

**DRAFT CONFORMITY ANALYSIS FOR
THE 2015 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
AND
2014 REGIONAL TRANSPORTATION PLAN**

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SAN JOAQUIN COUNCIL OF GOVERNMENTS

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2015 Federal Transportation Improvement Program (FTIP) and the 2014 Regional Transportation Plan. The San Joaquin Council of Governments 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 2015 FTIP and 2014 RTP; a finding of conformity is therefore supported. The 2015 FTIP and 2014 RTP and corresponding Conformity Analysis were approved by the San Joaquin Council of Governments Policy Board on June 26, 2014. FHWA/FTA last issued a finding of conformity for the 2013 TIP and 2011 RTP, including amendments, on July 8, 2013.

The 2015 TIP and 2014 RTP 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 PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025, 2032, 2035 and 2040 for each applicable pollutant. All analyses were

conducted using the latest planning assumptions and emissions models. The major conclusions of the San Joaquin Council of Governments Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP 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 2015 FTIP and the 2014 RTP for all years tested are projected to be less than the approved emissions budgets specified in the *2007 Ozone Plan (as revised in 2011)*. 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 2015 FTIP and the 2014 RTP 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*. The conformity tests for PM-10 are therefore satisfied.
- For PM2.5, the total regional on-road vehicle-related emissions associated with implementation of the 2015 FTIP and the 2014 RTP 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 both the 1997 and 2006 standards are therefore satisfied.
- The 2015 FTIP and the 2014 RTP 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 meeting documentation conducted on the 2015 FTIP and 2014 RTP and corresponding Conformity Analysis on March 27, 2014 and April 10, 2014. 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 2015 Federal Transportation Improvement Program (TIP) and the 2014 Regional Transportation Plan (RTP) was 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 is the designated Metropolitan Planning Organization (MPO) for San Joaquin County in the San Joaquin Valley. As a result of this designation, San Joaquin Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FFY 2014/15 – 2017/18) 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.

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012. 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 PM2.5, the Transportation Conformity Rule PM2.5 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. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” 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 has not been approved for the SJV, the Federal transportation conformity rule still 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 August 2013 (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. EMFAC2011 was used in the Conformity Analysis and is documented in Chapter 3. EPA issued a federal

register notice on March 6, 2013 formally approving EMFAC2011 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 consultation process for the 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.

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. Conformity for the 2015 FTIP and 2014 RTP includes analysis 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 Standards (NAAQS) for 8-hour ozone (1997 and 2008 standard), and particulate matter under 2.5 microns in diameter (PM_{2.5}) (1997 and 2006 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 PM2.5:

- 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 8-Hour Ozone Plan for the 1997 8- Hour Ozone Standard (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012).
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- The 2008 San Joaquin Valley PM2.5 Plan for the 1997 PM2.5 Standard (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity applies by December 14, 2010. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) will continue to apply. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

In accordance with the EPA Interim Transportation Conformity Guidance for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2006 PM2.5 standard budgets are found adequate or approved. The new attainment year of 2014 must be modeled.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan.—EPA is currently assessing the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

EPA designated the San Joaquin Valley nonattainment area for the new 2008 Ozone Standard, effective July 20, 2012; the attainment year for the San Joaquin Valley is 2032. Transportation conformity applies one year after the effective date (July 20, 2013). EPA's final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective July 20, 2013. Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

In accordance with EPA guidance dated July 2012, if a 2008 Ozone area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test until new 2008 Ozone standard budgets are found adequate or approved. The new attainment year of 2032 must be modeled.

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 is effective July 20, 2013. 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 for the 1997 8-hour Ozone Standard (as revised in 2011) and conformity budgets on March 1, 2012, effective April 30, 2012. The 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 2011).

The approved conformity budgets from Table 5 of the EPA Federal Register notice are provided in the table below. These budgets will be used to compare to emissions resulting from the 2014 RTP and 2015 FTIP.

**Table 1-2:
Approved Budgets from the 2007 Ozone Plan (as revised in 2011)**
(summer tons/day)

County	2011		2014		2017		2020		2023	
	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	14.3	36.2	10.7	30.0	9.3	22.6	8.3	17.7	8.0	13.5
Kern (SJV)	12.7	50.3	9.7	42.7	8.7	31.7	8.2	25.1	7.9	18.6
Kings	2.8	10.7	2.1	8.9	1.8	6.7	1.7	5.3	1.6	4.0
Madera	3.4	9.3	2.5	7.7	2.2	5.8	2.0	4.7	1.9	3.6
Merced	5.1	19.9	3.7	16.7	3.2	12.4	2.9	9.9	2.8	7.4
San Joaquin	11.1	24.6	8.4	20.5	7.2	15.6	6.4	12.4	6.3	10.0
Stanislaus	8.5	16.9	6.4	13.9	5.6	10.6	5.0	8.4	4.7	6.4
Tulare	8.8	16.0	6.7	13.2	5.8	10.1	5.3	8.1	4.9	6.2

PM-10

The 2007 PM-10 Maintenance Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008, 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 Tables 6 and 7 of the Plan are provided below (including the minor technical corrections) and will be used to compare emissions for each analysis year. CARB subsequently updated the 2005 attainment budgets; these updates are reflected in the table below.

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	16.1	23.2
Kern ^(a)	12.1	88.3	14.7	39.5
Kings	3.1	16.7	3.6	6.8
Madera	3.6	13.9	4.7	6.5
Merced	6.2	39.4	6.4	12.9
San Joaquin	9.1	42.6	10.6	17.0
Stanislaus	5.6	29.7	6.7	10.8
Tulare	7.3	25.1	9.4	10.9

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

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Please note that this includes both the 1997 standards and the 2006 24-hour standard (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

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 below and will be used to compare emissions resulting from the 2014 RTP and 2015 FTIP.

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2015. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. Modeling must be used to verify that the control strategy is as expeditious as practicable. The 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

**Table 1-4:
On-Road Motor Vehicle PM2.5 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 CARB technical revisions to the motor vehicle emissions budgets also included 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 2014 budget for PM-2.5 with a portion of the 2014 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 continued 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.

The SJV 2012 PM2.5 Plan (addressing the 2006 PM2.5 standards) was approved by ARB in January 2013 and subsequently submitted to EPA on March 3, 2013. However, recent U.S. Court of Appeals' decision remanding EPA PM2.5 Implementation Rule may postpone EPA's action on the Plan. EPA is currently assessing the effects of the Court's decision and has not begun the adequacy process on the conformity budgets in the 2012 Plan. As a result, we are assuming that those conformity budgets will not be available for use and that the 2008 PM2.5 Plan conformity budgets are the only budgets applicable and are used for this demonstration.

As noted above, in accordance with the EPA Transportation Conformity Rule Restructuring Amendments Nonattainment areas allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

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 1-5:
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	2032	N/A	2040
PM-10	NA	2020	2025/2035	2040
PM2.5	NA	2014	2017/2025/2035	2040

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 CO, the analysis year 2018 will be interpolated from 2017 and 2025.

For PM2.5, the attainment year is 2014 for both the 1997 and 2006 Standards. On March 8, 2005, EPA issued Guidance for Determining the “Attainment Year” for Transportation Conformity in new 8-hour ozone and PM2.5 Nonattainment Areas (EPA, 2005a). Per CAA section 172(a)(2), all PM2.5 nonattainment areas will have an initial maximum statutory attainment date of April 5, 2010. However, the submitted 2008 PM2.5 Plan shows that the San Joaquin Valley PM2.5 nonattainment area can attain the annual PM2.5 NAAQS in 2014. In addition, the attainment year for the 2006 PM2.5 areas will be 2014. Since this is the same attainment year as the 1997 standards noted above, no changes to the conformity analysis years are required.

¹ Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008 and 2011, PM-10 2005, PM2.5 2012), although they may be used to demonstrate conformity.

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 March 2014. A summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation (IAC) for review and comments or concurrence on August 18, 2013. The summary was discussed on the September 17, 2013 IAC conference call. Both EPA and FHWA indicated that there were no comments or concerns regarding the summary.

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 (SJCOG) uses the 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	Base Year: 2008 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.	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	Population projections will be reviewed and updated periodically with possible update in 2018.
Employment	Base Year: 2008 Projections: In March 2014 the SJCOG board adopted the 2012 University of the Pacific forecast for employment to the year 2040.	This data is disaggregated to the TAZ level for input into the CUBE for the base year validation.	Employment projections will be reviewed and updated periodically with possible update in 2018.
Traffic Counts	The transportation model was validated in 2013 to the 2008 base year using daily and peak hour traffic counts.	CUBE was validated using these traffic counts.	All readily available counts are included in each model update
Vehicle Miles of Travel	The SJCOG policy Board accepted the 2013 transportation model validation for the 2008 base year in March 2014.	CUBE is the transportation model used to estimate VMT in San Joaquin County.	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.

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Speeds	The 2013 transportation model validation was based on survey data on peak and off-peak highway speeds collected in 2006. Speed distributions were updated in EMFAC2011, using methodology approved by ARB and with information from the transportation model.	CUBE. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC2011	Speed studies will be included in each model when available
Vehicle Registrations	EMFAC2011 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.	EMFAC2011	EMFAC2013
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.

B. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the Cube 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	Employment	Average Weekday VMT (millions)	Total Lane Miles
2014	730,119	214,178	18.57	N/A
2017	768,508	225,924	19.73	N/A
2020	807,099	234,272	20.89	5,335
2023	846,070	242,689	22.05	N/A
2025	872,051	248,755	22.76	5,363
2032	964,109	273,256	25.50	N/A
2035	1,003,843	282,599	26.71	5,721
2040	1,070,486	299,717	28.59	5,765

D. VEHICLE REGISTRATIONS

SJCOG 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 EMFAC2011 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2011 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 March 6, 2013 formally approving EMFAC2011 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 2011) 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: 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: Rule 9410 (Employer Based Trip Reduction)	Summer ROG Summer NOx
New/Proposed State Reductions: Smog Check & Reformulated Gas (RFG)	Summer ROG Summer NOx

NOTE: This table is consistent with the 2007 8-Hour Ozone Plan (as revised in 2011) which was approved by EPA on March 1, 2012 (effective April 30, 2012). In addition, the ARB "Truck Rule" has been included in EMFAC2011.

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 Earth Moving Activities	PM-10 road construction dust

PM2.5

Committed control measures in the 2008 PM2.5 Plan (as revised in 2011) that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-5.

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

Measure Description	Pollutants
Existing Local Reductions: 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: 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). In addition, the ARB "Truck Rule" has been included in EMFAC2011.

CHAPTER 3: AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2011. 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 the Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIP, 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 (as revised in 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012)
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- The 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012).

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 1-5.

A. EMFAC2011

The EMFAC model (short for EMISSION FACTOR) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1990 to 2035 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, urban and school 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 county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2011 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On March 6, 2013 EPA announced the availability of this latest version of

the California EMFAC model for use in SIP development in California. EMFAC 2011 will be required for conformity analysis begun on or after September 6, 2013. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2011) will be used in the 2014 RTP Conformity Demonstration.

Since the transportation conformity regulation (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA approved the CARB EMFAC2011 methodology for the San Joaquin Valley Heavy Duty Diesel Vehicle Vehicle Miles Traveled (VMT) Recession Adjustment January 14, 2014. The methodology explains how VMT should be updated in EMFAC2011 – SG. In addition to the San Joaquin Valley Heavy Duty Diesel Vehicle VMT Recession Adjustment methodology, EPA and FHWA provided concurrence on the *EMFAC2011 – SG Conformity Analysis and SB 375 Analysis Instructions for the San Joaquin Valley MPOs*. The EMFAC2011 – SG instructions explain how each parameter associated with vehicle activity can be updated when new data becomes available. .

