 years	CMAQ			South Frontage Road	Complete	Complete
55										
56	SJC5.2	Ripon	Coordinate Traffic Signal Systems		Not specified	N/A	N/A	Install synchronized traffic signal systems on 4 locations	Complete	Complete
57										
58	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Wilma & Fulton. Left turn pockets at Frontage and Pine Street.	Complete	Complete
59										
60	SJC5.4	Ripon	Site Specific Transportation Control Measures		STIP/Measure K	2006	11200000162	Main and Stockton Street project. Signal synchronization along Main Street.	Project complete.	Project complete.
61										
62	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading		Not specified	N/A	N/A	The City will provide bus pullouts in curbs as part of Jack Tone Road Improvements Projects between Main and 4th Streets.	Complete	Complete
63										
64	SJC9.3	Ripon	Bicycle/Pedestrian Program		STIP	2004	21200000298	1.5 mile Class 1 bikeway between Doak Blvd and Canal Blvd.	Complete	Complete
65										
66	SJC15.2	Ripon	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local	N/A	N/A	Construct ADA accessible sidewalk over the Main Street Overpass	Complete	Complete
67										
68	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase II and West Lane widening project. Added duel left turn lane pockets.	Complete	Complete
69					HES/Local			Pershing Ave widening project. Adding a left turn pocket at Harding.	Complete	Complete
70										

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Timely Implementation Documentation

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1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2017 FTIP and 2017 "Exempt FTIP" Conformity Analysis</u>	<u>2017 FTIP Amendment #4, RTP Amendment #4, Conformity Analysis</u>
2									(as of 12/16)	(as of 3/17)
71	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signal installed at Rosemarie/Precissi	Complete	Complete
72								New traffic signal installed and Montauban/Lorraine Streets	Complete	Complete
73										
74	SJC9.2	Stockton	Encouragement of Pedestrian Travel		Local	N/A	N/A	Traffic calming treatments along Pacific Avenue in Miracle Mile commercial area	Complete	Complete
75										
76	SJC9.3	Stockton	Bicycle/Pedestrian Program		Local	N/A	N/A	Hammer Lane/March Lane Class 2 Bike Lane project	Complete	Complete
77										
78	SJC10.4	Stockton	Development of Bicycle Travel Facilities		Local	N/A	N/A	Bear Creek Bike Path	Complete	Complete
79								Weston Ranch Bike Path	Complete	Complete
80										
81	SJC TCM 4	Stockton	Bicycle Program		Local	N/A	N/A	Class 1 Bike paths at Pixley Slough Bike Path	Complete	Complete
82										
83	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	N/A	N/A	Bicycle/pedestrian facilities included on grade separation project on march Lane and UPRR	Complete	Complete
84										
85	TCM1	Stockton	Traffic Flow Improvements		Local, Measure K	N/A	N/A	traffic flow improvements on Hammer Lane and El Dorado Street	Complete	Complete
86										
87	SJC 1.5	Tracy	Expansion of current fixed route to Wal-Mart	2002	Federal and State Transit	2002	21200000149	Operations assistance	Complete	Complete
88										
89	SJC 1.6	Tracy	Multi-Modal station	2004	STIP	2000/2002/2006	11200000104	Construct multi-modal station	Complete	Complete
90										

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	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2017 FTIP and 2017 "Exempt FTIP" Conformity Analysis</u>	<u>2017 FTIP Amendment 9, 2014 RTP Amendment #4, Conformity Analysis</u>
1									(as of 12/16)	(as of 3/17)
2										
91	SJC 5.2	Tracy	Interconnect existing traffic signals on major corridors	on-going	partially CMAQ	2002	21200000114, 21200000145	11th St and MacArthur Dr traffic signal installation and interconnect project, Tracy Blvd traffic signal coordination project	Complete	Complete
92										
93	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		Not specified	N/A	N/A	11th St/MacArthur improvements	Complete	Complete
94								Tracy Blvd between Central Ave and Clover Street	Complete	Complete
95										
96	SJC5.4	Tracy	Site-Specific Transportation Control Measures		Not specified	N/A	N/A	Implement traffic control improvements on Byron/Corral Hollow Roads	Complete	Complete
97								Implement traffic control improvements on Grant Line/Corral Hollow Roads	Complete	Complete
98										
99	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading		TDA, FTA	N/A	N/A	Bus Pullouts in curbs for passenger loading on East St N/E of 10th Street	Complete	Complete
100								Bus Pullouts in curbs for passenger loading on Tracy Blvd N/O Beverly Street	Complete	Complete
101										
102	SJC 7.3	Tracy	Involve school districts to encourage walking/biking to school		Not specified			print and distribute bike maps to schools	Complete	Complete
103										
104	SJC9.3	Tracy	Bicycle/Pedestrian Program		Local, Measure K	N/A	N/A	bike lane project on 11th Street west of Corral Hollow Road.	Complete	Complete
105										
106	SJC 10.2	Tracy	Bike Racks on Buses	2002	Not specified			Install bike racks on all city-owned buses	Complete	Complete
107										
108	SJC 10.4	Tracy	Development of Bicycle Travel Facilities	ongoing	Not specified			bike lockers at various locations and multi-modal station	Complete	Complete
109										
110	TCM 2	Tracy	Public Transit	ongoing	CMAQ, FTA, TDA			Transit improvements: purchase CNG buses; expanding transit service to Wal-Mart; printing material in Spanish	Complete	Complete
111										
112	TCM 4	Tracy	Bicycle Programs	ongoing	CMAQ and TEA			bike route signage; updated bicycle map for Tracy; bike racks on all TRACER buses	Complete	Complete

