



SAN JOAQUIN COUNCIL OF GOVERNMENTS

Community Conference Room
555 E. Weber Avenue, Stockton, CA 95202

City of Escalon
Redding Area Bus Authority
3333 South Market Street
Redding, CA 96001

Participation in the meeting may be available for Committee Members attending the TAC meeting via Zoom and/or Conference Call, and members of the public at the above locations.

TECHNICAL ADVISORY COMMITTEE

Thursday, February 12, 2026
10:00 A.M.

*In addition to physical attendance at the address indicated above, the San Joaquin Council of Governments is offering the following teleconferencing option as an alternative means for the Public to participate in this meeting. Note: If you don't have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID indicated below. To be recognized to speak, press *9 to signal the moderator.*

<https://sjcog.zoom.us/j/81954077664>

Teleconference Number: 1-669-900-6833
Webinar ID: 819 5407 7664

Attention Callers: Please mute the call unless speaking.

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

AGENDA

1. Call to Order / Introductions / Roll Call
2. Public Comments
At this time, the public may address the Technical Advisory Committee on any non-agendized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenda item, he or she is invited to address the Technical Advisory Committee at the time the item

is up for consideration. A five-minute maximum time limit for a speaker will apply to all “items from the audience”. The determination of whether an item is within the subject matter of the Committee is a discretionary decision to be made by the chair of the Technical Advisory Committee.

3. **CONSENT CALENDAR** - All numbered consent calendar items listed will be acted upon under one vote unless specifically removed from the consent calendar by a committee member, a member of staff, or a member of the public. These are the items:
 - A. Approve Minutes: October 9, 2025 Action
 - B. Adopt the FY 26-27 Local Transportation Fund Revenue Estimate and Apportionments Schedule (Lynnetta Castle) Action
 - C. Adopt the FY 26-27 State Transit Assistance Apportionments Schedule (Lynnetta Castle) Action
 - D. Adopt the 2025 Regional Congestion Management Program (RCMP) Monitoring Report (Travis Yokoyama/ Jacob Williams) Action
 - E. Approval of FY 2025-26 Low Carbon Transit Operations Program Distribution Methodology (Joel Campos) Action
4. Approval to release the draft FY 2026/27 Overall Work Program (OWP) (Kim Anderson/ Gracie Orosco) Action
5. Fiscal Year 2024-25 Measure K Annual Report (Melissa Ablang) Information
6. Current Grant Opportunities (Janicia Thedmada) Information
7. Review and provide feedback on 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Framework for Draft Plan Development (Edith Verdin) Discussion
8. Draft 2026 One Voice® Program of Projects and Updated Federal Legislative Platform (Joel Campos) Information
9. 2026 Measure K Ordinance and Expenditure Plan Amendment Process (Blake Dunford) Information
10. Other Matters of Business
11. Meeting adjourned to Thursday, March 12, 2026, at 10:00 a.m.

AGENDA ITEM 3A



**TECHNICAL ADVISORY COMMITTEE (TAC)
San Joaquin Council of Governments
555 E. Weber Ave. Stockton, CA 95202**

Thursday, October 9, 2025

MINUTES

Present	Member Name	Jurisdiction	Present	Member Name	Jurisdiction
X	Jeffrey Levers	SJ County	X	Juan G. Villanueva	SJRTD
X	Jayna Rutz	SJ County	X	Ken Baxter	SJRTD
X	Najee Zarif	SJ County		Momoko Tamaoki	SJRRC
	Eric Alvarez	City of Stockton			Port of Stockton
X	Wes Johnson	City of Stockton		Tom Dumas	Caltrans D-10
	Dodgie Vidad	City of Stockton		Josh Swearingen	Caltrans D-10
X	Julia Tyack Sean Nathan	City of Lodi City of Lodi	X	Hamid Parsa	City of Mountain House
	Frank Huang	City of Lodi			SJVAPCD
X	Juan Portillo	City of Manteca		Helene Nussbaumer	Stk.Metro Airport
	Somporn Boonsalat	City of Manteca			
	Selvi Sivaraj	City of Tracy			
X	Ed Lovell	City of Tracy			
	Michael Winters	City of Ripon			
	Michael King	City of Lathrop			
	John Andoh	City of Escalon			

Alternates/Others: Angela Miller, SJRRC; Bernardo Bustamante, City of Tracy; Dorothy Kam, City of Lodi; Sharat Bandugula, City of Tracy; Amara Gladney, SJC.

SJCOG Staff: Ryan Niblock, Deputy of Programming and Project Delivery; Kim Anderson, Deputy of Planning; Lynnetta Castle, Manager of Finance; Edith Verdin, Senior Regional Planner; Ty Phimmason, Senior Regional Planner; Joel Campos, Senior Regional Planner; Travis Yokoyama; Senior Regional Planner; Christine Tran, Associate Regional Planner; Isaiah Anderson, Associate Regional Planner; Janicia Thedmada, Assistant Regional Planner; Raul Tovar, Assistant Regional Planner; Alvaro Gamino, Assistant Regional Planner; Leah Fong, CivicSpark Fellow; Aaron Lowe, CivicSpark Fellow; Winston Zheng, CivicSpark Fellow; Katy Castro, Administrative Technician.

1. Call Meeting to Order/Introductions:

Vice Chair Juan Portillo called the meeting to order at 10:03 a.m., and roll was called.

2. Meeting Minutes from September 11, 2025.

It was moved/seconded (**Nathan/Lovell**) to approve the September 11, 2025, meeting minutes. Motion passed unanimously by voice vote.

3. Public Presentation: None.

4. Technical Items for Discussion and Action: B through E

A. Consent Calendar:

D. Approve Final FY 24-25 State Transit Assistance (STA) Revenue and Apportionment Schedule

It was moved/seconded (**Lovell/Nathan**) to approve the consent calendar. Motion passed unanimously by voice vote.

B. Update on 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Edith Verdin reported on the 2026 Regional Transportation Plan/Sustainable Communities Strategy, highlighting regional growth projections (152,000 new residents, 64,000 new jobs by 2050), \$14.9 billion in transportation funding, and strategies to reduce greenhouse gas emissions. The plan is currently in public engagement phase, with a draft release expected in late winter and final adoption in summer.

Ken Baxter suggested a strategy to enhance public transportation safety and security for transit operators and riders.

This item is for Discussion only.

C. Current Grant Opportunities

Janicia Thedmada gave an update on the current grant opportunities.

This item is for information only.

5. Other Matters of Business:

None.

Adjournment: There was no further business to discuss. The meeting was adjourned at 10:30 a.m. to Thursday, November 13, 2025, at 10:00 a.m.

AGENDA ITEM 3**B**



February 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Adopt the FY 2026-2027 Local Transportation Fund Revenue Estimate & Apportionment Schedule

RECOMMENDED ACTION: Adopt the proposed FY 2026-2027 LTF Estimated Revenue and Apportionment Schedule

SUMMARY:

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

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

RECOMMENDATION:

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

FISCAL IMPACT:

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

BACKGROUND:

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

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

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

LOCAL TRANSPORTATION FUND APPORTIONMENTS

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

Administrative Allocations:

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

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

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

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

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

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

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

**TABLE 2
LOCAL TRANSPORTATION FUND AREA APPORTIONMENT
FISCAL YEAR: 2026-27**

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

AGENDA ITEM 3**C**



February 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Adopt the FY 2026-2027 State Transit Assistance Apportionment Schedule

RECOMMENDED ACTION: Adopt the FY2026-2027 STA Estimated Revenue and Apportionment Schedule

SUMMARY:

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

The FY2026-2027 State Transit Assistance (STA) revenue estimate of \$8,951,006 reflects a 9% decrease from the FY2025-2026 estimate of \$9,846,197. This decline is primarily due to reduced diesel fuel tax revenues statewide. The total statewide STA fund has dropped by \$77.6 million, from \$795.4 million to \$717.8 million. San Joaquin County's Section 99313 allocation decreased by \$719,486. The 99314 funds experienced lower reported revenues from transit operators which led to a \$175,705 reduction. This resulted in the county's total reduction of \$895,191. These figures are preliminary and may be revised based on final economic conditions and tax revenue.

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

Attached are tables detailing the FY2026-2027 STA revenue estimate and apportionments based on previously approved methods.

BACKGROUND:

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

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

RECOMMENDATION:

Recommend to the Board adoption of the FY2026-2027 STA revenue estimate and apportionments.

FISCAL IMPACT:

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

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

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

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

² SJRRRC Ridership excludes out of County boardings

AGENDA ITEM 3**D**



February 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Adopt the 2025 Regional
Congestion Management Program
Monitoring Report

RECOMMENDED ACTION: Adopt the 2025 RCMP Monitoring
Report

DISCUSSION:

SUMMARY:

San Joaquin Council of Governments (SJCOG) staff has prepared the 2025 Regional Congestion Management Program (RCMP) Monitoring Report. This document serves to track and report on SJCOG's RCMP and Federal Performance Management (PM) 1 and 3 performance metrics. It complies with SJCOG's Measure K Renewal requirements and the federal congestion management process (CMP).

The 2024 RCMP update follows the requirements of the federal congestion management process only after SJCOG became exempt from state congestion management program requirements. This 2025 monitoring report provides a snapshot of the "state of congestion" on San Joaquin County's designated RCMP roadway network, as defined by SJCOG's 2024 RCMP update, including segments, multimodal corridors, and bicycle and transit networks. Areas monitored included operational efficiency, transit system performance, bikeway systems, complete streets, travel demand management (TDM), safety, and asset management.

The 2025 RCMP Monitoring Report is available at:

<https://www.sjcoq.org/398/Regional-Congestion-Management-Program-R>

RECOMMENDATION:

Recommend the SJCOG Board adopt the 2025 RCMP Monitoring Report.

FISCAL IMPACT:

No fiscal impact. This report is included as part of SJCOG's Overall Work Program element 801.04 (Congestion Management Program/System) and 1301.01 (Performance

Based Planning & Programming). Sufficient funds have been programmed in Fiscal Year 2025-26 to complete the project.

BACKGROUND:

Exemption of State Legislative Requirements

In 1990, California voters approved legislation to increase transportation funding through an additional fuel tax (Proposition 111). With the passage of Proposition 111, urbanized counties were required to prepare, adopt, implement, and biennially update a congestion management program. The state's primary focus is to monitor the impacts of growth on the regional transportation network and establish strategies to avoid and/or respond to segments of the network that are failing.

In August 2020, SJCOG met the threshold of the majority of jurisdictions that account for the majority of the population passing their own resolution to become exempt from the state congestion management program. In 2021, this board adopted the RCMP update, removing state congestion management program requirements, and passed Resolution No. R-22-01. The resolution found that the requirements of Government Code Section 65088.3 were satisfied by the region's city councils, collectively representing more than 50 percent of the region's jurisdictions and 50 percent of the region's population. This process exempts SJCOG from the state's congestion management program statutes.

Federal Legislative Requirements

The Federal Highway Administration (FHWA) requires metropolitan areas exceeding a population of 200,000 to implement a congestion management process, defined as "a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs."¹ This requirement was first introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and was refined in subsequent transportation bills, including the most recent Fixing America's Surface Transportation (FAST) Act of 2015.

San Joaquin County Measure K

The region's local Measure K Renewal Ordinance, approved by voters in 2006, required SJCOG to establish and begin implementing the Regional CMP (RCMP) by Jan. 1, 2008. This requirement is reflected in the current Measure K Ordinance and Expenditure Plan. Local agencies and SJCOG are required to be in compliance with the Measure K Ordinance per section 7.04. The Measure K Ordinance requires SJCOG to have a Regional Congestion Management Plan that complies with the federal congestion management process and revolves around vehicle miles traveled (VMT), regional transit, and supporting new development fees to fund transportation improvements.

¹ "Congestion Management Process: A Guidebook," US Department of Transportation, Federal Highway Administration, 2011.