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2011. The template includes allocating VMT by speed bin by modeling period, as well as allocating VMT by vehicle classification to reflect the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology for input into EMFAC 2011.

EMFAC was used to estimate exhaust emissions for CO, ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. These estimates are further reduced by SIP measures as documented in Chapter 2.

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 NO_x 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. PM_{2.5} APPROACH

1997 Standard - EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM_{2.5} must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses.

EPA issued guidance for creating annual on-road mobile source emission inventories for PM_{2.5} in August 2005 (EPA, 2005a). The guidance indicates that all areas currently designated nonattainment for PM_{2.5} are violating the annual standard for the pollutant. Therefore, in order

to be consistent with the standard, PM_{2.5} nonattainment areas must develop annual emission inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

2006 Standard – EPA published 2006 24-hour PM_{2.5} standard Nonattainment area designations on November 13, 2009 with an effective date of December 14, 2009. Conformity to the 2006 24-hour PM_{2.5} standard began to apply on December 14, 2010. The 1997 standards will continue to apply as they were not revoked. 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.

The following PM_{2.5} approach addresses both the 1997 standards and the 2006 24-hour standard:

EMFAC2011 incorporates data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM_{2.5} and NO_x emissions from motor vehicles for an annual average day that will provide the information.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM_{2.5} annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM_{2.5} 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 PM_{2.5} 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 EMFAC2011 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.

It is important to note that the San Joaquin Valley 2008 PM_{2.5} Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. 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 EMFAC2011. 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 – The 2008 PM_{2.5} Plan contains motor vehicle emission budgets for PM_{2.5} and NO_x established based on average annual daily emissions. 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 – In accordance with Transportation Conformity Rule PM_{2.5} and PM₁₀ Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM_{2.5} NAAQS Nonattainment areas, if a 2006 PM_{2.5} area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

PM_{2.5} TRADING MECHANISM

The PM_{2.5} SIP (as revised in 2011) allows trading from the motor vehicle emissions budget for the PM_{2.5} precursor NO_x to the motor vehicle emissions budget for primary PM_{2.5} using a 9 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2014.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling procedures were developed for SJV MPO use with EMFAC2011-SG including the San Joaquin Valley Heavy Duty Diesel VMT Recession Adjustment Methodology; [approved by EPA January 14, 2014](#). These instructions were provided for interagency consultation in August 2013. EPA, FHWA, and ARB concurred with the updated procedures. Documentation of the conformity analysis is provided in Appendix C, including:

- 2015 FTIP/2014 RTP Conformity EMFAC Spreadsheet (updated analysis years and new line item emission reductions to be consistent with EMFAC2011)
- 2015 FTIP/2014 RTP Conformity Paved Road Spreadsheet
- 2015 FTIP/2014 RTP Conformity Unpaved Road Dust Spreadsheet
- 2015 FTIP/2014 RTP Conformity Construction Spreadsheet
- 2015 FTIP/2014 RTP Conformity Trading Spreadsheets (PM-10 and PM2.5)
- 2015 FTIP/2014 RTP Conformity Totals 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 the 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 2011) was approved by EPA on March 1, 2012 (effective April 30, 2012). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008. No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on ~~April 28~~ 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 2008 PM2.5 Plan (as revised in 2011) was approved by EPA on November 9, 2011 (effective January 9, 2012). However, the Plan does 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 8-hour, PM2.5, 2007 FTIP, 2009 FTIP, 2011 FTIP, and 2013 FTIP and 2011 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 2013 TIP and 2011 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 E.

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, 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. San Joaquin Council of Governments also 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, San Joaquin Council of Governments considered priority funding allocations in the 2014 RTPs for PM-10 and NOx 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

SJCOG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority. SJCOG conducts a Congestion Mitigation and Air Quality (CMAQ) “Call for Projects” that includes funding for PM-10 projects. These additional projects are included in the FTIP once that process is concluded. Reliable long-term funding estimates for the

PM-10 portion of the “Call for Projects” process are not available and therefore, not included in the RTP. Currently, Caltrans incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. In 2003, Caltrans established a goal of using at least 15 percent rubberized asphalt concrete compared to all flexible pavement by weight; Caltrans has exceeded this goal each year. In 2005, AB 338 was passed and requires Caltrans to gradually phase in the use of crumb rubber, which is used to make rubberized-asphalt concrete, on state highway construction and repair projects, to the extent feasible. SJCOG will continue to work with member jurisdictions and evaluate the ability to proceed with PM-10 projects as part of the FTIP and RTP.

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 interagency consultation process for the 2015 TIP, 2014 RTP, and corresponding Conformity Analysis began on the September 2013 IAC conference call. Discussion topics included the draft

schedule, procedures and documentation, including analysis years. In August 2013, the Draft Conformity Analysis Years, Latest Planning Assumptions and Transportation Modeling, Air Quality Modeling, Transportation Control Measures, and Draft Conformity Procedures for Regional Emissions Estimates were transmitted for IAC. EPA and FHWA provided concurrence in September 2014. EPA and FHWA concurrence for the draft boilerplate document was provided in January 2014. In addition, EPA approved the San Joaquin Valley Heavy Duty Diesel Vehicle VMT Recession Adjustment Methodology on [January 14, 2014](#). [Minor editorial updates in response to IAC have been incorporated into the conformity boilerplate.](#)

The Draft 2014 RTP was released for a 55-day public comment period on February 28, 2014 followed by board adoption in June 2014. The 2015 TIP and corresponding Conformity Analysis were released on March 28, 2014 for a 30-day public comment period, followed by Board adoption in June 2014. Federal approval of the 2014 RTP, 2015 TIP, and Conformity Analysis is anticipated by December 14, 2014.

The SJCOG 2015 FTIP and 2014 RTP were developed in cooperation with SJCOG's local partner agencies, including member jurisdictions, Caltrans, and local transit agencies. SJCOG distributed the Draft 2015 FTIP and 2014 RTP to the Citizen's Advisory Committee for review.

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 TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general, the TIP/RTP and corresponding conformity analysis are the subject of a public notice and 30-day review period prior to adoption. 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 (CO), 8-hour ozone (ROG and NO_x), PM-10 and PM2.5. 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/NO_x), PM-10 (PM-10/NO_x), and PM2.5 (PM2.5/NO_x) respectively, in tons per day for each of the horizon years tested.

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.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan (as revised in 2011) budgets established for ROG and NO_x for an average summer (ozone) season day. EPA approved the Plan and conformity budgets (as revised in 2011) on March 1, 2012, effective April 30. 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.

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008. 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 Standards: For PM2.5, 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 NOx 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 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan (as revised in 2011). 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 NOx 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.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the Draft 2015 Federal Transportation Improvement Program and the 2014 Regional Transportation Plan is supported.

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

2014 RTP Conformity Results Summary -- SAN JOAQUIN

Pollutant	Scenario	Emissions Total CO (tons/day)	DID YOU PASS? CO
Carbon Monoxide	2010 Budget	170	
	2017	51	YES
	2018 Budget	170	
	2018	49	YES
	2025	36	YES
	2035	35	YES
	2040	37	YES

Ozone		ROG (tons/day)	NOx (tons/day)	ROG	NOx
	2014 Budget	8.4	20.5		
	2014	6.6	18.6	YES	YES
	2017 Budget	7.2	15.6		
	2017	5.4	14.0	YES	YES
	2020 Budget	6.4	12.4		
	2020	4.7	11.4	YES	YES
	2023 Budget	6.3	10.0		
	2023	4.4	8.8	YES	YES
	2032	4.2	8.6	YES	YES
2040	4.5	9.5	YES	YES	

PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	2020 Budget	10.6	17.0		
	2020	4.7	10.8	YES	YES
	2020 Budget	10.6	17.0		
	2025	4.9	7.8	YES	YES
	2020 Budget	10.6	17.0		
	2035	6.2	7.9	YES	YES
	2020 Budget	10.6	17.0		
2040	6.2	8.6	YES	YES	

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.39	10.77	1.50	7.76	1.78	7.90	1.91	8.58
Paved Road Dust	2.99		3.23		3.79		4.06	
Unpaved Road Dust	0.11		0.11		0.11		0.11	
Road Construction Dust	0.16		0.08		0.53		0.13	
Total	4.65	10.77	4.93	7.76	6.22	7.90	6.23	8.58

1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2014 Budget	0.9	21.6		
	2014	0.7	20.1	YES	YES
	2014 Budget	0.9	21.6		
	2017	0.6	15.1	YES	YES
	2014 Budget	0.9	21.6		
	2025	0.7	9.2	YES	YES
	2014 Budget	0.9	21.6		
	2035	0.8	9.4	YES	YES
	2014 Budget	0.9	21.6		
2040	0.9	10.1	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. 2005a. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM_{2.5} Nonattainment Areas for Use in SIPs and Conformity*. U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005

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, 2012. 40 CFR Part 93. *Transportation Conformity Rule Restructuring Amendments; Final Rule*. Federal Register, March 14, 2012, Vol. 77, No. 50, p. 14979.

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 9	
§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. 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, App. B 21-23	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. 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.	Ch. 1, 2, 3, 4, 5, 6 9-15, 23-30, 33-36, 39,41	
§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 10-14 <input type="checkbox"/>	
§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 16	

40 CFR	Criteria	Page	Comments
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 18	
§93.110 (c,d,e,f)	Document 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. 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.	Ch. 2 20	
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 28	
§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 42-43	
§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, App. E 38-39	
§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) ⁱ	<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 42-43	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 18	
§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 42-44	
§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.	Ch. 6	

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.	Ch. 1 7	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3	
§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, App B 23-24	
§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. 2 25	
§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 21	
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 21	
§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 21	
§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 off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 22	

40 CFR	Criteria	Page	Comments
§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 22	
§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 21	
§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 21	
§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 21	
§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 21	
§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 29	
§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, App B 23-24	

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		2014	2017	2020	2023	2025	2032	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
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) 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
Caltrans	SJ14-1001		I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	\$143,450,000								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	\$115,191,000									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
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
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
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
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
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

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		2014	2017	2020	2023	2025	2032	2035	2040
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
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
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
Lathrop	SJ07-3014		Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$15,000,000			X	X	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
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
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
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
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 separation 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
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
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

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		2014	2017	2020	2023	2025	2032	2035	2040	
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	
Manteca	SJ14-3003		Airport Way	Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road	\$6,327,751						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	
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	
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	
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 4 lanes	North Ripon Road to Jack Tone Road	\$5,000,000		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	
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	
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	
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	
San Joaquin County	SJ11-3029		Howard Road	Passing lanes and channelization	Howard Road	\$15,000,000			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	
San Joaquin County	SJ11-3031		Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	\$5,000,000				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		2014	2017	2020	2023	2025	2032	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
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	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	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	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	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
Stockton	SJ11-3006	212-0000-0565	Hammer Lane (Phase III)	Widen from 2 to 4 lanes	Alexander Rd to Thornton Rd including Pershing Ave intersection	\$12,700,000			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	\$15,000,000			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
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
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
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
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
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	X	X
Stockton	SJ11-3053		French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd	\$8,300,000							X	X	X
Stockton	SJ11-3063		March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99	\$22,400,000							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		2014	2017	2020	2023	2025	2032	2035	2040	
Stockton	SJ07-3094		Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd	\$22,400,000								X	X
Stockton	SJ07-3097		Navy Drive	Widen from 2 to 4 lanes	BNSF RR to SR 4	\$6,600,000								X	X
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
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
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
Tracy	SJ07-3181		Corral Hollow Road	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
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
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
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	X