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1										
2									(as of 12/16)	(as of 3/17)
113										
114	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems		Local, Measure K	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
115								Pershing Ave/Thornton Road	Complete	Complete
116								Wilson Way/Alpine Avenue	Complete	Complete
117										
118	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local, Measure K	N/A	N/A	SR88 and Elliott Road	Complete	Complete
119								SR12 and Victor Road	Complete	Complete
120										
121	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures		Local	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
122								Pershing Ave/Thornton Road	Complete	Complete
123								Wilson Way/Alpine Avenue	Complete	Complete
124										
125	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel		Local	N/A	N/A	Woodbridge Main Street Sidewalk Improvements	Complete	Complete
126										
127	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bike Route on Armstrong Road	Complete	Complete
128										
129	TCM1	San Joaquin County	Traffic Flow Improvements		Local, Measure K	N/A	N/A	Lower Sacramento Road	Complete	Complete
130								Hammer Lane	Complete	Complete
131								SR88 Improvements PSR	Complete	Complete
132								Traffic Signal at Ham Lane and West Lane	Complete	Complete
133										
134	SJC 1.1	SJRTD	Regional Express Bus Program		Federal and Measure K			purchase vehicles and operate interregional commuter service	Complete	Complete
135										
136	SJC 1.9	SJRTD	Downtown Stockton Transit Center	2 years after ground-breaking	Federal funds	2004	21200000236	Construct Downtown Transit Center	Complete	Complete
137										
138										

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1										
2									(as of 12/16)	(as of 3/17)
139	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Duck Creek Class I bicycle path gap closure	Project complete.	Project complete.
140										
141	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Corral Hollow Rd/Lowell Ave Class I bikeway in Tracy	Complete	Complete
142										
143	TCM4	San Joaquin County	Bicycle Programs		Measure K	N/A	N/A	Lower Sacramento Rd Class III Bikeway in SJ County	County has resolved delays during the Right of Way Phase. Estimated completion mid-2016.	On going
144										
145	TCM4	Escalon	Bicycle Programs		Measure K	N/A	N/A	Install bike racks on buses in Escalon	Complete	Complete
146		Escalon						Improvements to McHenry Ave. corridor which included Class 2 Bicycle lanes NB and SB		
147										
148	SJC 5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	City implemented new turn lane and median divider at St. John and BNSF rail road crossing.	Complete	Complete
149										
150	SJC5.2	Lodi	Coordinate Traffic Signal Systems		Local	N/A	N/A		No further updates are required.	No further updates are required.
151										
152	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Maple Ave & Garrison Way.	Complete	Complete
153										
154	SJC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack Tone Class I Bike Path	Complete	Complete
155										
156	SJC5.2	Stockton	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-03101	Traffic Signal Controller Upgrade/Retiming March Lane, Wilson Way, and Harding Way	Complete	Complete
157										
158	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase III.	Project complete.	Project complete.
159					CMAQ/Local	2007	212-0000-0376	Installation of traffic signal at Tam O'Shanter Drive	Complete	Complete