RCMP Monitoring Report

SJCOG is required by federal law to monitor the RCMP roadway network with performance metrics from the 2024 RCMP update. This RCMP Monitoring Report serves to track and report SJCOG's RCMP and Federal Performance Management (PM) 1 and 3 performance measures and helps the agency to comply with Measure K renewal requirements and the federal congestion management process. Areas monitored included operational efficiency, transit system performance, bikeway systems, complete streets, travel demand management (TDM), safety, and asset management. Attachment B summarizes the findings of this report.

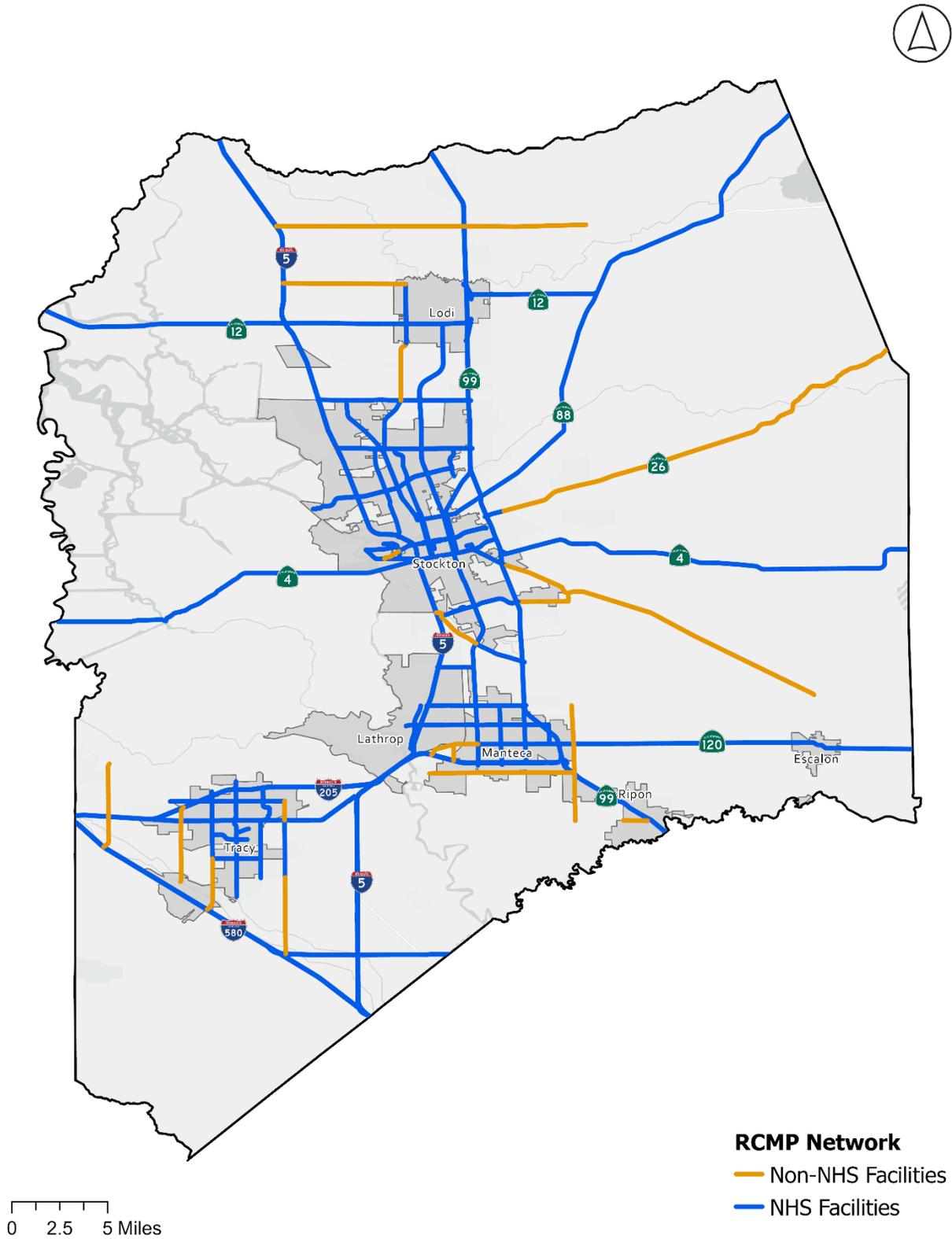
ATTACHMENTS:

- A. RCMP Roadway Network
- B. San Joaquin County RCMP 2025 Monitoring Report Executive Summary

Prepared by: Travis Yokoyama, Senior Regional Planner, and Jacob Williams, Assistant Regional Planner

ATTACHMENT A
RCMP Roadway Network

Figure 2.0-1: San Joaquin County RCMP Roadway Segments



Source: SJCOG RCMP Report, 2024

ATTACHMENT B

San Joaquin County RCMP 2025 Monitoring Report Executive
Summary

EXECUTIVE SUMMARY

The San Joaquin Council of Governments (SJCOG) is responsible for updating the San Joaquin County’s Regional Congestion Management Program (RCMP) and monitoring its implementation. Monitoring congestion is required pursuant to the Federal Congestion Management Process (CMP) (CFR 23 450.320 (c)(3)). Measuring regional congestion and related RCMP multimodal performance measures requires an ongoing systematic monitoring program. The SJCOG RCMP Monitoring Program provides this mechanism by establishing the methodologies, requisite data, and multimodal performance monitoring on a continuous basis (i.e., biennial) basis. All traffic information collected as part of the SJCOG RCMP data monitoring program is made available to member and partner agencies (upon request).

This RCMP Monitoring Report serves to address the following requirements:

- Monitoring of SJCOG’s RCMP performance measures.
- Monitoring of the Federal PM 1, PM2, and 3 performance measures.
- Compliance with the SJCOG’s Measure K renewal requirements.
- Compliance with the Federal CMP¹.

The RCMP Monitoring Program tracks multimodal performance on the RCMP network. Performance measures serve to gauge system performance and track progress achieving the congestion management objectives. These metrics create a framework for measuring the effectiveness of congestion reduction strategies and projects and the adequacy of alternatives to the Single Occupant Vehicle (SOV) and Transportation Demand Management (TDM) implementation pursuant to Federal requirements: *23 CFR 450.323 (b) and 450.323 (c)(2)*.

The purpose of San Joaquin’s 2025 CMP is to update the county’s congestion management report by collecting data/monitoring system performance, with the goal of including roadway users (bicyclists, pedestrians, transit riders, motorists) into consideration within the county. This report provides a snapshot of the “state of congestion” on the county’s designated RCMP roadway network. This includes roadway segments, multi-modal corridors, bicycle, and transit networks. To best ensure a representative performance assessment, operational and safety metrics were informed by post-COVID-19 2021-2025 data from varied sources where available as needed.

SUMMARY OF FINDINGS

RCMP multimodal performance measures address the following key areas:

- Operational Efficiency (Motorist Travel and Freight)
- Transit System Performance
- Bikeway Network Completion
- Multimodal Corridor Performance

¹ The federal CMP requires an increased multimodal travel demand management

- Travel Demand Management (TDM)
- Safety

A summary of the RCMP multimodal performance measure monitoring results for San Joaquin County is provided below.

OPERATIONAL EFFICIENCY (MOTORIST TRAVEL AND FREIGHT)

Roadway operations for motorists and freight is based upon speed data from the National Performance Monitoring Research Data Set (NPMRDS) from FHWA. The NPMRDS speed data for vehicles and trucks is used to measure congestion levels and the degree of travel time reliability in combination on the RCMP network.

Based on 12 months of passenger vehicle and truck speed data collected for 2024, 94.0% of all Interstate Highway System (IHS) and 68.3% of National Highway System (NHS) RCMP roadway segments operated without congestion during the weekday AM peak commute hour. During the weekday PM peak commute hour, the percentage of congested miles on IHS segments (6.2%) and non-IHS NHS segments (36.6%) was greater. Based on the 80th percentile travel time, about 97.8% of NHS miles operated reliably during AM peak hours and 94.4% during PM peak hours. For truck traffic only, the 95th percentile travel time showed that 89.1% of IHS and 59.2% non-IHS NHS miles were reliable for truck travel during the AM peak commute hour. During the weekday PM peak commute hour, the percentage of reliable miles decreased as 86.5% of IHS and 49.5% non-IHS NHS miles were reliable for truck travel.

Based on the combined speed-based congestion and reliability results, a list of deficient corridors was identified and are listed below.

1. Kettleman Lane (SR-12): I-5 to SR-99
2. W Eight Mile Road: Thornton Rd to SR-99
3. Charter Way (SR-4)/Dr Martin Luther King Jr Blvd: S Roberts Rd to E Mariposa Rd
4. I-205: County Limits to Grant Line Rd
5. I-205/I-5/SR-120: N MacArthur Dr to Yosemite Ave
6. SR-99: Main Street Interchange to SR-120 Juncture
7. I-580: Corral Hollow Road to SR-132 Juncture

Traffic Congestion

The overall percent of non-single occupancy vehicle (non-SOV) in the Stockton urban area has increased by 10% since 2018. The peak hour excessive delay (PHED) per capita in the Stockton urban area experienced a decrease from 2017 to 2020 (about 3.7 annual hours of excessive delay per capita) and an increase from 2020 to 2023 (about 1.7 annual hours of excessive delay per capita).

TRANSIT SYSTEM PERFORMANCE

The San Joaquin County RCMP contains two transit system performance measures: 1) coverage and 2) frequency. Countywide transit service coverage is evaluated using a half-mile distance from transit stops based on network buffers (roadway distances). The goal of evaluating peak period transit frequency is to determine the likelihood that commuter travelers would use transit regularly.

Currently, about 54% of San Joaquin County's residential households and 47% of jobs are located within a half-mile walking distance to a transit stop with quality-of-service E (less than one hour headway).

BIKEWAY SYSTEM

As regional bikeways are constructed, SJCOG tracks the ratio of completed bikeways relative to the regional network. For each monitoring cycle, a "percent complete" is computed that measures the total number of existing and planned regional bikeway miles relative to the entire network's mileage by type of bike facility.

The existing SJCOG bikeway inventory includes 126 miles of Class I bicycle paths, 152 miles of Class II bicycle lanes, and 63 miles of Class III shared bicycle routes, with a total of 378 miles. The planned bikeway inventory includes 82 miles of Class I, 102 miles of Class II, and 39 miles of Class III.

MULTIMODAL CORRIDORS

There are 19 designated RCMP Multimodal Corridors in San Joaquin County. These designated RCMP Multimodal Corridors are generally located in areas that are characterized by a predominance of shared roadway users (pedestrians, bicyclists, transit passengers, and motorists), and where roadway widening is either infeasible or undesirable. To determine the quality of service for pedestrians, bicyclists, and transit, the Complete Street Quality of Service (CSQOS) methodology (as described in the Highway Capacity Manual) is applied.

TRAVEL DEMAND MANAGEMENT

Travel demand management (TDM) strategies are those that attempt to reduce the number of vehicle miles traveled on the roadway network. SJCOG implements the dibs program to facilitate travel choices and alternatives to driving alone. Estimates of vehicle miles traveled (VMT) reduction by participants of the program that either live or work in San Joaquin County are tracked.

Based on data from SJCOG's dibs program, the total number of vehicles operating vanpools has increased from 399 in 2023-24 to 429 in 2024-25, contributing to 44.4 million vehicle miles reduced up from 37.6 million vehicle miles reduced in the previous year.

SAFETY

Safety metrics relate to the national goal of significantly reducing traffic fatalities and serious injuries on all public roads. These are expressed in absolute terms (i.e., number of fatal and/or injury collisions) and as rates (i.e., collisions per 100 million VMT). All safety metrics are based on 2024 Transportation Injury and Mapping System (TIMS) data.