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
							(per CTIPs - next sheet)
Escalon	SJ11-5002		eTrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto	\$4,963,162	4.12
Escalon	SJ14-5001		eTrans Capital Improvements	Bus Replacements	City of Escalon	\$864,370	2.1
Escalon	SJ14-5002		eTrans Capital Improvements	Passenger Facilities Amenities	City of Escalon	\$15,000	2.04
Escalon	SJ14-5003		eTrans Capital Improvements	Next Bus Equipment	City of Escalon	\$25,000	2.05
Escalon	SJ14-5004		eTrans Capital Improvements	Electronic Fareboxes	City of Escalon	\$125,000	2.05
Lodi	SJ07-5001		Grapeline Capital	13 cutaways	City of Lodi	\$9,750,000	2.1
Lodi	SJ07-5002	212-0000-0155	Grapeline Capital	Bus stop shelters/improvements	City of Lodi	\$1,680,000	2.07
Lodi	SJ07-5004	212-0000-0299	Grapeline Capital	Facility upgrade	City of Lodi	\$1,680,000	2.08
Lodi	SJ07-5005		Grapeline Capital	Facility Expansion	City of Lodi	\$2,500,000	2.08
Lodi	SJ07-5011		Grapeline Operations	Grapeline Operations	City of Lodi	\$87,923,565	2.01
Lodi	SJ14-5005		Grapeline Capital	6 large buses	City of Lodi	\$6,000,000	2.1
Lodi	SJ14-5006		Grapeline Capital	1 trolley	City of Lodi	\$1,000,000	2.1
Lodi	SJ14-5007		Grapeline Capital	4 cutaways	City of Lodi	\$3,600,000	2.1
Lodi	SJ14-5008		Grapeline Capital	2 cutaways	City of Lodi	\$1,500,000	2.1
Lodi	SJ14-5009		Grapeline Capital	Bicycle Support Program	City of Lodi	\$200,000	1.06
Lodi	SJ14-5010		Grapeline Capital	Tech Upgrade	City of Lodi	\$300,000	4.01
Lodi	SJ14-5011		Grapeline Capital	Security/Safety	City of Lodi	\$900,000	1.06
Lodi	SJ14-5012		Grapeline Capital	Bus Wash/Fuel upgrades	City of Lodi	\$900,000	2.11
Manteca	SJ07-5015	212-0000-0358	Manteca Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	City of Manteca	\$100,000	2.07
Manteca	SJ07-5016	212-0000-0300	Manteca Transit System	Costs associated with Safety/Security/ITS	City of Manteca	\$25,000	1.06
Manteca	SJ07-5017	212-0000-0235	Manteca Transit System Capital	Purchase of 8 vehicles over the next three years, 4 Vehicles the first year and 2 vehicles per year for two subsequent years	City of Manteca	\$1,348,000	2.1
Manteca	SJ07-5018	212-0000-0282/ 212-0000-0213	Manteca Transit System Operations	Costs associated with the Operations and administration of DAR and fixed route	City of Manteca	\$60,000,000	2.01
Ripon	SJ07-5019	212-0000-0359	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	4.12
SJRTD	SJ07-5026		Bus Rapid Transit (RTD)	SMA/Inter-City BRT-Operations	SMA/Inter-City BRT-Operations	\$646,472,518	2.01
SJRTD	SJ07-5027	212-0000-0279	Bus Rapid Transit (BRT) Vehicles	Purchase of buses for service expansion	San Joaquin County-Capital	\$44,800,000	2.1
SJRTD	SJ07-5028	212-0000-0304	Camera and Security Equipment	Purchase and installation of camera and security equipment for surveillance on buses and bus facilities	SJRTD Capital	\$2,000,000	4.01
SJRTD	SJ07-5029		Coordinated Transportation Vehicles	Includes new replacement buses or vans	San Joaquin County-Capital	\$5,200,000	2.1
SJRTD	SJ07-5030	212-0000-0266	County Operations	FTA Section 5311 funding for services to rural areas of San Joaquin County	San Joaquin County-Operations	\$23,771,658	2.01
SJRTD	SJ07-5031		County Wide DAR	Expansion and replacement buses	San Joaquin County-Capital	\$2,000,000	2.1

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
SJRTD	SJ07-5032	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167	Countywide DAR-Operations	Countywide GPDAR-Operations	San Joaquin County-Operations	\$64,050,258	2.01
SJRTD	SJ07-5033	212-0000-360	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	2.1
SJRTD	SJ07-5034	212-0000-0236	Downtown Transit Center	Construction, continuing development and improvements to the Downtown Transit Center	SJRTD Capital	\$1,814,000	2.08
SJRTD	SJ07-5036	212-0000-0304	Intercity/Interregional Replacement and Expansion (Diesel or Hybrid) Buses	Expansion and replacement buses	San Joaquin County-Capital	\$50,000,000	2.1
SJRTD	SJ07-5037	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167	Intercity Hopper and Interregional Commuter-Operations	Intercity Hopper and Interregional Commuter-Operations	San Joaquin County-Operations	\$337,710,510	2.01
SJRTD	SJ07-5039	212-0000-0367	Non-Revenue Fleet-Replacement Vehicles	Costs associated with the purchase of hybrid or electric replacement vehicles	San Joaquin County-Capital	\$2,000,000	2.1
SJRTD	SJ07-5040	212-0000-0332/ 212-0000-0165	Operational Facilities	Expansion/Modernization	San Joaquin County-Capital	\$7,500,000	
SJRTD	SJ07-5042	212-0000-0352	Regional Transportation Center	Expansion/Modernization	San Joaquin County-Capital	\$70,000,000	2.08
SJRTD	SJ07-5043	212-0000-0244	Miscellaneous Capital Improvement Projects	Facility Upgrades, Passenger Amenities, Operating Equipment	San Joaquin County-Capital	\$56,000,000	2.08
SJRTD	SJ07-5044		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	2.1
SJRTD	SJ07-5045	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167	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	2.05
SJRTD	SJ14-5013		Equipment Upgrades/Replacements	Upgrade and replacement of maintenance, operations, and administrative equipment	San Joaquin County-Capital	\$20,000,000	2.06
San Joaquin RTD	SJ11-CM03	212-0000-0533	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	2.1
San Joaquin RTD	SJ11-CM17	212-0000-0547	Operating Assistance for BRT III along Hammer Lane	Metro Express: Two Years of Operating Assistance	Stockton Metropolitan Area-Operations	\$3,423,582	2.1
San Joaquin RTD	SJ11-CM04	212-0000-0534	Operating Assistance for BRT II along Airport Way	Metro Express: Two Years of Operating Assistance	Stockton Metropolitan Area-Operations	\$3,423,582	2.1

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
SJRTD	SJ14-5014		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	1.07
SJRTD	SJ14-5015		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	1.07
SJRTD	SJ14-5016		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	1.07
SJRTD	SJ14-5017		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	1.07
SJRTD	SJ14-5018		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	1.07
SJRTD	SJ14-5019		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	1.07
SJRTD	SJ14-5020		Transfer Facilities	Expansion of BRT and/or intercity connection facilities	San Joaquin County-Capital	\$25,000,000	5.06
SJRTD	SJ14-5021		Hammer Triangle Transfer Station	Hammer Triangle Transfer Station	Stockton Metropolitan Area-Capital	\$34,200,000	5.06
Tracy	SJ07-5049	212-0000-0350	TRACER Capital	Capital	Purchase 3 buses every 5 year period; Purchase 2 buses every 10 year period various locations including multi-modal station	\$3,000,000	2.1
Tracy	SJ07-5050	212-0000-0206	TRACER Capital	Construction of turnouts and 18 shelters		\$1,370,000	2.07
Tracy	SJ07-5051	212-0000-0206	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	5.06
Tracy	SJ07-5052	212-0000-0206	TRACER Capital	Phase Bus Turnouts II - Passenger Shelters	Costs of passenger shelters and bus turnouts	\$1,125,000	2.07
Tracy	SJ07-5053	212-0000-0347	TRACER Capital	Paratransit Minivans	Cost of Paratransit Minivans at \$70,000 each	\$140,000	2.02
Tracy	SJ07-5054	212-0000-0348	TRACER Capital	Transit Supervisor Vehicle	Cost of a Transit Supervisor Vehicle	\$50,000	2.02
Tracy	SJ07-5055	212-0000-0149	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	4.12

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Tracy	SJ07-5056	212-0000-0208	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	4.01
Tracy	SJ11-2008		TRACER Capital	Vehicle Storage and Maintainece Facility	Location within City limits, to support expansion of fleet	\$30,000,000	2.11
Tracy	SJ11-2009		TRACER Capital	CNG Station replacement	Cost to replace old equipment	\$4,000,000	2.11
Tracy	SJ11-2010		TRACER Capital	Bus shelters replacement	Replacement of existing shelters/benches	\$2,500,000	2.07
Various Agencies	SJ07-5060	212-0000-0401//212-0000-0355	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	2.01
Various Agencies	SJ11-2017	212-0000-0588	Valley CAPS Transit Service Capital	Costs Associated with the purchase of two medium duty buses	Valley CAPS Transit Service Capital	\$130,000	2.1
Caltrans	SJ07-6001	112-0000-0139	Caltrans Intercity Rail	Construct double main track, panelized turnouts, relocate/renew siding turnout, and realign existing trackage.	San Joaquin County between Escalon and Stockton	\$31,200,000	5.06
Caltrans	SJ11-6001	112-0000-0277	Caltrans Intercity Rail Passenger Facility	In Stockton, Construct track connections and a new intercity passenger rail facility	Intersection of the BNSF and UP railroads.	\$18,000,000	2.09
SJRRRC	SJ07-6003	212-0000-0281	ACE Capital	Purchase rail cars for ACE service expansion	ACE Capital	\$8,800,000	2.1
SJRRRC	SJ07-6004	212-0000-0190	ACE Capital	SJRRRC shared costs for the overall maintenance of vehicles	ACE Capital	\$7,564,000	2.03
SJRRRC	SJ07-6009		ACE Capital	Realignment of tracking	Near Altamont Pass	\$9,000,000	2.09
SJRRRC	SJ07-6013	112-0000-0140	ACE Capital	Restoration of abandoned Western Pacific Depot building	Downtown Stockton, between Weber Ave and Miner Ave	\$7,000,000	2.08
SJRRRC	SJ07-6015	212-0000-0306	Stockton Track Extension Phases II & III (ACE Gap Closure Project)	Allow SJRCC 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	4.01
SJRRRC	SJ07-6016		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	2.09
SJRRRC	SJ07-6017		ACE Forward	Acquisition of ACE Corridor between Stockton and Niles Junction	Between Stockton and Niles Junction	\$45,000,000	4.07
SJRRRC	SJ07-6018		Phase II Implementation Plan for the Central Valley Rail Service	Commuter rail service	Central Valley to Sacramento	\$1,000,000	2.01
SJRRRC	SJ07-6019		Operations	Shuttle Services in San Joaquin County stations	San Joaquin County	\$1,123,000	3.01
SJRRRC	SJ07-6020		Capital	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 2	City of Stockton	\$17,000,000	2.08