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2									(as of 12/16)	(as of 3/17)
160										
161	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signals to be installed (2): Turnpike @ Lincoln, Filbert @ Myrtle	Complete	Complete
162					Local	N/A	N/A	Upgrade left turn lanes to include protected left turn signals at three locations: Wilson @ Fremont, Pacific @ Alpine, and Pacific @ Bianchi	Complete	Complete
163										
164	SJC9.2	Stockton	Encouragement of Pedestrian Travel		CMAQ/Local	2007	212-0000-0373	Installation of sidewalks on streets in unincorporated south Stockton	Complete	Complete
165										
166	SJC9.3	Stockton	Bicycle Pedestrian Program		CMAQ/Local	2007	212-0000-3099	Class II Bike Lane on Tam O'Shanter Drive	Complete	Complete
167										
168	SJC5.2	Tracy	Coordinate Traffic Signal Systems		Local	N/A	N/A	Coordinate/synchronize traffic signals along Coral Hollow Rd and 11th Street	Complete	Complete
169										
170	SJC5.2	Tracy	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-0365	Coordinate/synchronize traffic signals along Grant Line Road	Complete	Complete
171										
172	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		CMAQ/Local	2007	212-0000-0377	Installation of traffic signal at Byron Road and Lammers Road	Complete	Complete
173										
174	SJC 5.8	Tracy	On Street Parking Restrictions		Local	N/A	N/A	Parking restrictions on North side of Eaton Avenue East of Tracy Boulevard.	Complete	Complete
175								Parking restrictions on South side of Grant Line Road West of Tracy Boulevard.	Complete	Complete
176										
177	SJC9.3	Tracy	Bicycle/Pedestrian Program		Measure K	N/A	N/A	Gap closure projects to upgrade to Class I at two locations: Lowell Ave between Coral Hollow & Valley View; Corral Hollow between 11th St & Byron Rd	Complete	Complete
178										

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2									(as of 12/16)	(as of 3/17)
179	SJC 9.5	Tracy	Encouragement of Bicycle Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local bicycle routes in 2007.	Complete	Complete
180										
181	SJC 15.1	Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2007	Complete	Complete
182		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2008	Complete	Complete
183		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2010	Complete	Complete
184										
185	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	SR-12 and Davis Road.	Complete	Complete
186					CMAQ/Local	2007	212-0000-0368	New traffic signals at LinneRoad at Chrisman Drive	Complete	Complete
187					CMAQ/Local	2007	212-0000-0369	New traffic signal at Howard Road at Tracy Boulevard	Complete	Complete
188					CMAQ/Local	2007	212-0000-0370	New traffic signal at Byron Road at Grant Line Road.	Complete	Complete
189										
190	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bikeway on Austin Road from Louise Ave to French Camp Rd.	Complete	Complete
191					CMAQ/Local	2007	212-0000-0371	Class III Bikelane on Armstrong Road	Complete	Complete
192					CMAQ			South Stockton Sidewalks Phase I	Complete	Complete
193										
194	SJC1.5	SJRTD	Expansion of Public Transportation System		CMAQ/Local	2007	212-0000-0360	Purchase vehicles and operate intercity bus service	Complete	Complete
195					CMAQ/Local	2007	212-0000-0362 212-0000-0364	Purchase vehicles and expansion of BRT service.	Complete	Complete
196										

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2									(as of 12/16)	(as of 3/17)
197	ADDITIONAL PROJECTS IDENTIFIED									
198										
199	SJC 9.2	Manteca	Encouragement of Pedestrian Travel		Local	N/A	N/A	Pedestrian crossing/crosswalk on Woodward Avenue	Complete	Complete
200	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		CMAQ	2015	212-0000-0632	Install left turn lane on Thornton Rd at Hammer Lane	New project. Project schedule under evaluation. Anticipated completion by 2019	On going
201	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		CMAQ	2015	212-0000-0635	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	New project. Project schedule under evaluation. Anticipated completion by 2019	On going
202	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0641	BRT Phase 5: Adaptive Signal on Weber Avenue, Miner Avenue, Wilson Way, Fremont St, Filbert Street, and Main St Corridors	New project. Project schedule under evaluation. Anticipated completion by 2020	On going
203	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0642	West Lane Traffic Responsiveness Signal Control System	New project. Project schedule under evaluation. Anticipated completion by 2020	On going
204	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0643	BRT Phase 1B on Pacific Avenue and Madison Street Corners.	New project. Project schedule under evaluation. Anticipated completion by 2020	On going

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC MEETING ON THE
DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT 9,
THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN AMENDMENT 4,
AND CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public meeting on April 27, 2017 at 5:00 PM at 555 E Weber Avenue, Stockton, CA 95202 regarding the Draft 2017 Federal Transportation Improvement Program Amendment 9 (2017 FTIP Amendment 9), the Draft 2014 Regional Transportation Plan Amendment 4 (2014 RTP Amendment 4), as well as the corresponding Draft Air Quality Conformity Analysis. The purpose of this public meeting is to receive public comments on these documents.