The number of fatalities on San Joaquin County roadways has been increasing since 2013 and reached a new

peak in 2024, with 142 fatalities. Up until 2021, the rate of increase for serious injury had grown to a larger extent relative to fatalities. Since 2021, the rate for serious injuries has decreased and in 2024 was the lowest number, 417 injuries, since 415. The five-year rolling average for serious injuries had been trending upward from 2013 to 2023 but decreased in 2024. Fatal collision rates (per 100 million VMT) show an upward increase since 2013 with slight variation in 2018, 2019, and 2023.

Non-motorized (pedestrian and bicycle) fatality and serious injuries showed little variance from 2023, with 108 (79 pedestrians and 29 bicyclists) in 2024. High-fatality and high-serious injury segments (roadways with fatality rates or serious injury rates of 10 or more fatalities or serious injuries per 100 million VMT) were observed in Stockton, Tracy, Manteca, and unincorporated areas in the county.

ASSET MANAGEMENT

The Pavement Condition Index (PCI) system is used to report the quality of roadway surfaces in San Joaquin County. Information on Pavement Conditions on the RCMP network was provided from two primary sources: City databases and the National Highway System Performance and Financial Data, provided by Caltrans. City databases provided PCI scores for segments of locally owned roads. These databases provided raw PCI values for each of the segments, which were then categorized into an ordinal scale (such as excellent, good, poor). Each City, with the exception of Escalon, maintains an inventory of pavement conditions throughout the City. These files did not contain information on Caltrans facilities through these cities. The National Highway System Performance and Financial Data presented scores for Caltrans segments, but these values were only available for segments in unincorporated areas. Raw PCI scores were not included in this dataset. Instead, pavement conditions were provided on an ordinal scale: poor, fair, or good. Bridge conditions were also provided throughout San Joaquin County.

AGENDA ITEM 3E



February 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Approval of Fiscal Year 2025-26
Low Carbon Transit Operations
Program Distribution Methodology

RECOMMENDED ACTION: Recommend approval of the
LCTOP
distribution methodology for
Fiscal Year 2025-26

SUMMARY:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs established by the California Legislature through Senate Bill 852 and Senate Bill 862 to reduce greenhouse gas emissions and achieve other transportation-related benefits. LCTOP funding is derived from Cap-and-Invest auction revenues and is subject to state allocation processes.

LCTOP PUC 99313 Funding Through SJCOG:

A portion of the LCTOP funds, 99313, is allocated to the San Joaquin Council of Governments (SJCOG), as the Regional Transportation Planning Agency (RTPA). Although the final allocation by the state to SJCOG for Fiscal Year 2025-26 has yet to be released, SJCOG is seeking approval from the Technical Advisory Committee (TAC) regarding the method in which to allocate LCTOP funds for Fiscal Year 2025-26.

LCTOP PUC 99314 Funding Through the CA State Controller's Office:

Transit operators are also eligible to receive LCTOP funds via PUC 99314. These funds are apportioned directly by the State Controller's Office to the operators via a formula process.

RECOMMENDATION:

Recommend the SJCOG Board approve the LCTOP distribution methodology for Fiscal Year 2025-26.

DISCUSSION:

PUC 99313 LCTOP Distribution:

LCTOP funds can be distributed in a variety of ways. For this allocation, staff recommend that LCTOP funds be distributed among transit operators based on each operator's share of total ridership for Fiscal Year 2024-25. Under this approach, the estimated split of funds would be similar to the values shown in Table 1. The City of Ripon has opted out of participation in PUC 99313 allocation; as a result, the associated funds are redistributed among the remaining transit operators. These numbers should **ONLY BE CONSIDERED ROUGH ESTIMATES AT THIS TIME**, as the amounts presented have not been finalized by the State Controller's Office.

Table 1: Potential LCTOP Distribution – For Illustration Purposes Only

Claimant	Total Ridership (FY 24-25)	Ridership Percentage (FY 24-25)	Estimated 99313 Amount
RTD	2,778,341	72.71%	\$958,067
Tracy	174,931	4.58%	\$60,322
Manteca	88,089	2.31%	\$30,376
Lodi	224,759	5.88%	\$77,505
Escalon	1,823	0.05%	\$629
Lathrop	540	0.01%	\$186
Ripon*	n/a	n/a	n/a
SJRRC**	552,422	14.46%	\$190,494
TOTAL	3,820,905	100%	\$1,317,579

Note: * Ripon has opted out of participation in PUC 99313 allocation

** Ridership totals reflect boarding and alighting in San Joaquin County

As noted previously, these numbers should only be considered a rough estimate, as the dollars presented have not been finalized by the State Controller's Office. The purpose of presenting them is to discuss a preferred distribution methodology.

According to Caltrans, the estimated Fiscal Year 2025–26 LCTOP allocation under PUC 99313 is \$1,317,579, reflecting a 35 percent decrease from the Fiscal Year 2024–25 amount of \$2,014,772. These estimates are based on current information from Caltrans and will be updated when the State Controller's Office releases final figures.

PUC 99314 Funding Through State Controller:

In addition to 99313, operators are also eligible to receive LCTOP funds via PUC 99314. These funds are apportioned directly by the State Controller's Office to the operators. As such, no regional distribution method is required. Table 2 shows estimated 99314 allocations from the state. The City of Ripon has opted out of participation in the PUC 99314 allocation and has requested that its allocation be directed to the San Joaquin Regional Transit District.

Combined 99313 and 99314 Estimate:

Below is the combined 99313 and 99314 estimate for the region.

Table 2. Combined 99313 and 99314 Estimate

Claimant	Estimated 99314 Amount (SCO)	Estimated 99313 Amount (SJCOG)	Total Estimated LCTOP
RTD	\$116,657	\$958,067	\$1,074,724
Tracy	\$2,224	\$60,322	\$62,546
Manteca	\$890	\$30,376	\$31,266
Lodi	\$10,153	\$77,505	\$87,658
Escalon	\$594	\$629	\$1,223
Lathrop	\$0	\$186	\$186
Ripon*	n/a	n/a	n/a
SJRRC**	\$164,609	\$190,494	\$355,103
TOTAL	\$295,127	\$1,317,579	\$1,612,706

Note: * Ripon has opted out of participation in PUC 99313 allocation

** Ridership totals reflect boarding and alighting in San Joaquin County

BACKGROUND:

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 with Senate Bill 862. In 2015, SB 862 established LCTOP as a noncompetitive, formula-based program funded by 5% of proceeds generated from cap-and-trade auctions. LCTOP funds are distributed based on the State Transit Assistance funding formula, where 50% of the funds are designated to regional entities and the other 50% for transit operators. LCTOP was created to provide operating and capital assistance to transit agencies with the goals of reducing greenhouse gas emissions and improving mobility, with an emphasis on serving disadvantaged communities. For agencies whose service area includes disadvantaged communities, at least 50% of the total funding received shall be expended on projects that provide a direct, meaningful, and assured benefit to those communities.

Eligible uses of 99313 funds include:

1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities.
2. Operational expenditures that increase transit mode share.

3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Caltrans, in coordination with the California Air Resources Board, determines the eligibility of a proposed project based on the documentation provided by the recipient transit operator to ensure compliance with the guidelines. Caltrans will then notify the State Controller of approved expenditures for each transit operator and the amount of the allocation for each transit operator determined to be available at the time of approval.

Prepared by: Joel Campos, Senior Regional Planner

AGENDA ITEM 4



February 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: Approval to Release the Draft Fiscal Year 2026/27 Overall Work Program (OWP)

RECOMMENDED ACTION: Approve Draft OWP for Public Release and Review by State and Federal Agencies

SUMMARY:



This staff report summarizes revenue highlights, showcases work completed in the last fiscal year, and notes changes proposed for the upcoming fiscal year's work program. The proposed draft Overall Work Plan (OWP) document for FY 2026/27 will be available at: <https://www.sjcoq.org/Archive.aspx?ADID=965>.

The FY26/27 OWP identifies \$47,315,919 in revenue for the San Joaquin Council of Governments (SJCOG). This is a decrease of \$9,797,999 or 17.16% from the FY2025/26 amended OWP (amendment 3, adopted Dec 2025) due to the expected spend down and closeout of several large grants. While FY 2024/25 saw the addition of \$7 million in new revenue, the successful delivery of several large projects has FY 2026/27 starting revenues slightly below revenue at the start of the previous fiscal year, which was of \$48 million. Notable drawdowns include:

- Substantial spend-down of federal funding on the I-205 Managed Lanes Widening project.
- Significant spend-down of state REAP 2.0 funds for locally delivered projects, as well as key deliverables for the Mobility Hubs Project
- Delivery of one of SJCOG's highest priority infrastructure projects, the State Route 99/120 Connector project will be substantially complete in FY2025/26

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

RECOMMENDATION:

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

FISCAL IMPACT:

The draft OWP identifies \$47,315,919 in revenue for SJCOG operations in FY 2026/27. This is a decrease of \$9,797,999 from the fiscal year 2025/26 amended OWP (amendment 3 adopted December 2025). This is a preliminary estimate that undoubtedly will change between the adoption of the draft OWP this month and the adoption of the final OWP in March.

BACKGROUND:

The OWP is a management tool identifying the tasks and products that SJCOG will undertake to deliver during fiscal year 2026/27. It also identifies the funding sources and staff resources necessary to complete the overall work program.

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

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

Revenue:

For this draft, net SJCOG revenues are estimated to decrease by approximately \$9,797,999 from the recently amended FY2025/26 OWP, from \$57,113,918 to \$47,315,919 or a decrease of 17.16%. As noted below, several significant work efforts are completed or nearing completion with the funding sources for them having been spent down, allowing SJCOG to deliver a slate of innovation that is setting a solid foundation for future forward-looking projects and the funding to effectively deliver them. Some highlights (not intended as an exhaustive list) of revenue conditions are as follows:

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

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



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

- The ongoing grant for Congestion Management & Air Quality (CMAQ) funds allocated for the dibs program has a net expected drawdown of \$300,000. However, SJCOG received additional funding, therefore, the budgeted amount for FY 26/27 is \$1,000,000
- FY 26/27 SB1 Sustainable Transportation grant award is expected to be approximately \$363,000. This is an annual formula-based award that funds important planning studies that are used to continue SJCOG's history of innovative solutions for continually evolving transportation needs in the county. For FY 26/27 SJCOG will be updating and expanding a 2012 Transit Oriented Development (TOD) to complement the on-going work for the countywide mobility

hubs initiative and to enhance the effectiveness of the San Joaquin Regional Housing Fund.

- SJCOG aggressively pursued new grant opportunities during FY 25/26 for FY26/27 fiscal year and either received award announcements or are currently awaiting award announcements.

For example, SJCOG is pursuing a competitive SB1 Sustainable Communities grant expected to be awarded in late spring of 2026 for FY26/27. This grant is included in the current OWP in the amount of \$434,700 (\$384,840 grant request plus matching local funds). If awarded, this grant will advance a proposed Manteca mobility hub project. This is part of a larger effort to deploy mobility hubs countywide, following the success of a similar project currently underway in the City of Tracy.

SJCOG is currently seeking potentially substantial grant funds for the State Route 99/120 connector project phase 1B, a continuation of important work on-going through the Regional Climate Collaborative, and new programs and projects for the Regional Housing Fund. If any of these grants are eventually awarded, they will be amended into the FY26/27 adopted OWP.