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
SJRRRC	SJ07-6021		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	2.1
SJRRRC	SJ07-6022		Lathrop Transfer Station	Lathrop Transfer Station- Between ACE and Central Valley Service	City of Lathrop	\$5,500,000	5.06
SJRRRC	SJ07-6023		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	2.06
SJRRRC	SJ07-6025		Central Valley Rail Service	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)	Central Valley to Sacramento	\$85,000,000	2.01
SJRRRC	SJ07-6028		ACE Capital	Rolling Stock/Track Improvements/ Station Improvements	ACE Operational Corridor and Station Planning Areas	\$32,000,000	2.08
SJRRRC	SJ07-6029		ACE Capital	Central Valley to Sacramento Commuter Rail Project - Extension of services	Central Valley to Sacramento	\$54,000,000	2.01
SJRRRC	SJ07-6035		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	2.06
SJRRRC	SJ14-6001		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	2.09
SJRRRC	SJ14-6002		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	2.09
SJRRRC	SJ14-6003		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	1.03
SJRRRC	SJ14-6004		ACEforward: Capital Phase 2	Construct track, signals, stations for service expansion to Modesto	Lathrop/Manteca to Downtown Modesto	\$162,000,000	2.09
SJRRRC	SJ14-6005		Minor Capital	Facilities and information technology maintenance and enhancements, fleet vehicle replacements and expansion	ACE Operational Corridor and Station Planning Areas	\$8,870,000	2.06
Lodi	SJ11-STTE	212-0000-0556	Sacramento Street Enhancements	Install decorative sidewalk, lighting, and pedestrian amenities.	Between Lodi Avenue and Oak Street.	\$835,000	4.09
Manteca	SJ11-STTE	212-0000-0554	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	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Ripon	S07-3200	212-0000-0446	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	4.11
San Joaquin County	SJ11-CM23	212-0000-0603	South Stockton Sidewalks Phase 2	Excavate existing roadway to install drainage curb, gutter and sidewalks, modify facilities to meet ADA	Ninth Street, Tenth Street and Thirteenth Street between B Street and D Street	\$1,825,000	1.1
San Joaquin County	SJ11-CM25	212-0000-0605	Cherokee Road Sidewalks Improvements	Install Curb, gutter, and Sidewalks	Sanguinetti Road to Diverting Canal	\$963,000	1.1
Stockton	SJ11-STTE	212-0000-0557	Eldorado St. Phase 2 (Street Beautification)	Street Beautification	Calaveras River to Mariposa Ave.	\$45,000	4.09
Stockton	SJ11-STTE	212-0000-0555	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	1.16
Various	SJ07-8021		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	\$178,057,879	4.01
Various	SJ14-8001		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	4.09
Lodi	SJ11-CM14		Lockeford Street and Stockton Street Signalization	Install traffic signal	Lockeford Street and Stockton		5.07
San Joaquin County	SJ07-9010		Traffic Signal/Ped Crossing	Corral Hollow Road and Valpico Road Traffic Signal	Corral Hollow Rd and Valpico Rd		5.07
San Joaquin County	SJ07-9012		Intersection Improvements	McHenry Avenue and River Road Traffic Signal	McHenry Avenue and River Rd		5.02
San Joaquin County	SJ07-9013		Intersection Signalization	Byron Road and Grant Line Road	Byron Road and Grant Line Road		5.02
San Joaquin County	SJ07-9014		South Stockton Sidewalks Phase 2	Excavate existing roadway to install drainage curb, gutter and sidewalks, modify facilities to meet ADA	Various		1.06
San Joaquin County	SJ11-3026		Lower Sacramento Rd Class III Bikeway in SJ County	Lower Sacramento Rd Class III Bikeway in SJ County	Lower Sacramento Road		3.02
San Joaquin RTD	SJ11-CM03		Purchase 6 BRT Buses and Corridor Enhancement	Purchase of 6 BRT Buses that will operate on BRT Corridors	Various		2.1
San Joaquin RTD	SJ11-CM04		Operating Assistance for BRT II along Airport Way	Metro Express: Two Years of Operating Assistance	Various		2.01
San Joaquin RTD	SJ11-CM17		Operating Assistance for BRT III along Hammer Lane	Metro Express: Two Years of Operating Assistance	Various		2.01
Stockton	SJ07-9015		Traffic Signal	Tam O'Shanter Drive and Hammertown Drive	Tam O'Shanter and Hammertown		5.07
Stockton	SJ11-CM05		Wilson Way Signalization	Install adaptive traffic control system including signalized intersections and left turn pockets.	Wilson Way		5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Stockton	SJ11-CM06		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		5.02
Stockton	SJ11-CM07		Benjamin Holt Drive and Ingelwood Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	Benjamin Holt Drive and Ingelwood		5.02
Stockton	SJ11-CM08		Davis Rd and Wagner Signalization	Install trafficsignal, fiber optic cabling, Opticom, Left turn phasing on Davis, midblock Wheelchair ramp, signs and striping	Davis Rd and Wagner		5.02
Stockton	SJ11-CM21		Miner Avenue and Filbert Street Signalization	Traffic Signal	Miner Avenue and Filbert Street		5.02
Stockton	SJ11-CM24		Swain Road and Montauban Avenue Roundabout	Intersection Improvements	Swain Road and Montauban Avenue		5.06
Tracy	SJ07-9009		Eleventh Street	Traffic Signal Coordination	Eleventh Street		5.07
Tracy	SJ07-3114		Byron Road and Lammers Road	Traffic Signal	Byron Road and Lammers Road		5.07
Tracy	SJ11-CM18		Corral Hollow Road Adaptive System	Traffic Signal Coordination	Corral Hollow Road		5.07
Tracy	SJ11-CM12		Eleventh Street and MacArthur Geometric Improvements	Traffic Signal	Eleventh Street and MacArthur		5.07
Various	SJ07-9001		Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	Ridesharing and Vanpool Programs	Various		3.01
Various	SJ07-9002		Various Locations	Park and Ride Lots	Various Locations		5.01
Various	SJ07-9003		Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	Various		5.02
Caltrans	SJ07-1019	212-0000-0313	Various locations	SHOPP - Collision Reduction Grouped Projects	Various	\$282,542,602	1.06
Caltrans	SJ07-1020	212-0000-0314	Various locations	SHOPP - Mobility Grouped Projects	Various	\$92,928,777	4.01
Caltrans	SJ07-1021	212-0000-0315	Various locations	SHOPP Roadway Preservation Grouped Projects	Various	\$194,525,465	1.1
Caltrans	SJ07-1022	212-0000-0392	Various locations	SHOPP-Other (Emergency Response, Mandates, Bridge Preservation, Roadside Preservation Etc.)	Various	\$136,747,973	1.12
Caltrans	SJ07-3002	212-0000-0272	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various	\$116,490,513	1.19
Caltrans	SJ07-3003	various	Various locations	Caltrans Highway Bridge Program Line Item projects (Safety)	Various	\$197,179,445	1.19
Caltrans	SJ07-3004	212-0000-0307	Various locations	Lump sum for Emergency Repair Program (Safety)	Various	\$3,750,000	1.12
Caltrans	SJ07-3005	212-0000-0353/ 212-0000-0567	Various locations	Caltrans Minor Program (Safety)	Various	\$12,115,575	1.06

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Caltrans	SJ11-1003	212-0000-0578	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	4.09
Caltrans	SJ07-1016		SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)	\$600,000	5.02
Caltrans	SJ14-1003		SR-99 Widening	Widen 4 to 6 lanes (inside) - ENVIRONMENTAL ONLY	Harney Lane to Turner Road	\$3,000,000	4.05
Escalon	SJ11-3046	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$19,211,707	1.1
Lathrop	SJ11-3047	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$45,288,757	1.1
Lodi	SJ11-3048	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$166,382,262	1.1
Lodi	SJ11-3065	212-0000-0001	Harney Lane/UPRR Grade Crossing	Railroad Crossing Safety	Turner Road to Stockton Street	\$809,500	1.08
Lodi	SJ11-3066	212-0000-0001	Lockeford Street Widening	Operations and Maintenance	Lockeford Street	\$1,526,018	1.1
Lodi	SJ11-CM14	212-0000-0592	Lockeford Street and Stockton Street Signalization	Install traffic	Lockeford Street and Stockton Street	\$276,000	5.02
Manteca	SJ11-3049	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$136,992,599	1.1
Manteca	SJ11-3067	212-0000-0001	Louise Avenue Improvements	Reconstruct roadway and improve median	Airport Way and Main Street	\$780,000	1.1
Manteca	SJ11-3068	212-0000-0001	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	1.1
Ripon	SJ11-3050	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$38,956,146	1.1
Ripon	SJ11-3069	212-0000-0001	Stockton Avenue Reconst	Reconstruction	Second Street to Doak Avenue	\$585,670	1.1
San Joaquin County	SJ07-3044	212-0000-0370	Byron Road and Grant Line Road Intersection Signalization	Intersection Signalization	Byron Road and Grant Line Road	\$1,643,445	5.07
San Joaquin County	SJ11-3036	212-0000-0001	Lower Sacramento Road Resurfacing	Rehabilitate roadway and surrounding streets	Woodbridge Road to Jahant Road	\$924,000	1.1
San Joaquin County	SJ11-3037	212-0000-0001	Mariposa Road Resurfacing	Rehabilitate roadway and surrounding streets	Dodds Road to Escalon-Bellota Road	\$1,493,000	1.1
San Joaquin County	SJ11-3038	212-0000-0001	Mariposa Road Resurfacing	Rehabilitate roadway and surrounding streets	Gawne Road to Dodds Road	\$2,185,001	1.1
San Joaquin County	SJ11-3039	212-0000-0001	Escalon Bellota Resurfacing	Rehabilitate roadway and surrounding streets	Escalon City Limits to Mariposa Rd	\$749,849	1.1
San Joaquin County	SJ11-3040	212-0000-0001	Thornton Road Resurfacing	Rehabilitate roadway and surrounding streets	Eight Mile Road to DeVries Road	\$531,180	1.1
San Joaquin County	SJ11-3041	212-0000-0001	Walnut Grove Road Resurfacing	Rehabilitate roadway and surrounding streets	Sacramento County Line to New Hope Bridge	\$750,734	1.1
San Joaquin County	SJ11-3051	212-0000-0001	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	1.1
San Joaquin County	SJ11-CM26	212-0000-0606	Corral Hollow Road and Valpico Road Traffic Signal	Intersection Signalization	Corral Hollow Road and Valpico Road	\$751,000	5.07
San Joaquin County	SJ11-CM11	212-0000-0541	McHenry Avenue and River Road Traffic Signal	Intersection Signalization	McHenry Avenue and River Road	\$1,065,287	5.07
SJCOG	SJ11-3042	212-0000-0001	Regional Surface Transportation Program (STP) Lump Sum Projects	Various state highway and transit capital projects	San Joaquin County	\$3,038,998	1.1