- The 2017 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in San Joaquin County during the next four years. Amendment 9 is necessary due to changes in project costs and scope.
- The 2014 RTP is a long-term strategy to meet San Joaquin County transportation needs out to the year 2040. 2014 RTP Amendment No. 4 makes changes to the open to traffic date for existing projects, add new projects and make changes to the existing projects.
- The 2017 Conformity Analysis for the 2008 Ozone and 2012 PM2.5 Standards contains the documentation to support a finding that the 2017 FTIP Amendment 9 and 2014 RTP Amendment 4 meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call San Joaquin Council of Governments (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 30-day public review and comment period will commence on March 28, 2017 and conclude on April 27, 2017. The draft documents are available for review at the SJCOG office, located at 555 E Weber Avenue, Stockton, CA and on the SJCOG website at www.sjcog.org.

Public comments are welcomed at the meeting, or may be submitted in writing by 5:00pm on April 27, 2017 to Ryan Niblock at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the San Joaquin Council of Governments at a regularly scheduled meeting to be held on April 27, 2017. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Ryan Niblock, Senior Regional Planner
555 E Weber Avenue
Stockton, CA 94502
Phone: (209) 235-0588
Email: niblock@sjcog.org



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-17-XX

RESOLUTION ADOPTING THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 2017 FTIP AMENDMENT #9, 2014 RTP AMENDMENT #4, AND CORRESPONDING CONFORMITY ANALYSIS

WHEREAS, the San Joaquin Council of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, a 2014 Regional Transportation Plan Amendment #4 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2014 Regional Transportation Plan Amendment #4 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2017 Federal Transportation Improvement Program (2017 FTIP) Amendment #9 has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the San Joaquin Council of Governments forum and general public involvement; and

WHEREAS, the 2017 FTIP Amendment #9 program listing is consistent with: 1) the 2014 Regional Transportation Plan Amendment #4; 2) the 2016 State Transportation Improvement Program; and 3) the Conformity Analysis for 2017 FTIP Amendment #9 and 2014 RTP Amendment #4; and

WHEREAS, the 2017 FTIP Amendment #9 contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 meet all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the Conformity Analysis for the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 supports a finding that the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter; and

WHEREAS, the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the and 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by the San Joaquin Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of San Joaquin County consistent with public participation process adopted by the San Joaquin Council of Governments; and

WHEREAS, a public hearing was conducted on April 27, 2017 to hear and consider comments on the 2017 FTIP Amendment #9, 2014 RTP Amendment #4, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the San Joaquin Council of Governments adopts the 2017 FTIP Amendment #9, 2014 RTP Amendment #4, and corresponding Conformity Analysis effective upon the effective date of EPA Federal Register titled Approval and Promulgation of Air Quality State Implementation Plans; California; San Joaquin Valley; Moderate Area Plan for the 2006 PM2.5 NAAQS.

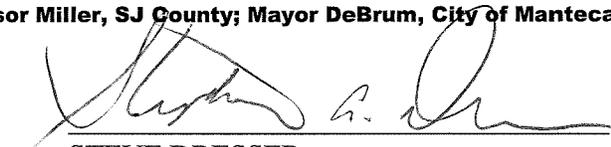
BE IT FURTHER RESOLVED that the San Joaquin Council of Governments finds that the 2017 FTIP Amendment #9 and 2014 RTP Amendment #4 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality

THE FOREGOING RESOLUTION was passed and adopted by the San Joaquin Council of Governments this 27th day of April 2017.

AYES: Councilmember Dresser, City of Lathrop; Supervisor Elliot, SJ County; Mayor Kuehne, City of Lodi; Councilwoman Lofthus, City of Stockton; Mayor Pro Tem Morowit, City of Manteca; Councilmember Murken, City of Escalon; Mayor Rickman, City of Tracy; Supervisor Winn, SJ County; Councilmember Wright, City of Stockton; Councilmember Zuber, City of Ripon.

NOES:

ABSENT: Mayor Tubbs, City of Stockton; Supervisor Miller, SJ County; Mayor DeBrum, City of Manteca; Vice Mayor Holman, City of Stockton.


STEVE DRESSER
Chair

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

**Public Comments Related to: 2017 FTIP Amendment #9
2014 RTP Amendment #4
Corresponding Conformity Analysis**

NO COMMENTS RECEIVED.