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

- Budgeted \$430,000 for Lodi Multimodal Network and Land Use Compatibility Plan (pass-through to the City of Lodi). This grant was extended for one year with work expected to begin in the FY26/27 fiscal year. SJCOG and the SJRRC will take an active role in its delivery.
- Budgeted \$195,000 for State Route 4 Flood Adaptation Study. This multi-year grant began in FY25/26 and is expected to deliver final work products, including alternative project recommendations and a flood risk analysis, during FY26/27.
- Continue efforts on the Innovations in Bike and Pedestrian Project Delivery project - FY23/24 SB1 formula funds delivered the first phase of this project in FY25/26. A second round of SB1 formula-based grant funding will deliver a second phase with tools and data to assist member agencies in securing funding for and delivering on important bicycle and pedestrian infrastructure projects.
- In FY 21/22 SJCOG received a state grant in the amount of \$998,614 for the Clean Mobility Options (CMO - Carshare) voucher program and an additional \$501,386 in FY 23/24 and \$300,000 in FY 24/25. The total program budget for FY 26/27 is \$300,000. This funding both continues and expands the work started under the now expended STEP grant piloting electric car-share programs in San Joaquin County. FY 25/26 brought on-line three new car-share service locations in partnership with the City of Stockton. This grant will be completed in fiscal year 2026/27.

- In FY 24/25 SJCOG received a CMO grant for the continuation of the electric pedal-assist bikeshare project also piloted under the STEP grant. The award was in the amount of \$1,685,000, with planning activities, operations, and additional bike procurement occurring in FY25/26 and into the upcoming fiscal year. The grant will be completed in 2029. The program budget for FY 26/27 is \$616,000.
- Awarded in FY23/24, the Regional Early Action Program (REAP) 2.0 infused \$9.9 million for local and regional housing-related projects and programs – directly supporting regional infrastructure and affordable housing development as a tool to ease the housing crisis. Expenditures through 6/30/25 are estimated to be \$5.3 million leaving a budget amount for FY26/27 at \$2.8 million.

This grant will be completed in FY26/27. A major deliverable of SJCOG's regional housing work under REAP 2.0 is the start-up activities for a funding mechanism to deliver regionally significant housing projects and programs, now known as the San Joaquin Regional Housing Fund.



Set-up as a 501(c)(3) entity under SJCOG, the funding flow to regional housing projects occurs outside of the OWP process. However, SJCOG staff activities in both FY25/26 and FY 26/27 funded by REAP 2.0 in the OWP is directly responsible for the now \$13 million in other funding received that will flow to housing development projects through the housing fund in the coming fiscal year.

- SJCOG was awarded a \$1.75 million dollar grant in FY22/23 from the Strategic Growth Council to collaborate with local non-profits and University of the Pacific to form a Regional Climate Collaborative (RCC). This funding opportunity grew directly from previously completed SB1 formula-funded studies on climate impacts on transportation in the county. It is expected that this grant will have expenditures through 6/30/25 of \$1,420,000 leaving a budget for FY26/27 of \$330,000. The RCC grant will be completed in FY26/27.

Again, the net change between the proposed FY 26/27 draft and the amended FY 2025/26 OWP is a decrease of \$9,797,999.

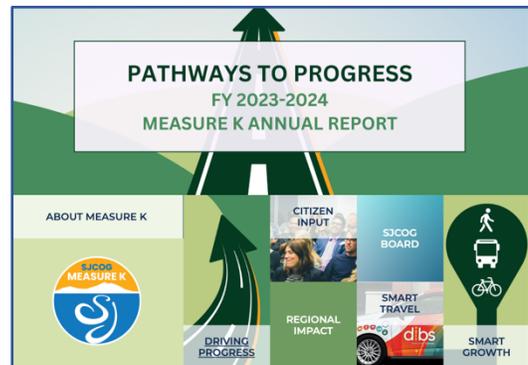
Planning and Programming Activities:

On-going planning and programming activities in FY 2025/26 will continue in FY 2026/27

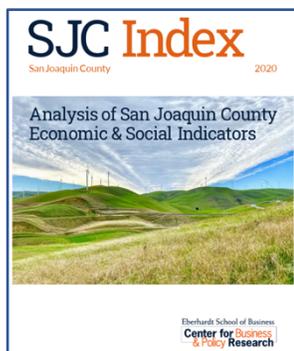
- Amendments to the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan (RTP). These are processed each fiscal year as required.

- Measure K Ordinance and Expenditure Plan process and any approved amendments by SJCOG Board. This is an annual process.
- Implementation of I-205, SR-120, SR 4, SR 99, and I-5 Freeway Service Patrol (FSP).
- Implementation of the Congestion Management Process, Airport Land Use Commission, and Habitat Conservation Plan. All three plans will continue implementation activities in the FY26/27 fiscal year.
- Operations of the dibs program for the San Joaquin and Merced Counties – this partnership will continue in FY 26/27.
- FY 2026/27 Unmet Transit Needs Report. This is an annual process and report.

- Completion of annual reports for **dibs** (Travel Demand Management Program), Measure K, and the Regional Transportation Impact Fee (RTIF). Additional RTIF activities include approval of an annual fee adjustment and on-going billable third-party costs. These are also annual activities and will occur again in FY 26/27.

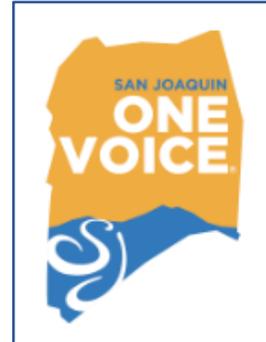


- Participation with San Joaquin Valley Councils of Government (COGs) on interregional modeling, transportation planning, and legislative issues.
- Representation of SJCOG on California Councils of Governments, Regional Transportation Planning Agencies Group, and Self-Help Coalition.
- Participation in the SJCOG-SACOG-MTC Mega-Region Working Group.



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

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



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

Project delivery- activities of capital projects that will continue in Fiscal Year 2026/27 OWP:

- Phase 1A of Highway 99/120 connector project began construction in FY 24/25, marking the first time in its history that SJCOG has fully led the delivery of such a large and vitally important infrastructure project. Phase 1A will be substantially delivered in FY25/26, but project close-out will likely continue into FY26/27. Project development (design) work will continue on Phase 1B of Highway 99/120 connector project.



- Project development activities will continue on Measure K and state Active Transportation Program (ATP) funded bike/pedestrian/safe routes to school or smart growth projects funded by Measure K.
- Monitoring of Measure K regional roadway projects.
- Continue PA & ED for I-205 Managed Lanes project.

SCHEDULE AND NEXT STEPS

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

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

Comments will be considered in preparing the final FY 2026/27 OWP. Also, at the March SJCOG Board meeting, the FY 2026/27 Annual Financial Plan will be presented for adoption.

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

AGENDA ITEM **5**



February 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Fiscal Year 2024-25 Measure K Annual Report

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:



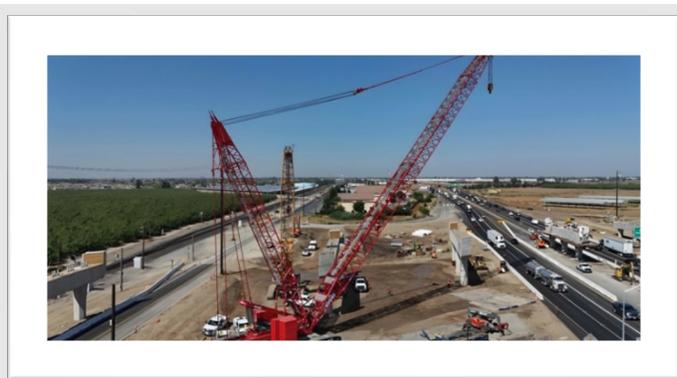
Each year the San Joaquin Council of Governments (SJCOC) publishes a Measure K Annual Report. The report documents yearly progress on projects funded, all or in part, by the half-cent sales tax in San Joaquin County, and

provides an opportunity to showcase the great work accomplished by member agencies. This year the theme is *Connecting the Dots*.

The main interactive page highlighted to the right captures the theme and allows website visitors to select key categories to learn about projects and activities to better understand the accomplishments achieved. Below are a few examples of projects highlighted in the report. To see the full report, please visit: <https://www.sjocg.org/719/Annual-Report-FY-2425>



Project Highlights



State Route 99/120 Connector Project – San Joaquin Council of Governments



California Street Road Diet Project – City of Stockton



Louise Avenue Pavement Improvement Project – City of Manteca

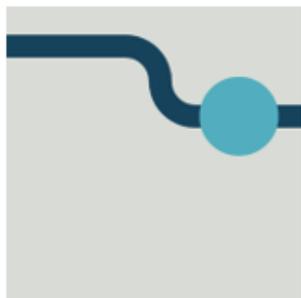
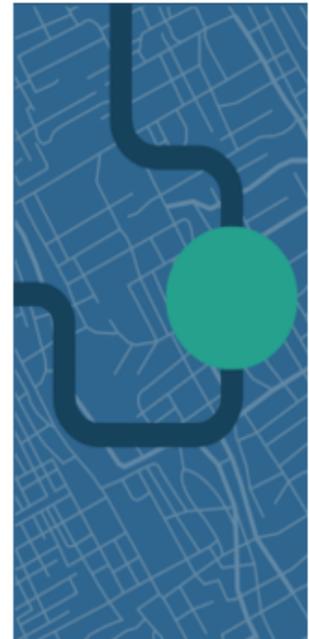


ACE Maintenance & Layover Facility – San Joaquin Regional Rail Commission





**East Channel Street Corridor Improvements
– San Joaquin Regional Rail Commission &
City of Stockton**



**Measure K helps support local transit by
funding ongoing operations**



FISCAL IMPACT:

There is no fiscal impact to SJCOG or its Overall Work Program. This annual report is informational only.

BACKGROUND:

Under the Measure K Expenditure Plan, SJCOG must produce an annual report each fiscal year. The report highlights regional projects that received funding from the program, provides a fiscal overview, and accounts for future transportation investments.

Measure K supports many transportation projects that benefit the people living, working and traveling in San Joaquin County. Those projects could not have been envisioned and accomplished without passage of this progressive measure and the hard work of partner agencies. The benefits – reduced traffic congestion, easier movement for goods and people, safer streets for pedestrians, cyclists and motorists, bus and rail transit, lower greenhouse gas emissions and cleaner air – will continue well into the future.

Voters first approved the Measure K half cent sales tax in 1990 for a 20-year period and again in 2006 for another 30 years through 2041. Measure K continues to make a difference in the lives of residents who benefit every day from improvements to freeways, streets, transit, and bikeways.

NEXT STEPS:

Staff will present this informational item to the remaining SJCOG standing committees and SJCOG Board of Directors.

Prepared by: Melissa Ablang, Assistant Program Specialist

AGENDA ITEM **6**



February 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: Current Grant Opportunities

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:

This is a standing agenda item to share current and future grant opportunities with the Technical Advisory Committee (TAC). The goal is to increase local awareness of state and federal funding opportunities. This staff report provides information on current and upcoming grant opportunities listed in the table below.

Grant	Application Deadline
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	02/24/2026
Communities in Charge – Funding Wave 4	02/27/2026 (Deadline Extended)
HOME Investment Partnerships Program (HOME) Second Amendment	03/30/2026
Factory-Built Housing Regional Pilot Program Round 3 - Final Guidelines available	Spring 2026 (Deadline not yet posted)
Affordable Housing and Sustainable Communities (AHSC) Program Round 10 – Draft Guidelines available	Spring 2026 (Deadline not yet posted)
Community Resilience Center (CRC) Round 2 - Draft Guidelines available	Spring 2026 (Deadline not yet posted)
Transformative Climate Communities (TCC) Round 6 - Draft Guidelines available	Fall 2026 (Deadline not yet posted)

Current Grant Opportunities (Listed by Due Date):

1. Better Utilizing Investments to Leverage Development (BUILD) Grant Program

Federal BUILD grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity;

economic competitiveness and opportunity, including tourism; state of good repair; partnership and collaboration; and innovation.