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Stockton	SJ07-9015	212-0000-0376	Tam O'Shanter Drive and Hammertown Drive	Install traffic signal	Tam O'Shanter Drive and Hammertown Drive	\$10,710	5.02
Stockton	SJ11-3043	212-0000-0001	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	1.1
Stockton	SJ11-3044	212-0000-0001	Regional Surface Transportation Program (STP) Lump Sum Projects	Operations and Maintenance	City streets, various locations	\$1,930,715	1.1
Stockton	SJ11-3052	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$762,390,100	1.1
Stockton	SJ11-CM05	212-0000-0535	Wilson Way Signalization	Install adaptive traffic control system including signalized intersections and left turn pockets.	Wilson Way	\$1,064,213	5.02
Stockton	SJ11-CM06	212-0000-0536	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	5.02
Stockton	SJ11-CM07	212-0000-0537	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	5.02
Stockton	SJ11-CM08	212-0000-0538	Davis Rd and Wagner Signalization	Install trafficsignal, fiber optic cabling, Opticom, Left turn phasing on Davis, midblock Wheelchair ramp, signs and striping	Davis Rd and Wagner	\$384,975	5.02
Stockton	SJ11-CM21	212-0000-0601	Miner Avenue and Filbert Street Signalization	Install traffic signal	Miner Avenue and Filbert Street	\$688,000	5.02
Stockton	SJ11-CM24	212-0000-0604	Swain Road and Montauban Avenue Roundabout	Construct roundabout	Swain Road and Montauban Avenue	\$592,266	5.06
Tracy	SJ11-CM12	212-0000-0542	Eleventh Street and MacArthur Geometric Improvements	Traffic Signal Coordination	Eleventh Street and MacArthur Drive	\$1,875,000	5.07
Tracy	SJ11-CM18	212-0000-0616	Corral Hollow Road Adaptive System	Traffic Signal Coordination	Corral Hollow Road Adaptive System	\$1,121,625	5.02
Tracy	SJ07-3114	212-0000-0377	Byron Road and Lammers Road Traffic Signal	Traffic Signal	Byron Road and Lammers Road	\$200,000	5.02
Tracy	SJ11-3045	212-0000-0001	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	City streets, various locations	\$1,257,734	1.1
Tracy	SJ11-3053	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$212,164,643	1.1
Various	SJ07-9001	112-0000-0025	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	San Joaquin County	\$18,000,000	3.01
Various	SJ07-9002		Park and Ride Lots	Various Locations	San Joaquin County	\$1,450,000	3.01
Various	SJ07-9003		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	\$5,000,000	5.02
Manteca	SJ11-2023		SR-99 at Austin Road	Modify Existing Interchange	SR-99 at Austin Road	\$3,000,000	5.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Facility Name/Route	Project Description	Project Limits	Estimated Cost	Exemption Code
Tracy	SJ11-2031		I-580 at Corral Hollow Road	Modification of existing interchange - ENVIRONMENTAL ONLY	I-580 at Coral Hollow Road	\$5,500,000	5.02
Tracy	SJ11-2032		I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road	\$5,500,000	5.02
Escalon	SJ07-3013		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	5.02
San Joaquin County	SJ11-3023		Pershing Avenue	Operational Improvements	Meadow Avenue to Thorton Road	\$2,460,000	2.01
Stockton	SJ07-3088		Airport Way	Intersection Modifications	Harding Way to Industrial Rd	\$9,600,000	5.02
Tracy	SJ07-3111		Eleventh Street Bridge	Replacement of existing Tracy East Overhead Bridge at UPRR	East Eleventh Street Bridge at UPRR	\$40,285,000	1.06
Stockton	SJ11-2008		SR-99 at Gateway Boulevard	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Gateway Boulevard	\$9,930,000	5.02
Ripon	SJ07-3137		Olive Expressway	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway	\$3,000,000	4.01
Escalon	SJ07-3010		McHenry Avenue	Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	Narcissus to Jones Road	\$2,822,795	5.01
Manteca	SJ 14-2001		SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Raymus Expressway	\$3,000,000	4.01
San Joaquin County	SJ11-3024		Benjamin Holt Drive	Widen to include center left turn lane, add access controls	Gettysburg Lane to Pacific Avenue	\$2,624,000	5.01
Stockton	SJ11-3068		Gateway Boulevard	Construct new 4 lane roadway - ENVIRONMENTAL ONLY	South of Live Oak Blvd, SR-99 to Micke Grove Road	\$9,900,000	4.01
Stockton	SJ11-3069		Micke Grove Road	Widen from 2 to 4 lanes - ENVIRONMENTAL ONLY	Eight Mile Road to New Gateway Blvd	\$5,900,000	4.01
Tracy	SJ11-CM12	212-0000-0542	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	5.02
Stockton	SJ07-4014		Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements at railway	Alpine Ave/UPRR (west)	\$3,000,000	1.06

- 1.01 Railroad/highway crossing.
- 1.03 Safer non-Federal-aid system roads.
- 1.04 Shoulder Improvements.
- 1.05 Increasing Sight Distance.
- 1.06 Safety Improvement Program.
- 1.07 Traffic control devices and operating assistance other than signalization projects.
- 1.08 Railroad/highway crossing warning devices.
- 1.09 Guardrails, median barriers, crash cushions.
- 1.10 Pavement resurfacing and/or rehabilitation.
- 1.11 Pavement marking demonstration.
- 1.12 Emergency Relief (23 U.S.C. 125).
- 1.13 Fencing.
- 1.14 Skid treatments.
- 1.15 Safety roadside rest areas.
- 1.16 Adding medians.
- 1.17 Truck climbing lanes outside the urbanized area.
- 1.18 Lighting improvements.
- 1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- 1.20 Emergency truck pullovers.
- 2.01 Operating assistance to transit agencies.
- 2.02 Purchase of support vehicles.
- 2.03 Rehabilitation of transit vehicles.
- 2.04 Purchase of office, shop, and operating equipment for existing facilities.
- 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
- 2.06 Construction or renovation of power, signal, and communications systems.
- 2.07 Construction of small passenger shelters and information kiosks.
- 2.08 Reconstruction or renovation of transit buildings and structures.
- 2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way.
- 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- 2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.
- 3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
- 3.02 Bicycle and pedestrian facilities.
- 4.01** Non Construction related activities.
- 4.05 Engineering studies
- 4.06 Noise attenuation.
- 4.07 Advance land acquisitions
- 4.08 Acquisition of scenic easements.
- 4.09 Plantings, landscaping, etc.
- 4.10 Sign removal.
- 4.11 Directional and informational signs.
- 4.12 Transportation enhancement activities
- 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist actgs, except projects involving substantial ft
- 5.01 Intersection channelization projects.
- 5.02 Intersection signalization projects at individual intersections.
- 5.03 Changes in vertical and horizontal alignment.
- 5.04 Interchange reconfiguration projects.
- 5.05 Truck size and weight inspection stations.
- 5.06 Bus terminals and transfer points.
- 5.07 Traffic signal synchronization projects.

APPENDIX C
CONFORMITY ANALYSIS DOCUMENTATION

EMFAC Emissions (tons/day)

SAN JOAQUIN

Pollutant	Source	Description	2017		2025	2035	2040	
			2017	2017	2025	2035	2040	
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)	50.57		35.83	34.58	37.06	
		Conformity Total	51		36	35	37	
Ozone	EMFAC 2011 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	7.52	6.09	5.36	5.00	4.75	5.04
		Rule 9310 (School Bus)	0.00	0.00	0.00	0.00	0.00	0.00
		Rule 9410 (ETR)	-0.24	-0.18	-0.238	-0.22	-0.22	-0.22
		RFG	-0.51	-0.39	-0.28	-0.23	-0.23	-0.23
		Moyer	-0.01	-0.01	0.00	0.00	0.00	0.00
		AB1493	0.00	0.00	0.00	-0.01	-0.01	-0.01
		Smog Check	-0.18	-0.17	-0.14	-0.11	-0.11	-0.11
		Conformity Total	6.58	5.35	4.69	4.43	4.18	4.47
Ozone	EMFAC 2011 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	19.11	14.54	11.77	9.11	8.93	9.76
		Rule 9310 (School Bus)	-0.05	-0.11	-0.10	-0.09	-0.09	-0.09
		Rule 9410 (ETR)	-0.23	-0.19	-0.158	-0.13	-0.13	-0.13
		RFG	0.00	0.00	0.00	0.00	0.00	0.00
		Moyer	-0.08	-0.05	0.00	0.00	0.00	0.00
		AB1493	0.00	0.00	0.00	-0.01	-0.01	-0.01
		Smog Check	-0.13	-0.13	-0.09	-0.08	-0.08	-0.08
		Conformity Total	18.64	14.05	11.42	8.80	8.62	9.45
PM-10	EMFAC 2011 (Annual Run)	PM-10 Total (All Vehicles Total * includes tire & brake wear)		1.41	1.52	1.80	1.93	
		ARB		-0.02	-0.02	-0.02	-0.02	
		Conformity Total		1.39	1.50	1.78	1.91	
PM-10	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)		12.48	9.47	9.61	10.29	
		ARB		-1.71	-1.71	-1.71	-1.71	
		Conformity Total		10.77	7.76	7.90	8.58	
PM2.5	EMFAC 2011 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total * includes tire & brake wear)	0.71	0.64	0.71	0.85	0.91	
		Rule 9410 (ETR)	0.00	0.00	0.00	0.00	0.00	
		Rule 9310 (School Bus)	-0.01	-0.01	-0.01	0.00	0.00	
		Moyer	0.00	0.00	0.00	0.00	0.00	
		AB1493	0.00	-0.01	-0.01	-0.01	-0.01	
		Smog Check	-0.01	-0.01	-0.01	-0.01	-0.01	
		Conformity Total	0.70	0.60	0.70	0.80	0.90	
PM2.5	EMFAC 2011 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	20.34	15.44	9.47	9.61	10.29	
		Rule 9410 (ETR)	0.00	0.00	0.00	0.00	0.00	
		Rule 9310 (School Bus)	-0.08	-0.17	-0.15	-0.14	-0.14	
		Moyer	-0.06	-0.05	0.00	0.00	0.00	
		AB1493	0.00	0.00	-0.01	-0.01	-0.01	
		Smog Check	-0.14	-0.14	-0.08	-0.08	-0.08	
		Conformity Total	20.10	15.10	9.20	9.40	10.10	

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	12,919,300	4,716	360,311	0.950	0.075	0.879
Enter Arterial VMT ==>	Arterial	5,926,190	2,163	275,029	0.725	0.282	0.521
Enter Collector VMT ==>	Collector	1,215,978	444	56,432	0.149	0.407	0.088
	Urban	501,506	183	174,367	0.460	0.324	0.311
	Rural	330,179	121	496,591	1.309	0.090	1.191
Enter Total of Urban and Rural Local VMT Here =>		831,684					
	Totals	20,893,151	7,626	1362.730	1311.245	3.592	2.989

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	13,748,295	5,018	383,431	368.945	1.011	0.935
Enter Arterial VMT ==>	Arterial	6,753,832	2,465	313,439	301.597	0.826	0.593
Enter Collector VMT ==>	Collector	1,372,274	501	63,686	61.280	0.168	0.100
	Urban	535,305	195	186,118	179.087	0.491	0.332
	Rural	352,432	129	530,060	510.034	1.397	1.272
Enter Total of Urban and Rural Local VMT Here =>		887,737					
	Totals	22,762,137	8,308	1476.734	1420.942	3.893	3.231

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	15,657,995	5,715	436,691	420.193	1.151	1.065
Enter Arterial VMT ==>	Arterial	8,340,877	3,044	387,092	372.468	1.020	0.733
Enter Collector VMT ==>	Collector	1,679,580	613	77,948	75.003	0.205	0.122
	Urban	624,164	228	217,013	208.814	0.572	0.387
	Rural	410,934	150	618,048	594.698	1.629	1.483
Enter Total of Urban and Rural Local VMT Here =>		1,035,098					
	Totals	26,713,549	9,750	1736.792	1671.175	4.579	3.789

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	16,569,888	6,048	462,123	444.664	1.218	1.127
Enter Arterial VMT ==>	Arterial	9,026,745	3,295	418,923	403.096	1.104	0.793
Enter Collector VMT ==>	Collector	1,876,569	685	87,090	83.799	0.230	0.136
	Urban	675,077	246	234,715	225.847	0.619	0.418
	Rural	444,454	162	668,462	643.207	1.762	1.604
Enter Total of Urban and Rural Local VMT Here =>		1,119,531					
	Totals	28,592,732	10,436	1871.313	1800.613	4.933	4.078

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	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5171	2020	5335	2025	5363	2035	5721
Horizon	2020	5,335	2025	5,363	2035	5,721	2040	5,765
Difference	15	164	5	28	10	358	5	44
Lane Miles per Year		11		6		36		9
Acres Disturbed		42		22		139		34
Acre-Months		763		391		2499		614
Emissions (tons/year)		83.968		43.008		274.944		67.584
Annual Average Day Emissions (tons)		0.230		0.118		0.753		0.185
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		0.163		0.084		0.535		0.131