Cumulative Grant Total: \$1.5 billion

- \$1 million minimum request for rural capital projects
- \$5 million minimum request for urban capital projects
- Planning projects do not have a minimum award size
- \$25 million maximum award

Cost Share Requirement: Urban (Up to 80% Federal Funding)
Rural / Area of Persistent Poverty / Historically
Disadvantaged Communities (Up to 100% Federal Funding)

Application Due Date: 02/24/2026

Website: <https://www.transportation.gov/BUILDgrants/NOFO>

2. Communities in Charge – Funding Wave 4

The California Energy Commission (CEC) has launched the Fast Charge California Project, a \$55 million funding initiative that offers up to 100% reimbursement for the installation of electric vehicle (EV) fast chargers at qualifying sites across the state. Part of the broader California Electric Vehicle Infrastructure Project (CALeVIP), this program aims to expand access to fast-charging infrastructure, particularly in underserved areas. Eligible sites must be publicly accessible and may include convenience stores, gas stations, retail centers, parking lots, and other high-traffic locations. Priority will be given to projects located in tribal areas, disadvantaged communities, and low-income communities.

Eligible Costs: For Communities in Charge Project Sites, the total number of eligible Level 2 Charging Ports and Level 1 Smart Outlets must meet the criteria shown below.

Multi-Family Housing and Related Sites:

- Minimum: 4 eligible charging ports and/or smart outlets
- Maximum: 40 eligible charging ports and/or smart outlets

Proportion of Funds (Eastern Region): \$11.5 million

Local Match Size: None

Application Due Date: February 27, 2026 (Extended Deadline)

Website: <https://thecommunitiesincharge.org/wp-content/uploads/2025/08/CIC-IM-Funding-Wave-4-ADDENDUM-08.01.25-FINAL.pdf>

Notes: Rebates available include: \$8,500 per **Level 2 Charging Port**, \$2,000 per **Level 1 Smart Outlet**, and extra incentives for Tribal sites. Communities in Charge incentives are based on the number of eligible Level 1 Smart Outlets and Level 2 Charging Ports installed. DC Fast Chargers and their associated costs are not eligible for incentives under the Communities in Charge program.

3. HOME Investment Partnerships Program (HOME) Second Amendment

The California Department of Housing and Community Development (HCD) is pleased to announce the release of the 2025 HOME Notice of Funding Availability (NOFA) for the federal HOME Investment Partnerships Program (HOME) funds for project activities. This funding provides loans and grants. Project activities include:

- Multifamily Rental Projects (new construction, acquisition only, and/or rehabilitation with or without acquisition); and
- First-Time Homebuyer (“FTHB”) Projects (subdivision development)

Cumulative Grant Total: \$34 Million (Remaining from 2025 NOFA)

Application Due Date: 03/30/2026

Website: <https://www.hcd.ca.gov/funding/home>

Notes: Eligible state HOME Jurisdiction for the San Joaquin County: Lodi and Mountain House ([Appendix B](#))

4. Factory-Built Housing Regional Pilot Program Round 3 Final Guidelines

The Factory-Built Housing Regional Pilot Program is a California grant initiative that supports regional partnerships to expand the use of factory-built housing as a solution to the state’s housing, climate, and resilience challenges. The program funds projects that accelerate the delivery of affordable, equitable, climate-smart, and disaster-resilient housing by promoting off-site construction methods that reduce costs, shorten timelines, and lower greenhouse gas emissions. By encouraging flexible, regionally driven implementation strategies, the grant helps communities scale sustainable housing solutions that align with local needs and statewide goals.

Grant Types:

Catalyst Grants: early stages of partnership formation, research and analysis, or stakeholder engagement who wish to establish or grow relationships and networks among regional partners, increase regional understanding of factory-built housing solutions and benefits, and/or identify enabling conditions for advancing factory-built housing as an affordable housing solution in their region.

Planning Grants: The FBH Planning Grants support regions that are ready to move beyond early coordination into actionable, scalable planning for factory-built housing. Eligible applicants must have a clear regional vision, strong partnerships, and the authority and capacity to deliver concrete plans, policies, or frameworks that advance factory-built housing as an affordable housing solution.

Cumulative Grant Total: \$10 million
Catalyst Grants: Up to \$500,000 over two-year term
Planning Grants: Up to \$3 million over three-year term
 Local Match Size: None
 Application Due Date: Spring 2026
 Website: <https://sgc.ca.gov/grant-programs/factory-built-housing/factory-built-housing-round-3/>
 Notes: No-cost technical assistance will be available to support applicants with application preparation and Grantees with grant administration and project implementation.

5. Affordable Housing and Sustainable Communities (AHSC) Program Round 10 Draft Guidelines

The Affordable Housing and Sustainable Communities (AHSC) Program funds dense, affordable infill development in transit-rich areas to reduce vehicle miles traveled and support climate goals. The program requires all-electric design and encourages green building, urban greening, and zero-emission vehicles. Funding is awarded competitively across three project types: Transit-Oriented Development (TOD), Integrated Connectivity Projects (ICP), and Rural Innovation Project Areas (RIPA).

Cumulative Grant Total: Based on project type
 Application Due Date: Spring 2026
 Website: https://sgc.ca.gov/wp-content/uploads/R10-DraftGuidelines_ADA_v4_Final.pdf

6. Community Resilience Center (CRC) Round 2 Draft Guidelines

Strategic Growth Council (SGC) released its draft grant application guidelines for their Community Resilience Center, with the applications anticipated to open in Spring 2026. The Community Resilience Centers (CRC) funds planning and implementation grants that advance the development of neighborhood resilience centers that provide shelter and resources during climate emergencies. It also supports year-round community services and programming.

Cumulative Grant Total: \$55 million from the Climate Bond (Prop 4)
Planning Grants: may request between \$100,000 to \$500,000.
Implementation Grants: may request between \$1 million to \$10 million.
 Local Match Size: None
 Application Due Date: Spring 2026
 Website: <https://sgc.ca.gov/grant-programs/crc/>
 Notes: Lead applicants are required to complete the intent to apply survey to indicate their interest in applying and to gain access to the application.

7. Transformative Climate Communities (TCC) Round 6 Draft Guidelines

Strategic Growth Council (SGC) released its draft grant application guidelines for their Transformative Climate Communities, with the applications anticipated to open in Fall 2026. The TCC Program was established to fund community-led and development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. It is divided into Planning, Project Development, and Implementation Grants.

Eligible Costs: Varies by grant

Cumulative Grant Total: \$100 million
Planning Grants: Up to \$300,000
Project Development Grants: Up to \$5 million
Implementation Grants: \$25 to \$35 million each, but smaller amount may be requested.

Local Match Size: None

Application Due Date: Fall 2026

Website: <https://sgc.ca.gov/grant-programs/tcc/round-6/>

RECOMMENDATION:

Information only.

FISCAL IMPACT:

None.

BACKGROUND:

Since September 2023, SJCOG has had a staff member dedicated to tracking current and future grant opportunities. SJCOG recognizes that not all member jurisdictions, transit agencies and other local stakeholders have the capacity to track grants to secure funding for desired plans and projects. The monthly report seeks to expand local capacity by providing information about current and future state and federal grant programs that SJCOG is aware of. This is not intended to be an exhaustive list of all grant funding opportunities. This forum at the TAC meeting will be used, as needed, for coordination of grant asks among member agencies and/or SJCOG, data requests, or requests for letters of support.

Prepared by: Janicia Thedmada, Assistant Regional Planner

AGENDA ITEM 7



February 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: Review and Provide Feedback on 2026 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Framework for Draft Plan Development

RECOMMENDED ACTION: Provide Feedback on Proposed Framework to Guide the Development of the 2026 Draft Plan and Associated Environmental Impact Report (EIR)

DISCUSSION:

SUMMARY:

Staff provided the San Joaquin Council of Governments (SJCOG) Board of Directors with an update in October 2025 on the development of the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The discussion included progress made on revenue projections, demographic forecasts, public outreach, work with the jurisdictions on land-use assumptions, and consultants' technical work.



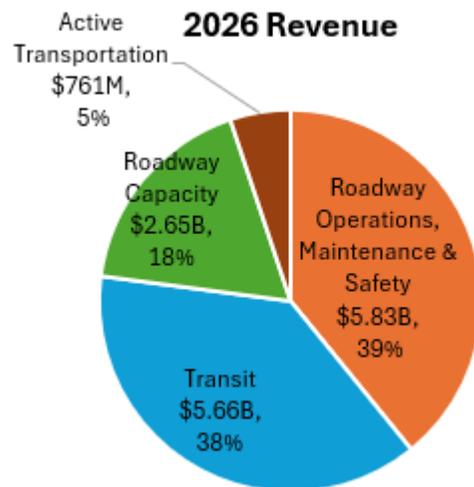
Since October, staff and the consultant team have completed a second round of public engagement and finalized assumptions for the plan's required elements. Today's item represents a final discussion with standing committees and the board before the next major milestone for the 2026 RTP/SCS – completion of the draft plan for public review, expected in April 2026.

As a review, the framework is built around six key forces or foundational pillars shaping the San Joaquin County region: transportation and mobility, jobs and economy, technology, housing, environmental resiliency, and public health. First introduced in the 2022 RTP/SCS, these pillars remain aligned with state and federal priorities and reflect consistent input from cities, community organizations, regional partners, and the public.

The framework also includes policies and strategies that support the pillars and guide regional investments. These policies establish clear direction for transportation investments and ensure consistency between the RTP and the SCS, as required by state and federal law. It also serves as a guide for future project selection decisions by the SJCOG Board and articulates board-directed funding priorities and performance monitoring, while allowing flexibility to respond to changing conditions, new legislation, and evolving regional priorities. The framework is supported by a project list developed in collaboration with local jurisdictions and transit operators, along with funding and revenue estimates over the life of the plan.

These key assumptions for the plan and any changes since the October 2025 discussion are summarized below:

- Revenue:** As previously reported, total projected RTP revenue through 2049 is \$14.9 billion, with no new major funding sources. The categories of transit, active transportation, and operations safety have increased their percentage as a share of total revenue, while roadway expansion continues to decrease as a percentage share compared to the 2022 plan.
- Project List:** With no significant changes in regional priorities since the 2022 plan, the project list, Attachment 1, has only been updated to reflect the deletion of those projects either completed or substantially underway, updates to project costs or other project elements, and the addition of any new projects from SJCOG's member agencies.
- Policies & Strategies:** The policies and strategies presented to the SJCOG Board in October 2025 were substantially the same as in 2022, with updates reflecting completed action items, the addition of strategic next steps to maintain forward momentum for priority policy areas, or regulatory changes. While minor changes to the wording of policies may be recommended as additional input is received, the draft plan will be built with the policies and strategies included as Attachment 2.
- Sustainable Communities Strategy or SCS:** Representing one of the most technically challenging aspects of the RTP process, the SCS ultimately results in a simplified future land use pattern showing where different types of housing, employment, and open space areas may occur. This general idea of future land-use patterns reflects consultation with jurisdictions, but is also rooted in public and stakeholder outreach, demographic forecasts, and policy goals/strategies. The process, described in the October staff report, resulted in four potential land-use patterns that were simply presented to the public through the eyes of a future San Joaquin County resident in a second round of public outreach between



November and January. The results were vetted with the RTP/SCS working group, and a final land-use pattern was recommended. The recommendation took the 2022 plan and blended it with new elements identified by residents during the outreach process – the result is a hybrid, blended land-use pattern that continues to advance the region in meeting state, federal, and regional objectives.



Additional information is in the *Background* section, and both supporting outreach results and technical metrics are included as part of Attachment 3.

- Finally, technical modeling and analysis show that the combination of the four key assumptions presented above results in a plan that continues to meet federal air quality requirements and allows the region to meet state greenhouse gas reduction targets – allowing the region to remain eligible for vital federal and state funding sources.

With final committee input and SJCOG Board direction on assumptions for the draft plan, SJCOG staff and consultant teams will complete final technical analyses, then complete the draft RTP/SCS and associated required

documents for formal public, stakeholder, and state/federal agency review.

RECOMMENDATION:

This is a discussion item, and no formal action is requested. Staff is seeking committee input board direction on the proposed 2026 RTP/SCS assumptions and framework that will guide the development of the draft 2026 plan and start the environmental impact report (EIR).

FISCAL IMPACT:

The development of the 2026 RTP/SCS is programmed in SJCOG’s yearly Overall Work Program (OWP). The RTP/SCS is not a budget document but a comprehensive transportation plan that sets forward policies and identifies eligible transportation improvements for future board funding actions.

BACKGROUND:

Overview

The RTP/SCS is the region's long-range plan that provides guidance for future transportation spending decisions. It integrates transportation planning, land-use assumptions, and sustainability goals to ensure that the region's investments improve mobility, support economic vitality, reduce greenhouse gas emissions, and align with local and regional priorities. The RTP/SCS is updated every four years and has a planning period of a minimum of 20 years.

The 2022 RTP/SCS provided a strong and effective foundation for regional transportation planning, and much of it remains relevant today. Through extensive outreach with the public, cities, transit agencies, and regional partners, staff heard that the investments in the 2022 plan continue to serve the region's needs and should be carried forward. As a result, many policies, strategies, and projects are being carried forward into the 2026 plan with targeted updates to reflect new legislative changes, updated regulations, new data, and evolving regional priorities.

Project List

For the 2026 update, staff worked closely with each jurisdiction and transit agencies to refresh project lists by removing completed projects, adding any new projects from member agencies, and adjusting scopes, costs, or timelines for completion as needed. While the RTP/SCS identifies eligible projects, it does not assign funding; future board actions and funding programs determine which projects are advanced.

Revenue

Revenue estimates were also updated using the latest federal, state, and local funding forecasts, including inflation and recent grant program changes. Together, the policy, project, and financial elements form a coordinated long-range plan for transportation and land use in San Joaquin County.

SCS

The SCS builds on this foundation by updating growth and land-use assumptions in coordination with local jurisdictions and regional forecasts. Scenario planning was used to test how different investment approaches perform across a range of future conditions. Guided by the six foundational pillars, staff and consultants evaluated impacts on greenhouse gas emissions, vehicle miles traveled, transit performance, equity, public health, and overall system performance. These results, summarized in Attachment 3, help shape the proposed general land-use pattern and ensure it meets State Bill 375 targets, federal air quality requirements, and the regional goals.

Let's take a trip to the year 2049...

Meet Anna - A future resident of San Joaquin County

Learn how her life could change based on the decisions we make today.

-  Where will she live?
-  How will she get to work?
-  What will she do for fun?



Outreach

Public and stakeholder engagement is a core part of the 2026 RTP/SCS and ensures the plan reflects community needs and priorities.

Engagement began in spring

2025 using a pre-flight approach that built on existing programs, trusted partnerships, and past outreach to reduce outreach fatigue and strengthen participation.

Engagement continued with the RTP/SCS Working Group, which helped refine the six foundational pillars, reviewed policy direction and investment strategies, and provided feedback on early assumptions and performance measures. The group's input, combined with public feedback, was shared with SJCOG's standing committees and board in October 2025.



Community-based organizations have also been a key part of outreach for three planning cycles. For the 2026 update, SJCOG partnered with Catholic Charities Diocese of Stockton, New Genesis Housing Development, and Reinvent South Stockton Coalition to conduct workshops, surveys, pop-up events, and digital outreach.

Phase one outreach (April–June 2025) gathered early input on transportation, housing, land use, climate resilience, and technology, which directly informed the vision

of the plan, investments, and initial policy framework. Outreach included community events, social media, email campaigns, flyers, and coordination with local partners. The survey was offered in English and Spanish.

Phase two outreach included a second survey that asked the public to evaluate alternative investment strategies using an interactive storytelling map. Results informed the proposed hybrid framework, and public feedback closely aligned with Working Group input. The results are presented as part of attachment 3.

NEXT STEPS:

With input from the SJCOG Board, staff will solidify the 2026 RTP/SCS framework and continue working with the consultant team to begin full modeling and emissions analysis, and the EIR technical work. The draft plan is scheduled to be released in late spring 2026 for public comment and feedback, with the goal of bringing the final plan back to the board for adoption in summer 2026.

ATTACHMENTS:

1. Project List
2. Policies and Strategies
3. Metrics

Prepared by: Edith Verdin, Senior Regional Planner

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6-1: 2026 Regional Transportation Project List - Mainline Highway Improvements Category				
SICOG	I-205 Managed Lanes (I-580/Grant Line to Eleventh) Westbound	Widen from 6 to 8 lanes (inside/outside) in the westbound direction	I-580/Grant Line Road to Eleventh Street	\$62,500,000
SICOG	I-205 Managed Lanes (I-580/Grant Line to Eleventh) Eastbound	Widen from 6 to 8 lanes (inside/outside) in the eastbound direction	I-580/Grant Line Road to Eleventh Street	\$62,500,000
SICOG	I-205 Managed Lanes (Eleventh to MacArthur)	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	\$125,000,000
SICOG	I-205 Managed Lanes (MacArthur to I-5)	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	\$125,000,000
SICOG	SR 99/120 Connector Project Phase 1B	Widen the NB SR 99 to WB SR 120 connector ramp from one-lane to two-lanes; Convert the existing SR 99/120 separation structure to a two-lane connector ramp to serve NB SR 99 to WB SR 120 and construct a new separation structure to serve as the EB SR 120 to NB SR 99 connector ramp; Add a lane in the existing median of WB SR 120 from Main Street to SR 99; Restore the entrance ramp from Austin Road to NB SR 99 and to WB SR 120 by adding a loop ramp that will provide separate traffic movements to SR 99 and SR 120	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	\$145,000,000
SICOG	SR 99/120 Connector Project Phase 1C	Restore the SB exit ramp from SR 99 to Austin Road by constructing a grade separated braided ramp to eliminate the weaving with SR 120 merging traffic; Relocate the NB SR 99 exit ramp to Austin Road to accommodate the loop on ramp; Relocate the SR 99 frontage road for approximately 0.8 miles to accommodate the loop on ramp; Add a lane in the existing median of EB SR 120 from Main Street to SR 99; Add a lane in each direction on SR 99 from the SR 99/120 separation to approximately 1.7 mile south of the Austin Road overhead by shifting the median away from the UPRR ROW and relocating portions of the frontage road	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	\$65,000,000

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6.2: 2026 Regional Transportation Project List - Interchange Improvements Category				
Lathrop	I-5 / Louise Avenue Interchange Reconstruction	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue	\$ 48,247,384
Lathrop	I-5 / Lathrop Road Interchange Reconstruction	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road	\$ 39,146,000
Lathrop	SR 120 / Yosemite Ave / Guthmiller Road Interchange Reconstruction	Reconstruct interchange	SR 120 at Yosemite Ave/Guthmiller Road	\$ 31,000,000
Lathrop	I-5 / Roth Road Interchange Reconstruction	Reconstruct interchange (P.M. 19.6/20.1)	I-5 at Roth Road	\$ 43,565,864
Lodi	SR 99 / SR 12 West (Kettleman Lane) Interchange Reconstruction	Reconstruct interchange and widen to free flowing interchange	SR 99 at SR 12 West (Kettleman Lane)	\$ 35,000,000
Lodi	SR 99 / Harney Lane Interchange Reconstruction	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney between Reynolds Ranch Pkwy and SR 99 and modify on-ramps and off-ramps	SR 99 at Harney Lane	\$ 35,000,000
Manteca	SR 120 / Airport Way Interchange Reconstruction	Reconstruct interchange	SR 120 at Airport Way	\$ 83,000,000
Manteca	SR 120 / Main Street Interchange Reconstruction	Reconstruct interchange	SR 120 at Main Street	\$ 75,000,000
Manteca	SR 99 / Raymus Expressway New Interchange - ENVIRON ONLY	Construction of new interchange - ENVIRONMENTAL ONLY	SR 99 at Raymus Expressway	\$ 3,000,000
Manteca	SR 99 / Roth Road New Interchange - ENVIRON ONLY	Construct new interchange at SR 99 and Roth Road - ENVIRONMENTAL ONLY	SR 99 at Roth Road	\$ 3,000,000
Manteca	SR 99 / Louise Ave Overcrossing - ENVIRON ONLY	Reconstruct Louise Ave overcrossing at SR 99 - ENVIRONMENTAL ONLY	SR 99 at Louise Ave	\$ 3,000,000
Stockton	I-5 / Hammer Lane Interchange Modification & Auxiliary Lanes	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	\$ 35,000,000
Stockton	I-5 / Otto Drive New Undercrossing	Construction of a new undercrossing (PM 33.3/34.2)	I-5 at Otto Drive	\$ 74,000,000
Stockton	I-5 / Eight Mile Road Interchange Modification	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road	\$ 35,000,000
Stockton	SR 99 / Eight Mile Road Interchange Reconstruction	Reconstruct Interchange (PM 35.1-35.5)	SR 99 at Eight Mile Road	\$ 85,836,686
Stockton	SR 99 / Morada Interchange Reconstruction	Reconstruct interchange (PM 23.5-24.5)	SR 99 at Morada	\$ 74,000,000
Tracy	I-205 / Lammers Road / Eleventh Street New Interchange	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
Tracy	I-205 / Mountain House / International Pkwy Interchange Reconstruction	Reconstruct interchange	I-205 at Mountain House Parkway	\$ 54,039,000
Tracy	I-205 / Grant Line Road Interchange Modification	Modification of existing interchange	I-205 at Grant Line Road	\$ 32,574,820
Tracy	I-205 / Chrisman Road New Interchange	Phase 1: Construct new interchange east-west ramps	I-205 at Chrisman Rd	\$ 36,056,267
Tracy	I-205 / MacArthur Drive Interchange modification - ENVIRON ONLY	Modification of existing interchange - ENVIRONMENTAL ONLY	I-205 at MacArthur (PM 7.8 -PM 8.5)	\$ 2,500,000
Tracy	I-580 / Corral Hollow Road Interchange Modification	Modification of existing interchange	I-580 at Coral Hollow Road	\$ 70,800,000
Tracy	I-580 / Lammers Road New Interchange - ENVIRON ONLY	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road	\$ 3,500,000
Tracy	I-580 / Iron Horse New Interchange - ENVIRON ONLY	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Iron Horse	\$ 3,000,000