2014 RTP Conformity Results Summary -- SAN JOAQUIN

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	170			
	2017	51		YES	
	2018 Budget	170			
	2018	49		YES	
	2025	36		YES	
	2035	35		YES	
	2040	37		YES	

		ROG (tons/day)	NOx (tons/day)	ROG	NOx
		2014 Budget	8.4	20.5	
2014	6.6	18.6	YES	YES	
2017 Budget	7.2	15.6			
2017	5.4	14.0	YES	YES	
2020 Budget	6.4	12.4			
2020	4.7	11.4	YES	YES	
2023 Budget	6.3	10.0			
2023	4.4	8.8	YES	YES	
2032	4.2	8.6	YES	YES	
2040	4.5	9.5	YES	YES	

		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
		2020 Budget	10.6	17.0	
2020	4.7	10.8	YES	YES	
2020 Budget	10.6	17.0			
2025	4.9	7.8	YES	YES	
2020 Budget	10.6	17.0			
2035	6.2	7.9	YES	YES	
2020 Budget	10.6	17.0			
2040	6.2	8.6	YES	YES	

PM-10	2020		2025		2035		2040	
	PM10	NOx	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.39	10.77	1.50	7.76	1.78	7.90	1.91	8.58
Paved Road Dust	2.99		3.23		3.79		4.08	
Unpaved Road Dust	0.11		0.11		0.11		0.11	
Road Construction Dust	0.16		0.08		0.53		0.13	
Total	4.65	10.77	4.93	7.76	6.22	7.90	6.23	8.58

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
		2014 Budget	0.9	21.6	
2014	0.7	20.1	YES	YES	
2014 Budget	0.9	21.6			
2017	0.6	15.1	YES	YES	
2014 Budget	0.9	21.6			
2025	0.7	9.2	YES	YES	
2014 Budget	0.9	21.6			
2035	0.8	9.4	YES	YES	
2014 Budget	0.9	21.6			
2040	0.9	10.1	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>Implementation Status</u>	<u>Conformity Update, 2015FTIP/2014RTP</u>
1										
2									(as of 02/14)	(as of 03/14)
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	1120000039	SR 99 Widening	Complete	Complete
7						2002 2004	1120000054 1120000102	Hammer Ln and SR120 interchange improvement projects	Complete	Complete
8						2004	1120000040	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	2120000339	Jack Tone Class I bikeway in Ripon	Complete	Complete
15										
16	SJC 9.3	Escalon	Bicycle and Pedestrian Program	Complete	TCSP, Local			Slate 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	2120000146	Construct Escalon Gateway	Complete	Complete
19				2002-2003	TEA and CMAQ	2004	1120000154	Class I bike lane along McHenry Ave	Complete	Complete
20										
21	SJC5.2	Escalon	Coordinate Traffic Signal Systems		Local	2000	2120000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
22										
23	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	2000	2120000126	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	
26										

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>Implementation Status</u>	<u>Conformity Update, 2015FTIP/2014RTP</u>
1										
2									(as of 02/14)	(as of 03/14)
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	Project schedule delayed due to additional CTC obligation paperwork request prior to obligation. City has resolved paperwork issues and entered into a consultant contract for design work. Construction anticipated to be complete by 2015.	Project schedule delayed due to additional CTC obligation paperwork request prior to obligation. City has resolved paperwork issues and entered into a consultant contract for design work. Construction anticipated to be complete by 2015.
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										

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>Implementation Status</u>	<u>Conformity Update, 2015FTIP/2014RTP</u>
1										
2									(as of 02/14)	(as of 03/14)
43	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections		Local, Measure K	2004	1120000102	SR99/120 Improvements	Complete	Complete
44						2004	2120000271	South Union Widening		
45						2004	2120000214	Industrial Park Drive Improvements	Completed.	Complete
46										
47	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	2004	1120000102	SR99/120 improvements	Complete	Complete
48										
49	TCM1	Manteca	Traffic Flow Improvements		Local, Measure K	2004	2120000271	South Union Road Widening	Complete	Complete
50						2004	2120000214	Industrial Park Drive	Completed.	Complete
51										
52	TCM4	Manteca	Bicycle Programs		Local, Measure K	N/A	N/A	Tidewater Bikeways project	Completed.	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	1120000162	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	2120000298	1.5 mile Class 1 bikeway between Doak Blvd and Canal Blvd.	Complete	Complete

San Joaquin COG
Timely Implementation Documentation

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1										
2									(as of 02/14)	(as of 03/14)
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 dual left turn lane pockets.	Complete	Complete
69					HES/Local			Pershing Ave widening project. Adding a left turn pocket at Harding.	Complete	Complete
70										
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										

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>Implementation Status</u>	<u>Conformity Update, 2015FTIP/2014RTP</u>
1										
2									(as of 02/14)	(as of 03/14)
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										
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										

San Joaquin COG
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1										
2									(as of 02/14)	(as of 03/14)
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 Walmart; 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
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										

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1										
2									(as of 02/14)	(as of 03/14)
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	2120000236	Construct Downtown Transit Center	Complete	Complete
137										
138	ADDITIONAL PROJECTS IDENTIFIED									
139										
140	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Duck Creek Class I bicycle path gap closure	Project complete.	Project complete.
141										
142	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Corral Hollow Rd/Lowell Ave Class I bikeway in Tracy	Complete	Complete
143										

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1										
2									(as of 02/14)	(as of 03/14)
144	TCM4	San Joaquin County	Bicycle Programs		Measure K	N/A	N/A	Lower Sacramento Rd Class III Bikeway in SJ County	Right-of-way phase delayed project. Estimated completion by end of 2013.	County continues to work to resolve Right-of-way phase delays. Estimated completion by end of 2014.
145										
146	TCM4	Escalon	Bicycle Programs		Measure K	N/A	N/A	Install bike racks on buses in Escalon	Complete	Complete
147		Escalon						Improvements to McHenry Ave. corridor which included Class 2 Bicycle lanes NB and SB		
148										
149	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
150										
151	SJC5.2	Lodi	Coordinate Traffic Signal Systems		Local	N/A	N/A		No further updates are required.	No further updates are required.
152										
153	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Maple Ave & Garrison Way.	Complete	Complete
154										
155	SJC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack Tone Class I Bike Path	Complete	Complete
156										
157	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	Estimated Completion by the end of 2013.	Complete
158										
159	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase III.	Project complete.	Project complete.
160					CMAQ/Local	2007	212-0000-0376	Installation of traffic signal at Tam O'Shanter Drive	Estimated completion by the end of 2013.	Complete

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1										
2									(as of 02/14)	(as of 03/14)
161										
162	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
163					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
164										
165	SJC9.2	Stockton	Encouragement of Pedestrian Travel		CMAQ/Local	2007	212-0000-0373	Installation of sidewalks on streets in unincorporated south Stockton	Estimated completion by the end of 2013.	Delays in E-76 processing. Estimated completion by end of 2014
166										
167	SJC9.3	Stockton	Bicycle Pedestrian Program		CMAQ/Local	2007	212-0000-3099	Class II Bike Lane on Tam O'Shanter Drive	Estimated completion by the end of 2013.	Complete
168										
169	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
170										
171	SJC5.2	Tracy	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-0365	Coordinate/synchronize traffic signals along Grant Line Road	Expected completion by the end of 2012.	Complete
172										
173	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	Estimated completion by the end of 2014.	Estimated completion by the end of 2014
174										

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1										
2									(as of 02/14)	(as of 03/14)
175	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
176								Parking restrictions on South side of Grant Line Road West of Tracy Boulevard.	Complete	Complete
177										
178	SJC9.3	Tracy	Bicycle/Pedestrian Program		Measure K	N/A	N/A	Gap closure projects to upgrade to Class 1 at two locations: Lowell Ave between Coral Hollow & Valley View; Corral Hollow between 11th St & Byron Rd	Complete	Complete
179										
180	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
181										
182	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
183		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2008	Complete	Complete
184		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2010	Complete	Complete
185										
186	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	SR-12 and Davis Road.	Complete	Complete
187					CMAQ/Local	2007	212-0000-0368	New traffic signals at LinneRoad at Chrisman Drive	Estimated completion by end of 2013.	Complete
188					CMAQ/Local	2007	212-0000-0369	New traffic signal at Howard Road at Tracy Boulevard	Estimated completion by end of 2013.	Complete
189					CMAQ/Local	2007	212-0000-0370	New traffic signal at Byron Road at Grant Line Road.	Estimated completion by the end of 2013.	Complete

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1										
2									(as of 02/14)	(as of 03/14)
190										
191	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
192					CMAQ/Local	2007	212-0000-0371	Class III Bikelane on Armstrong Road	Estimated completion by the end of 2013.	Complete
193					CMAQ			South Stockton Sidewalks Phase I		Complete
194										
195	SJC1.5	SJRTD	Expansion of Public Transportation System		CMAQ/Local	2007	212-0000-0360	Purchase vehicles and operate intercity bus service	Complete	Complete
196					CMAQ/Local	2007	212-0000-0362 0364	212-0000-0364 Purchase vehicles and expansion of BRT service.	Estimated Completion by the end of 2012.	Complete
197										

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2					(as of 02/14)	(as of 03/14)
3						
8	SJC6.2	SJCOG	Park and Ride lots serving perimeter counties	Develop, design, and implement new Park-and-Ride facilities where they are needed.	No additional park and ride lot facilities have been identified since 03/12.	No additional park and ride lot facilities have been identified since last update.
17						
18	SJC5.2	Escalon	Coordinate Traffic Signal Systems	Coordinate signals on city streets.	No additional signal coordination needs identified since 03/12.	No additional signal coordination needs identified since last update.
19						
20	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections	Annual operation and maintenance of Intersection improvements.	No additional needs have been identified since 03/12.	No additional needs have been identified since last update.
21						
22	SJC5.6	Escalon	Reversible Lanes	Annual operation and maintenance of streets and roads.	No reversible lane projects have been identified since 03/12.	No reversible lane projects have been identified since last update.
23						
24	SJC5.16	Escalon	Adaptive traffic signals and signal timing	Plans and Specifications mandates that traffic loops are placed within travel lanes to actuate traffic signals.	This is an ongoing requirement via City Plans and Specifications.	This is an ongoing requirement via City Plans and Specifications.
25						
26	SJC9.2	Escalon	Encouragement of Pedestrian Travel	General Plan Circulation Element Policy 2.230 as well as promotion in such media as the Community Newsletter and the Community Access Channel.	Commitment Complete.	Commitment Complete.
27						
28	SJC9.5	Escalon	Encouragement of Bicycle Travel	Bicycles Transportation Element of the General Plan.	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 03/12.	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since last update.
29						
30	SJC10.4	Escalon	Development of Bicycle Travel Facilities	Bicycles Transportation Element of the General Plan.	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 03/12.	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since last update.
31						
32	TCM1	Escalon	Traffic Flow Improvements	Traffic flow improvements include commuter rail, traffic signalization improvements, and various corridor improvements	The City continues to evaluate traffic flow improvements. No new needs have been identified since 03/12.	The City continues to evaluate traffic flow improvements. No new needs have been identified since last update.
33						
34	SJC5.3	Lodi	Reduce Traffic Congestion at Intersections	Improve congestion at Kettleman Lane Gap Closure, Hwy 12/Mills Avenue, and Hwy 12/Tienda Drive	Commitment Complete.	Commitment Complete.
35						
36	SJC5.16	Lodi	Adaptive traffic signals and signal timing	Lodi Avenue Signal Interconnect Project	Commitment Complete.	Commitment Complete.