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6.3: 2026 Regional Transportation Project List - Regional Roadway Improvements Category				
Escalon	McHenry Avenue Complete Street Project	Reconstruct McHenry Avenue to install complete street improvements, including sidewalks, bike lane, and a center median. The project will maintain one travel lane in each direction until Narcissus and will reduce travel lanes from Narcissus to First Street	Jones Avenue to First Street	\$ 4,000,000
Escalon	SR 120/Brennan Avenue Intersection Improvements	Intersection improvements	SR 120 at Brennan Avenue	\$ 561,383
County	Grant Line Road Realignment	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements, construct grade separation at UPRR ROW	Tracy City Limits to 11th Street	\$ 73,968,000
County	Eleventh Street Operational & Safety Improvements	Operational and safety improvements along corridor and at intersections	Tracy City Limits to I-5	\$ 18,314,927
County	Airport Way Widening	Widen from 2 to 4 lanes	Roth Road to French Camp Road	\$ 10,000,000
County	Escalon Bellota Road Widening	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road	\$ 17,000,000
County	Mariposa Road Widening	Widen roadway from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes	Austin Road to Jack Tone Road	\$ 24,720,000
County	Howard Road Passing Lanes & Channelization	Passing lanes and channelization	Tracy Blvd to Matthews Road	\$ 33,102,365
County	Tracy Boulevard Passing Lanes & Channelization	Passing lanes and channelization	I-205 to Howard Road	\$ 10,400,717
County	Roth Road Widening	Widen from 2 to 4 lanes with shoulders	UPRR to Airport Way	\$ 9,451,193
Lathrop	Golden Valley Parkway: Construct New 2-Lane Roadway	Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$ 9,438,908
Lathrop	Golden Valley Parkway: Construct New 4-Lane Roadway	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	\$ 58,332,452
Lathrop	Golden Valley Parkway Widening	Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$ 9,438,908
Lathrop	Roth Road Widening	Construct improvements to widen Roth Rd from 2-lanes to 6-lanes	I-5 to UPRR Driveway	\$ 16,975,873
Lathrop	Harlan Road Realignment & Signalization	Realign Harlan Road and construct a new signalized intersection at Harlan Road and Roth Road	Harlan Road north & south of Roth Road	\$ 21,500,000
Lodi	Harney Lane Widening	Widen from 2/3 lane collector to 4 lane divided arterial	Hutchins Street to Lower Sacramento Road	\$ 22,470,940
Lodi	Victor Road (SR-12) Widening & Improvements	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median seperation with landscape	Between SR 99 to Central California Traction railroad tracks.	\$ 7,649,089
Lodi	Ham Lane Widening	Widen 2/3 lanes to 4 lanes	Lodi Avenue to Elm Street	\$ 3,000,000
Manteca	Atherton Drive: Construct New 4-Lane Roadway	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road	\$ 3,216,322
Manteca	Airport Way Widening 2 to 4 Lanes	Widen from 2 to 4 lanes	SR 120 to Yosemite Avenue	\$ 15,289,176
Manteca	Airport Way Widening 2 to 4 Lanes	Widen from 2 to 4 lanes	Yosemite Avenue to Lathrop Road	\$ 9,232,004
Manteca	Airport Way Widening	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	\$ 12,870,220
Manteca	Airport Way Widening	Widen from 4 to 6 lanes	SR 120 to Lathrop Road	\$ 14,685,337
Manteca	Louise Avenue Roadway Improvement	Roadway Improvement	Main Street to SR 99	\$ 2,155,878
Manteca	Lathrop Road Roadway Improvement	Roadway Improvement	East of UPRR to SR 99	\$ 10,000,000
Manteca	Raymus Expressway: Construct New 4-Lane Expressway	Construct new 4-lane expressway	Main Street to SR 99	\$ 13,451,584
Manteca	Raymus Expressway: Construct New 2-Lane Expressway	Construct new 2 lane expressway	SR 120 to Woodward Avenue	\$ 6,001,679
Manteca	Atherton Drive: Construct New 4-Lane Expressway	Construct new 4 lane roadway	Woodward Avenue to McKinley Avenue	\$ 4,976,800
Manteca	Raymus Expressway: Construct New 2-Lane Expressway	Construct new 2 lane expressway	Woodward Avenue to Main Street	\$ 17,024,331
Manteca	Roth Road Extension - ENVIRON ONLY	Extension of Roth Road to new HWY 99 Interchange - ENVIRONMENTAL ONLY	Airport Way to SR 99	\$ 3,000,000
Mountain House	Byron Road Widening	Widen from 2 to 4 lanes	Alameda County to Wicklund Road	\$ 70,000,000
Ripon	Jack Tone Road, Phase 1, Widening	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue	\$ 12,684,067
Ripon	Jack Tone Road Widening - ENVIRON ONLY	Widen from 2 to 6 lanes - ENVIRONMENTAL ONLY	Clinton Ave to Smit Lane	\$ 18,116,201
Ripon	W. Ripon Road Widening - ENVIRON ONLY	Widen from 2 to 6 lanes - ENVIRONMENTAL ONLY	Jack Tone Road to Olive Expressway	\$ 11,517,251
Ripon	Canal Boulevard 4-Lane Extension - ENVIRON ONLY	Construct 4-lane extension of Canal Boulevard - ENVIRONMENTAL ONLY	Jack Tone Road to Olive Expressway	\$ 5,297,935
Ripon	Garrison Road 2-Lane Extension / Gap Closure	Construct 2-lane extension of Garrison Road	Maple Avenue to 500 ft east of Acacia Avenue	\$ 4,249,429
Ripon	Olive Expressway: Construct New 6-Lane Roadway - ENVIRON ONLY	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway	\$ 3,000,000

Ripon	River Road Widening - ENVIRON ONLY	Widen from 2 to 6 lanes - ENVIRONMENTAL ONLY	Hoff Road to SR 99 Frontage Road	\$ 11,775,531
Stockton	Morada Lane Widening	Widen from 3 to 6 lanes	West Lane to UPRR	\$ 11,693,597
Stockton	Alpine Avenue Widening & Improvements	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way	\$ 27,030,190
Stockton	Arch Road Widening	Widen from 2 to 6 lanes	Fite Court to Frontier Way	\$ 2,293,470
Stockton	Arch Road Widening	Widen from 2 to 6 lanes	Frontier Way to SR 99	\$ 7,208,051
Stockton	Maranatha Drive: Construct New 4-Lane Roadway	Construction of new 4 lane road	March Lane to Hammer Lane	\$ 9,665,341
Stockton	Maranatha Drive: Construct New 4-Lane Roadway	Construction of new 4 lane road	Wilson Way to March Lane	\$ 17,037,212
Stockton	Lower Sacramento Road Widening Segment 1	Widen from 4 to 6 lanes	Armor Drive to Morada Lane	\$ 6,716,593
Stockton	Lower Sacramento Road Widening Segment 2	Widen from 2 to 6 lanes	Marlette Road to Pixley Slough	\$ 38,006,086
Stockton	Lower Sacramento Road Widening	Widen from 4 to 6 lanes	Morada Lane to Hammer Lane	\$ 22,510,176
Stockton	Airport Way Intersection & Operational Improvements	Intersection and operational improvement	Harding Way to Industrial Road	\$ 7,975,894
Stockton	Eight Mile Road Widening	Widen from 2 to 6 lanes	New Road D to New Road F	\$ 4,171,102
Stockton	Eight Mile Road Widening	Widen from 2 to 6 lanes	New Road F to New Road E	\$ 7,994,614
Stockton	Eight Mile Road Widening	Widen from 5 to 6 lanes	I-5 to Thornton Road	\$ 12,360,000
Stockton	Eight Mile Road Widening	Widen from 2 to 6 lanes	Thornton Road to Lower Sacramento Rd	\$ 30,900,000
Stockton	Eight Mile Road Widening	Widen from 2 to 8 lanes	Lower Sacramento Rd to West Lane	\$ 9,270,000
Stockton	Eight Mile Road Widening	Widen from 2 to 6 lanes	West Lane to Holman Road	\$ 15,450,000
Stockton	Eight Mile Road Widening	Widen from 2 to 6 lanes	Holman Road to SR 99	\$ 20,600,000
Stockton	Arch Road Widening	Widen from 2 to 6 lanes	Newcastle Road to Fite Court	\$ 9,270,000
Stockton	French Camp Road Widening	Widen from 2 to 6 lanes	Wolfe Road to Manthey Road	\$ 10,300,000
Stockton	March Lane 8-Lane Extension	Construction of new 8 lane road	Holman Road to SR 99	\$ 30,900,000
Stockton	Mariposa Road Widening 2 to 4 Lanes	Widen from 2 to 4 lanes	Stagecoach Road to Austin Road	\$ 51,126,794
Tracy	Corral Hollow Road Widening	Widen from 2 to 4 lanes	Parkside Drive to Linne Road	\$ 29,693,577
Tracy	Schulte Road 4-Lane Extension	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road	\$ 20,091,970
Tracy	Grant Line Road Widening	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	\$ 7,583,207
Tracy	Grant Line Road Widening	Widen from 3 to 4 lanes	Byron Road to Lammers Road	\$ 8,534,966
Tracy	Corral Hollow Road Widening & CON of 2 Bridges	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	\$ 44,125,289
Tracy	MacArthur Drive 4-Lane Extension & Railroad Grade Separation	Extend 4 lane roadway on new alignment and construct railroad grade separation	Mt Diablo Road to Eleventh Street	\$ 27,318,175
Tracy	Tracy Blvd Widening 4-Lane Minor Arterial to 4-Lane Major Arterial	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street	\$ 20,041,667
Tracy	Lammers Road Widening 2 to 4 Lanes (Kimball High south to Ellis Town Drive) - ENVIRON ONLY	Widen 2 to 4 lanes including ROW to match precise line plan - ENVIRONMENTAL ONLY	Kimball High south to Ellis Town Drive	\$ 850,000

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6.4: 2026 Regional Transportation Project List - Railroad Crossing Safety Improvements				
Escalon	Yosemite Ave / McHenry Ave / BNSF Grade Separation - ENVIRON ONLY	Construct a grade separation in Escalon at the BNSF Railroad - ENVIRONMENTAL ONLY	On Yosemite Avenue (SR-120) and on McHenry Avenue at BNSF	\$ 5,000,000
Lathrop/County	Roth Road / UPRR Grade Separation (Oakland Sub.)	Construct grade separation improvements	Roth Road / UPRR Grade Separation (Oakland Sub.)	\$ 40,730,000
Lathrop	Roth Road / UPRR Grade Separation (Fresno Sub.)	Construct grade separation improvements	Roth Road / UPRR Grade Separation (Fresno Sub.)	\$ 50,560,000
Manteca	Airport Way / UPRR Five-Lane Grade Separation	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Northgate Drive	\$ 23,250,000
Stockton	Alpine Avenue / UPRR (West)	Construct at-grade quiet zone improvements	On Alpine Avenue at UPRR west of Coronado Avenue	\$ 5,000,000
Stockton	Alpine Avenue / UPRR (East) - ENVIRON ONLY	Construct a 4 lane grade separation - ENVIRONMENTAL ONLY	On Alpine Avenue at UPRR between West Lane and Montego Avenue	\$ 5,000,000
Stockton	West Lane / UPRR	Construct a 6 lane grade separation	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	\$ 44,230,000
Stockton	Dr Martin Luther King Boulevard Underpass Reconstruction	Reconstruct grade separated underpass	On Dr Martin Luther King Boulevard between Grant Ave and Airport Way	\$ 56,500,000
Stockton	Hazelton Avenue / UPRR - ENVIRON ONLY	Construct grade separation - ENVIRONMENTAL ONLY	Hazelton Avenue and UPRR	\$ 5,000,000
County	Lower Sacramento Road / UPRR Grade Separation	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	\$ 42,000,000