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2					(as of 02/14)	(as of 03/14)
37						
38	SJC9.1	Lodi	Establish auto free zones and pedestrian malls	Downtown Farmers Market in summer months and for special events on School Street.	The City continues to implement pedestrian malls in downtown for the Farmers Market in summer months.	The City continues to implement pedestrian malls in downtown for the Farmers Market in summer months.
39						
40	SJC9.3	Lodi	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans	These Master Plan updates are to continue. No additional projects have been identified since 03/12.	These Master Plan updates are to continue. No additional projects have been identified since last update.
41						
42	SJC10.4	Lodi	Development of Bicycle Travel Facilities	Encourage capital improvements to increase bicycle use	These Master Plan updates are to continue. No additional projects have been identified since 03/12.	These Master Plan updates are to continue. No additional projects have been identified since last update.
43						
44	SJC15.2	Lodi	Pedestrian and Bicycle Overpasses Where Safety Dictates	Ongoing as development dictates	No additional needs for pedestrian and bicycle overpasses have been identified since 03/12.	No additional needs for pedestrian and bicycle overpasses have been identified since last update.
45						
46	TCM1	Lodi	Traffic Flow Improvements	Lodi Avenue Signal Interconnect Project	Commitment Complete.	Commitment Complete.
47						
48	TCM4	Lodi	Bicycle Programs	Add bicycle lanes with street rehabilitations	Additional environmental review is complete. City adopted General Plan in Spring 2010. Bicycle master plan has been updated as a result. Bicycle lanes are currently being added where feasible with street rehabilitation.	Bicycle lanes are currently being added where feasible with street rehabilitation.
49						
50	SJC5.2	Manteca	Coordinate Traffic Signal Systems	Implement and enhance synchronized traffic signal system	The City continues to evaluate the need for enhancements to the traffic signal system. No additional needs identified at this time.	The City continues to evaluate the need for enhancements to the traffic signal system. No additional needs identified at this time.
51						
55						
56	SJC5.8	Manteca	On-Street Parking Restrictions	Restrict on-street parking where appropriate	The City continues to evaluate the restriction of on-street parking.	The City continues to evaluate the restriction of on-street parking.
57						
58	SJC9.2	Manteca	Encouragement of Pedestrian Travel	Encourage pedestrian travel	No additional projects identified since 03/12.	No additional projects identified since last update.
59						
60	SJC9.3	Manteca	Bicycle/Pedestrian Program	Fund high priority projects	New developments continue to comply with Bicycle Plan provisions.	New developments continue to comply with Bicycle Plan provisions.
61						
62	SJC10.4	Manteca	Development of Bicycle Travel Facilities	Capital improvements to increase bicycle lanes/secured storage facilities	No further implementation warranted.	No further implementation warranted.
63						

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2					(as of 02/14)	(as of 03/14)
64	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safely Dictates	Installation of bicycle and pedestrian grade separated crossings as part of new development or reconstruction projects	No additional projects have been identified.	No additional projects have been identified.
65						
66	TCM1	Manteca	Traffic Flow Improvements	Implementation of traffic flow improvements, i.e., signalization improvements	No additional projects identified since 03/12.	No additional projects identified since last update.
67						
68	TCM4	Manteca	Bicycle Programs	Bicycle Projects and Programs	No additional bicycle projects identified since 03/12.	No additional bicycle projects identified since last update.
69						
70	SJC5.2	Ripon	Coordinate Traffic Signal Systems	Install synchronized traffic signal systems on 4 locations	See Project TID Table.	See Project TID Table.
71						
72	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections	Traffic control improvements at specific congested intersections	No additional projects identified since 03/12.	No additional projects identified since last update.
73						
74	SJC5.4	Ripon	Site-Specific Transportation Control Measures	Traffic control improvements at specific congested intersections or at other substandard locations.	No additional projects identified since 03/12.	No additional projects identified since last update.
75						
76	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading	Provides bus pullouts in curbs	No additional projects identified since 03/12.	No additional projects identified since last update.
77						
78	SJC9.1	Ripon	Establish auto free zones and pedestrian malls	Establish auto free zones and pedestrian malls	The City continues to assess the need for this measure. No additional needs identified.	The City continues to assess the need for this measure. No additional needs identified.
79						
80	SJC9.2	Ripon	Encouragement of Pedestrian Travel	Encourage the use of pedestrian travel	The city promotes encouragement of pedestrian travel. No additional needs identified since 03/12.	The city promotes encouragement of pedestrian travel. No additional needs identified since last update.
81						
82	SJC9.3	Ripon	Bicycle/Pedestrian Program	Implementing Bicycle Route Master Plan	No additional projects identified since 03/12.	No additional projects identified since last update.
83						
87						
88	SJC5.2	Stockton	Coordinate Traffic Signal Systems	Implement and enhance synchronized traffic signal systems	No additional projects identified since 03/12.	No additional projects identified since last update.
89						
90	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections	Implement a wide range of traffic control techniques	No additional projects identified since 03/12.	No additional projects identified since last update.
91						
92	SJC5.4	Stockton	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	Complete	Complete

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2					(as of 02/14)	(as of 03/14)
93						
94	SJC5.8	Stockton	On-Street Parking Restrictions	Restrict on-street parking where appropriate	The City continues in implementing on-street parking restrictions where appropriate.	The City continues in implementing on-street parking restrictions where appropriate.
95						
96	SJC5.9	Stockton	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts for passenger loading and unloading	All new arterials and collector streets continue to comply with the City's Standard Specifications and Plans.	All new arterials and collector streets continue to comply with the City's Standard Specifications and Plans.
97						
98	SJC5.16	Stockton	Adaptive traffic signals and signal timing	Adaptive traffic signals and signal timing	No additional projects identified since 03/12.	No additional projects identified since last update.
99						
100	SJC9.1	Stockton	Establish auto free zones and pedestrian malls	Establish auto free zones and pedestrian malls	No additional projects identified since 03/12.	No additional projects identified since last update.
101						
102	SJC9.2	Stockton	Encouragement of Pedestrian Travel	Encouragement of Pedestrian Travel	The City continues to implement this measure as need warrants.	The City continues to implement this measure as need warrants.
103						
104	SJC9.3	Stockton	Bicycle/Pedestrian Program	Encourage of Bicycle/Pedestrian Travel	See Project TID Table.	See Project TID Table.
105						
106	SJC10.4	Stockton	Development of Bicycle Travel Facilities	Capital improvements to increase bicycle use	No additional need identified since 03/12.	No additional need identified since last update.
107						
108	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates	Installation of bicycle and pedestrian grade separated crossings	No additional need identified since 03/12.	No additional need identified since last update.
109						
110	TCM1	Stockton	Traffic Flow Improvements	Signalization improvements	No additional need identified since 03/12.	No additional need identified since last update.
111						
112	TCM4	Stockton	Bicycle Programs	Fund bicycle projects and programs	No additional need identified since 03/12.	No additional need identified since last update.
113						
114	SJC1.7	Tracy	Free (to the public) transit during special events	Provide free shuttle service to participants of the Dry Bean Festival	The City continues to provide free shuttle service to participants of the Dry Bean Festival.	The City continues to provide free shuttle service to participants of the Dry Bean Festival.
115						
116	SJC1.9	Tracy	Increase parking at transit centers or stops	Multi-modal station in downtown Tracy	Complete	Complete
117						

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2					(as of 02/14)	(as of 03/14)
118	SJC3.9	Tracy	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach to encourage employers to provide transit passes to employees	City of Tracy is currently in implementation stage of its short range transit plan.	City of Tracy is currently in implementation stage of its short range transit plan.
119						
120	SJC5.1	Tracy	Develop Intelligent Transportation Systems	Provide variety of technological application intended to produce more efficient use of existing transportation corridors.	No additional projects identified since 03/12.	No additional projects identified since last update.
121						
122	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections	Implement a wide range of traffic control techniques designed to facilitate smooth and safe travel	No additional projects identified since 03/12.	No additional projects identified since last update.
123						
124	SJC5.4	Tracy	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	No additional projects identified since 03/12.	No additional projects identified since last update.
125						
126	SJC5.8	Tracy	On-Street Parking Restrictions	Restrict parking on existing streets where appropriate	No additional projects identified since 03/12.	No additional projects identified since last update.
127						
128	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading	Bus Pullouts in Curbs for Passenger Loading	In August 2009 the City of Tracy began its Phase II Bus Stop Improvement Project. Commitment Complete.	In August 2009 the City of Tracy began its Phase II Bus Stop Improvement Project. Commitment Complete.
129						
130	SJC5.16	Tracy	Adaptive traffic signals and signal timing	Response to the actual traffic conditions and adjust in accordance with the congestion	No additional projects identified since 03/12.	No additional projects identified since last update.
131						
132	SJC6.1	Tracy	Park and Ride Lots	Develop, design, and implement new Park-and Ride facilities where they are needed.	The City continues to evaluate the need for new Park and Ride Lots. No additional needs identified since 03/12.	The City continues to evaluate the need for new Park and Ride Lots. No additional needs identified since last update.
133						
143						
144	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems	On-going program by the County, coordinated with the City of Stockton	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since 03/12.	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since last update.
145						
146	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections	On-going program by the County, coordinated with the City of Stockton and State DOT	The County has an on-going program with the City of Stockton and State DOT to program joint-jurisdiction traffic signals to improve congestion. See Project TID.	The County has an on-going program with the City of Stockton and State DOT to program joint-jurisdiction traffic signals to improve congestion. See Project TID.
147						

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2002 RACM Timely Implementation Documentation

	A	B	C	D	G	H
1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>Conformity Update, 2015 FTIP/2014 RTP</u>
2					(as of 02/14)	(as of 03/14)
148	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since 03/12.	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since last update.
149						
150	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel	Encouragement of Pedestrian Travel	No additional needs identified since 03/12.	No additional needs identified since last update.
151						
159						
160	SJC1.2	San Joaquin Regional Transit District	Transit Access to Airports	Provide local service to the Stockton Airport to serve air passenger and employees working at businesses located at the airport site.	SJRTD continues to provide transit access to the Stockton Airport.	SJRTD continues to provide transit access to the Stockton Airport.
161						
165						
166	SJC1.7	San Joaquin Regional Transit District	Free (to the public) transit during special events	Provide free transit service to the public during selected special events	SJRTD provides continued free transit to selected events. No new free transit necessary at this time.	SJRTD provides continued free transit to selected events. No new free transit necessary at this time.
167						
168	SJC8.6	San Joaquin Regional Transit District	Subscription Services	Provide services for the transportation of the elderly, handicapped or other individuals who have no access to transportation.	RTD is lead agency on the federally required Coordinated Human Services Transportation Plan, which RTD adopted in February 2012.	RTD is lead agency on the federally required Coordinated Human Services Transportation Plan, which RTD adopted in February 2012.
169						
170	SJC10.2	San Joaquin Regional Transit District	Bike Racks on Buses	Install bike racks to increase bicycle travel	SJRTD installed bike racks on all their new fixed route buses.	SJRTD installed bike racks on all their new fixed route buses.
171						
172	TCM2	San Joaquin Regional Transit District	Public Transit	Provide transit improvements	Future expansions of SJRTD's BRT service are planned for implementation by the end of 2012. See project TID	Future expansions of SJRTD's BRT service are planned for implementation by the end of 2012. See project TID

APPENDIX E
PUBLIC MEETING PROCESS DOCUMENTATION

**NOTICE OF PUBLIC HEARING ON THE
DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY
ANALYSIS, AND DRAFT ENVIRONMENTAL IMPACT REPORT**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments will hold one public hearing on March 27, 2014 at the regularly scheduled SJCOG board meeting at the SJCOG office building at 555 E. Weber Avenue, Stockton, CA 95202, regarding the Draft 2014 Regional Transportation Plan/Sustainable Community Strategy (2014 RTP/SCS), one public hearing on April 10, 2014 from 6:30 to 7:30 pm at the City of Ripon Public Library at 333 West Main Street, Ripon, CA 95366, regarding the Draft 2015 Federal Transportation Improvement Program (2015 FTIP), the Draft 2014 Regional Transportation Plan/Sustainable Community Strategy (2014 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2015 FTIP and 2014 RTP/SCS Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

- The 2015 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.
- This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.
- The 2014 RTP/SCS is a long-term coordinated transportation/land use strategy to meet San Joaquin County transportation needs out to the year 2040.
- The EIR document provides an analysis of potential environmental impacts related to the implementation of the 2014 RTP/SCS as required by the California Environmental Quality Act.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2015 FTIP and 2014 RTP/SCS meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call Rebecca Calija (209-235-0600) of SJCOG (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 55-day public review and comment period will commence on February 28, 2014 and conclude on Wednesday April 23, 2014 for the 2014 RTP/SCS.

A 45-day public review and comment period will commence on March 10, 2014 and conclude on April 23, 2014 for the draft EIR.

A concurrent 30-day comment period for the 2015 FTIP and 2014 RTP/SCS/2015 FTIP conformity document will commence on March 28, 2014 and conclude on April 28, 2014.

The draft 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>.

Public comments are welcomed at the hearing, or may be submitted in writing to Diane Nguyen at the address below by:

- 5 pm on April 23, 2014 for the 2014 RTP/SCS;
- 5 pm April 23, 2014 for the draft EIR; and
- 5 pm April 28, 2014 for the 2015 FTIP and 2014 RTP/SCS/2015 FTIP conformity document

After considering the comments, the documents will be considered for adoption, by resolution, by the San Joaquin Council of Governments board at a regularly scheduled meeting to be held on June 26, 2014. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Diane Nguyen, Deputy Director of Planning, Programming, and Project Delivery
555 E. Weber Avenue
Stockton, CA 95202
209-235-0600
Nguyen@sjcog.org

**THE RECORD
PROOF OF PUBLICATION**

STATE OF CALIFORNIA
COUNTY OF SAN JOAQUIN

THE UNDERSIGNED SAYS:

I am a citizen of the United States and a resident of San Joaquin County; I am over the age of 18 years and not a part to or interested in the above-entitled matter. I am the principal clerk of the printer of THE RECORD, a newspaper of general publication, printed and published daily in the City of Stockton, County of San Joaquin by the Superior Court of the County of San Joaquin, State of California, under the date of February 26, 1952, File No. 52857, San Joaquin County Records; that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published each regular and entire issue of said newspaper and not in any supplement thereof on the following dates,
To wit, February 28 2014

I declare under penalty of perjury that the foregoing is true and correct. Executed on February 28, 2014 In Stockton California



Carlette Schnell,
The Record

0000994300

**NOTICE OF PUBLIC HEARING
ON THE DRAFT 2015 FEDERAL
TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2014 REGIONAL
TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY,
CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND DRAFT
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Contact Person:

Diane Nguyen, Deputy Director of Planning,
Programming, and Project Delivery
555 E. Weber Avenue
Stockton, CA 95202
209-235-0600
Nguyen@sjcog.org

#994300 2/28/2014

PROOF OF PUBLICATION

(2015.5 C.C.C.P.)

STATE OF CALIFORNIA

County of San Joaquin

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Lodi News-Sentinel, a newspaper of general circulation, printed and published daily except Sundays, Mondays and holidays, in the City of Lodi, California, County of San Joaquin and which newspaper had been adjudicated a newspaper of general circulation by the Superior Court, Department 3, of the County of San Joaquin, State of California, under the date of May 26th, 1953. Case Number 65990; that the notice of which the annexed is a printed copy (set in type not smaller than non-pareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereto on the following dates to-wit:

February 27th,

all in the years 2014

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Lodi, California, United States of America this 27th day of February 2014.

Diane Rosales

Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication
Notice of Public Hearing on the Draft 215 Federal Transportation Improvement Program, The Draft 2014 Regional Transportation Plan/Sustainable Community Strategy, Corresponding Draft Conformity Analysis, and Draft Environmental Impact Report

NOTICE OF PUBLIC HEARING ON THE DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE DRAFT 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND DRAFT ENVIRONMENTAL IMPACT REPORT

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After considering the comments, the documents will be considered for adoption, by resolution, by the San Joaquin Council of Governments board at a regularly scheduled meeting to be held on June 26, 2014. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Diane Nguyen, Deputy Director of Planning, Programming, and Project Delivery
555 E. Weber Avenue
Stockton, CA 95202
209-235-0600
Nguyen@sjcog.org
February 27, 2014 - 132596

la sería reemplazado por un acre preservado para ese propósito.

La medida rápidamente llegó a la lista anual de "mata-dor de empleos" de la Cámara de Comercio de California. La oposición aumentó.

El mes pasado, la AB823 murió en el comité de Eggman,

apoyada por la Red de Agricultura y Clima de California, la cual tiene oficinas en Sebastopol y Sacramento.

"La meta es seguir adelante para mejor proteger los recursos agrícolas y cómo tener una conversación sobre ello," dijo Jeanne Merrill, directora de póliza para la red conocida como CalCAN.

chus al nivel local," dijo Merrill. "Esta medida crea oportunidades locales para que todos los accionistas se reúnan y pongan su enfoque en lo que está sucediendo a la tierra agrícola en el futuro."

■ Send e-mail to:

kparrish@recordnet.com

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AVISO DE AUDIENCIA PÚBLICA DE LA ENMIENDA 2015 TRANSPORTACIÓN FEDERAL PROGRAMA DE MEJORAMIENTO DE LA ENMIENDA 2014 PLAN REGIONAL DE TRANSPORTACIÓN SUSTENTABLE ESTRATEGIAS COMUNITARIAS, CORRESPONDIENTES A LA ENMIENDA Y ANÁLISIS DE CONFORMIDAD ENMIENDA DEL REPORTE DE IMPACTO AMBIENTAL

LA PRESENTE SE NOTIFICA que el Consejo de Gobiernos de San Joaquín (SJCOG) celebrará una audiencia pública el 27 de Marzo de 2014 a la hora de la junta regular de el Consejo de Gobiernos de San Joaquín edificio de oficinas en el 555 E. Weber Avenue, Stockton, CA 95202, en relación con el Proyecto 2014 del Plan Regional de Transportación Sustentable Estrategias Comunitarias, una audiencia pública el 10 de Abril, de 2014 de 6:30 p.m.-7:30p.m. en la ciudad de Ripon en la Librería Pública localizada en el 333 West Main Street, Ripon CA, 95366, en relación al Proyecto 2015 Programa de Mejoramiento del Transporte Y Proyecto de Calidad del Aire correspondiente Análisis de la Conformidad. El propósito de esta audiencia pública combinada es recibir comentarios públicos sobre estos documentos.

- El 2015 FTIP es una lista a corto plazo de mejora de capital y los gastos operativos que utilizan fondos federales y estatales para proyectos de transporte en San Joaquín County durante los próximos cuatro años.
- El Proyecto de a la 2014 FTIP y modificación del 2014 RTP contiene fases y / o proyectos que no se incluyeron en el 2014 FTIP aprobado a nivel federal del proyecto.
- El 2014 RTP es una estrategia a largo plazo para cumplir con el transporte San Joaquín County necesita hasta el año 2040.
- 2014 RTP realiza cambios en el alcance y añade nuevos proyectos.
- Se prevé que no hay nuevos impactos ambientales serán el resultado de la aprobación de RTP
- El Análisis de Conformidad contiene la documentación para comprobar el hallazgo de que el 2015 FTIP y 2014 RTP cumplen con los requisitos de conformidad de calidad del aire para el monóxido de carbono, ozono y partículas.

Las personas con discapacidad pueden llamar a Rebecca Calija (209-235-0600) de SJCOG (con 3 días hábiles de anticipación) para solicitar ayudas auxiliares necesarios para participar en audiencia pública. Servicios de traducción están disponibles (con 3 días hábiles de anticipación) para participantes de habla cualquier idioma con los servicios profesionales de traducción disponibles.

Un período concurrente de 55 días para revisión y comentarios del público se iniciará el 28 de Febrero de 2014 y concluirá el 23 de Abril de 2014 por 2014 RTP/SCS

Un período concurrente de 45 días para revisión y comentarios del público se iniciará el 10 de Marzo del 2014 y concluirá el 23 de Abril Proyecto EIR.

Un período concurrente de 30 días para comentarios para el 2015 FTIP y 2014 RTP/SCS/2015 FTIP conforme al documento iniciará el 28 de Marzo del 2014 y concluirá el 28 de Abril del 2014.

Los borradores de los documentos están disponibles para su revisión en la oficina SJCOG, ubicadas en 555 E. Weber Avenue, Stockton, CA 95202 y en la dirección electrónica <http://www.sjcog.org>

Los comentarios del público son bienvenidos en la vista, o pueden ser presentadas por escrito a

Diane Nguyen en la dirección siguiente:

- 5 pm 23 de Abril del 2014 para 2014 RTP/SCS
- 5 pm 23 de Abril del 2014 para el proyecto EIR; y
- 5 pm 28 de Abril del 2014 para 2015 FTIP y 2014 RTP/SCS 2015 conforme al documento FTIP

Después de considerar los comentarios, los documentos serán considerados para la adopción, mediante resolución, por el SJCOG en una reunión regularmente programada a celebrarse el 26 de Junio de 2014. Los documentos serán luego presentadas a las agendas estatales y federales para su aprobación.

Persona de Contacto: Diane Nguyen, Deputy Directora de Planificación, Programación y Entrega de Proyecto
555 E. Weber Avenue
Stockton, CA 95202
209-235-0600
Nguyen@sjcog.org



DRAFT RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-14-20

RESOLUTION ADOPTING THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2014 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE 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, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2014 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, ARB set the per capita GHG emission reduction targets for the San Joaquin Valley region at 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

WHEREAS, the state law requires that the 2014 RTP/SCS land-use development pattern is consistent with the Regional Housing Needs Assessment (RHNA); and

WHEREAS, the 2014 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2014 RTP/SCS has been prepared in full compliance with federal guidance; 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

R-14-20

Page 2 of 3

WHEREAS, projects submitted in the 2015 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2015 FTIP 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 2015 FTIP program listing is consistent with: 1) the 2014 RTP/SCS; 2) the 2014 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2015 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2015 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2014 RTP/SCS and 2015 FTIP; and

WHEREAS, the 2014 RTP/SCS and 2015 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2014 RTP/SCS and 2015 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2014 RTP/SCS and 2015 FTIP do not interfere with the timely implementation of the Transportation Control Measures; 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 the public participation process adopted by the San Joaquin Council of Governments; and

2014 R-14-20

Page 3 of 3

WHEREAS, a public hearing was conducted on March 27, 2014 to hear and consider comments on the 2014 RTP/SCS and April 10, to hear and consider comments on the RTP/SCS, 2015 FTIP, and Corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that the San Joaquin Council of Governments adopts the 2014 RTP/SCS, 2015 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments finds that the 2014 RTP/SCS and 2015 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments also finds that the 2014 RTP/SCS meets the SB 375 GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the San Joaquin Council of Governments this 26th day of June 2014.

AYES:

NOES:

ABSENT:

JEFF LAUGERO
Chair

I hereby certify that the foregoing is a true copy of a resolution of the San Joaquin Council of Governments duly adopted at a regular meeting thereof held on the 26th day of June 2014.

Signed: _____
Executive Director

APPENDIX F
RESPONSE TO PUBLIC COMMENTS

This appendix will be finalized after the close of public comment period.