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6-5: 2026 Regional Transportation Plan Project List - Bus Transit Improvements Category				
Escalon	eTrans Transit Operations	Costs associated with eTrans fixed route & demand response transit system	City of Escalon	\$9,225,905
Escalon	eTrans Capital Improvements	Bus Replacements, passenger amenities, and miscellaneous equipment	City of Escalon	\$1,419,370
Escalon	Replace two transit vehicles	Replace two transit vehicles with two EV minibuses	City of Escalon	\$800,000
Lathrop	Transit Operations	Operate Lathrop Transit microtransit and school tripper fixed route service (for 8 years of service)	City of Lathrop	\$9,600,000
Lathrop	ADA Paratransit Service	ADA paratransit operations for Lathrop Transit, when fixed route begins in year 5	City of Lathrop	\$1,500,000
Lathrop	Purchase Buses	Purchase expansion and replacement buses for Lathrop Transit	City of Lathrop	\$5,250,000
Lathrop	Preventative Maintenance	Maintain Lathrop Transit vehicles	City of Lathrop	\$240,000
Lathrop	Security	Security enhancements for Lathrop Transit	City of Lathrop	\$120,000
Lathrop	Safety	Safety compliance for Lathrop Transit	City of Lathrop	\$90,000
Lathrop	Training	Employee training for City of Lathrop Transit Staff	City of Lathrop	\$40,000
Lathrop	Construct Bus Parking Area	Construct a bus parking area for Lathrop Transit	City of Lathrop	\$400,000
Lathrop	Purchase Bus Shelters	Purchase bus shelters for RTD and Lathrop Transit fixed routes	City of Lathrop	\$125,000
Lathrop	Transit Planning	Planning support for Lathrop Transit	City of Lathrop	\$2,400,000
Lodi	Grapeline Transit Operations	Transit Operations (Fixed Route & Paratransit/Dial-a-Ride from SRTP: FYs 26-27 - 33-34)	City of Lodi	\$55,044,609
Lodi	Grapeline Bus Replacements	Purchase replacement buses (9 Buses & 24 Cutaways from SRTP)	City of Lodi	\$18,502,000
Lodi	Grapeline Capital	Bus stop/shelters improvements	City of Lodi	\$1,339,587
Lodi	Grapeline Capital	Transit Facility Improvements (Transit Station, parking structure, bus wash)	City of Lodi	\$2,700,000
Lodi	Transit Facilities Safety & Security System	Safety and security for Lodi Grapeline service	City of Lodi	\$300,000
Lodi	Southwest Transit Transfer Station	Plan, design, and construct new transit transfer station in southwest Lodi	City of Lodi	\$4,264,528
Lodi	Grapeline Capital	Zero Emission Bus (ZEB) Infrastructure (Chargers)	City of Lodi	\$1,948,000
Lodi	Grapeline Capital	Radio/Communication Upgrade	City of Lodi	\$125,000
Lodi	Grapeline Capital	Intelligent Transportation System (ITS) upgrades	City of Lodi	\$1,200,000
Lodi	Grapeline Capital	CNG Fueling Station	City of Lodi	\$1,300,000
Lodi	Grapeline Capital	Lodi Transit Station Mobility Hub Improvements (Reconfigurations, install of mobility hub features, bicycle support program etc)	City of Lodi	\$600,000
Manteca	Manteca Transit Operations	Transit Operations (Fixed Route & Dial-a-Ride from SRTP: FYs 26/27 - 33/34)	City of Manteca	\$48,342,940
Manteca	Manteca Transit Rolling Stock	Purchase of replacement and new buses	City of Manteca	\$12,842,367
Manteca	Passenger Amenities	Bus shelters/benches/etc, pedestrian improvements, lighting, infoposts, brochure/map displays, wi-fi for buses, ADA equip., etc.	City of Manteca	\$800,000
Manteca	ITS Project	Automated counters, AVL equip., farebox equip., advertising monitors for buses, security cameras, paratransit software/hardware, etc.	City of Manteca	\$950,000
Manteca	Transit Safety & Security	Install AVL/real time technology on buses and at transit center, security cameras at transit center and at major bus stops.	City of Manteca	\$1,500,000
Manteca	Transit Center Improvements	Improvements to the Manteca Transit Center	City of Manteca	\$3,083,000
Manteca	Bus Maintenance & Storage Facility	Construct a bus maintenance and storage facility	City of Manteca	\$19,393,682
Manteca	Administrative Vehicle	Purchase electric administrative vehicle and related charging infrastructure	City of Manteca	\$50,000
Manteca	Manteca Transit Planning	Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years	City of Manteca	\$1,078,721
Manteca	Bus Enhancements	Enhancements for Manteca Transit buses	City of Manteca	\$5,500,000
Manteca	Travel Training	Training to assist customers in using transit services	City of Manteca	\$1,693,560
Ripon	Blossom Express Transit Operations	Transit Operations (Fixed Route & Dial-a-Ride)	City of Ripon	\$5,677,480
Ripon	Ripon Bus Purchases	Purchase of replacement and expansion buses	City of Ripon	\$5,961,354
Ripon	Transit Capital Improvements	Construct benches, shelters, and transit maintenance facility	City of Ripon	\$5,407,800
Ripon	Ripon Multimodal Station	Construct Multimodal Station	City of Ripon	\$8,232,346
Tracy	TRACER Transit Operations	Transit Operations (Fixed Route & Demand Response from SRTP: FYs 26/27 - 33/34)	City of Tracy	\$82,008,866
Tracy	Maintenance Facility Land Purchase	Property acquisition for new bus maintenance facility	City of Tracy	\$2,000,000
Tracy	Maintenance Facility (Design & Construction)	Design of the new bus maintenance facility	City of Tracy	\$54,000,000
Tracy	Bus Fleet Purchases	Purchase buses to run transit service	City of Tracy	\$33,000,000
Tracy	Mall Transfer Station/Mobility Hubs	Bus stop and transfer station improvements	City of Tracy	\$2,000,000
Tracy	Stop relocations	Stop relocations	City of Tracy	\$250,000
Tracy	Bus stop improvements	Bus stop improvements	City of Tracy	\$5,000,000
Tracy	Real-Time signage	Real-Time signage	City of Tracy	\$500,000
Tracy	On-Demand Software	On-Demand Software	City of Tracy	\$500,000
Tracy	ITS Project	ITS Project	City of Tracy	\$1,400,000
Tracy	TTS Generator	TTS Generator	City of Tracy	\$1,300,000
Tracy	Transit Asset Management (TAM)	Transit Asset Management (TAM) program	City of Tracy	\$100,000
RTD	Transit Operations	Transit Operations (Fixed Route & Demand Response from SRTP: FYs 26/27 - 33/34) - BRT, SMA, Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!	SMA, San Joaquin County, San Joaquin County to Bay Area	\$599,040,632
RTD	Bus Electrification / Power Distribution	Renewable energy solutions for facility & fleet energy consumption	San Joaquin County	\$8,347,500
RTD	Bus Electrification / Power Distribution	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost.	San Joaquin County	\$7,950,000
RTD	Bus Electrification / Power Distribution	Hydrogen fueling station	San Joaquin County	\$13,000,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 49 Electric Hybrid 40' Buses	San Joaquin County	\$142,100,000

RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 4 MCI Commuter Buses	San Joaquin County to Bay Area	\$12,400,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 Nova Hybrid LF Articulated 60' Buses	San Joaquin County	\$26,400,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 26 Cutaway Buses	San Joaquin County	\$37,700,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 20 Van Go Buses	San Joaquin County	\$13,000,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 25 Zero-Emission 40' Buses	San Joaquin County	\$87,500,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Purchase 10 Hydrogen Fuel Cell Buses	San Joaquin County	\$16,000,000
RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Bus component rebuild and parts	San Joaquin County	\$2,000,000
RTD	Safety and Security	Emergency Command Center	San Joaquin County	\$1,200,000
RTD	Safety and Security	Vehicle rear-end accident prevention	San Joaquin County	\$75,000
RTD	Safety and Security	Entrance door access system with smart technology	San Joaquin County	\$1,200,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Boardroom Technology Refresh	San Joaquin County	\$100,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - End-User Computer Refresh	San Joaquin County	\$145,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Security Info. & Event Management (SIEM)	San Joaquin County	\$60,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - IT Specific computers (6)	San Joaquin County	\$25,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Backup storage (replace QNAP)	San Joaquin County	\$50,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Digital signage controllers	San Joaquin County	\$15,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - Customer Interactive Kiosk (4)	San Joaquin County	\$70,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Hardware - GPS monitoring for non-rev fleet	San Joaquin County	\$10,500
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Cybersecurity	San Joaquin County	\$180,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Real time bus locator	San Joaquin County	\$20,000
RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Software - Remote Monitoring and Management (RMM)	San Joaquin County	\$50,000
RTD	Planning / Study / Training, Outreach and Research Projects	RTD's Title VI Program update as required by FTA every 4 years	San Joaquin County	\$100,000
RTD	Facilitates Improvement and Update	RTC parking lot development - cell tower removal	San Joaquin County	\$125,000
RTD	Facilitates Improvement and Update	RTC Portable Maintenance Koni lifts (20)	San Joaquin County	\$210,000
RTD	Facilitates Improvement and Update	RTC Building exhaust fans (40)	San Joaquin County	\$75,000
RTD	Facilitates Improvement and Update	CTC Slurry Seal	San Joaquin County	\$335,000
RTD	Facilitates Improvement and Update	RTC Gas Heaters	San Joaquin County	\$58,000
RTD	Facilitates Improvement and Update	RTC HVAC Units (14)	San Joaquin County	\$5,250,000
RTD	Facilitates Improvement and Update	RTC HVAC Split Systems	San Joaquin County	\$105,000
RTD	Facilitates Improvement and Update	RTC Roll-Up Doors	San Joaquin County	\$401,000
RTD	Facilitates Improvement and Update	Proterra Overhead Charger	San Joaquin County	\$1,725,000
RTD	Facilitates Improvement and Update	RTC Bus Wash & Bio System	San Joaquin County	\$1,300,000

RTD	Facilitates Improvement and Update	RTC Free Standing Shop Equipment	San Joaquin County	\$55,000
RTD	Facilitates Improvement and Update	Furniture (breakrooms, RTC, DTC, CTC)	San Joaquin County	\$109,000
RTD	Facilitates Improvement and Update	Refrigerators and Ice Machines (one in every breakroom)	San Joaquin County	\$30,000
RTD	Facilitates Improvement and Update	Fork lift	San Joaquin County	\$75,000
RTD	Facilitates Improvement and Update	DTC Cross-walk Restripe	San Joaquin County	\$150,000
RTD	Facilitates Improvement and Update	DTC Cabinets for RTD Legacy Gear	San Joaquin County	\$12,000
RTD	Facilitates Improvement and Update	Double Door RTC	San Joaquin County	\$75,000
RTD	Facilitates Improvement and Update	Recliners (RTC & CTC)	San Joaquin County	\$55,000
RTD	Facilitates Improvement and Update	UTS HVAC	San Joaquin County	\$375,000
RTD	Facilitates Improvement and Update	Cost associated with capital improvement and upgrade at RTD's admin and maintenance facilities	San Joaquin County	\$4,000,000
RTD	Facilitates Improvement and Update	Projection for the next 5 year rehabilitation/renovations at RTD's admin and maintenance facilities	San Joaquin County	\$34,000,000
RTD	Support Vehicles - Acquisition / Rehab / Renovation	To purchase, refurb and rehab support vehicles for RTD's admin/maintenance	San Joaquin County	\$2,044,176
RTD	Hydrogen Refueling Trailer and Maintenance Building Retrofit	Hydrogen Refueling Trailer and Maintenance Building Retrofit as part of an overall Hydrogen Fuel Cell Electric Bus Pilot Project	San Joaquin County	\$8,600,000

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6-6: 2026 Regional Transportation Plan Project List - Rail Corridor Improvements Category				
Tri-Valley / SJV	Valley Link Rail Service Phase 1	Once completed, the project will create a new 22-mile passenger rail transit system connecting the cities of Dublin, Pleasanton, Livermore, and the Mountain House with all-day, bi-directional service. Currently in Environmental.	Connecting the cities of Dublin, Pleasanton, Livermore, and Mountain House	\$ 90,000,000
SJRR	ACE Capital - Capital Spares and Preventative Maintenance	SJRR shared costs for the overall maintenance of vehicles	ACE Capital	\$ 6,454,110
SJRR	Cabral Station Track Extension	Allow SJRR 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	\$ 70,785,255
SJRR	Valley Rail Passenger Rail Expansion: Lodi Station and Trackwork	Lodi Station and Trackwork	City of Lodi	\$ 64,720,921
SJRR	Valley Rail Passenger Rail Expansion: Hammer Lane Siding Upgrade	Hammer Lane Siding Upgrade	City of Stockton	\$ 11,464,640
SJRR	Valley Rail Passenger Rail Expansion: Lathrop Wye and Track Extension	Lathrop Wye and Track Extension	Proximity to Cities of Lathrop / Manteca	\$ 71,789,217
SJRR	Valley Rail Passenger Rail Expansion: Manteca Station	Manteca Station	City of Manteca	\$ 42,673,301
SJRR	Valley Rail Passenger Rail Expansion: Calla to Ripon Track Extension	Calla to Ripon Track Extension		\$ 39,542,300
SJRR	Valley Rail Passenger Rail Expansion: North Lathrop Transfer Station	North Lathrop Transfer Station	City of Lathrop	\$ 119,848,754
SJRR	Valley Rail Passenger Rail Expansion: Ripon Station and Trackwork	Ripon Station and Trackwork	City of Ripon	\$ 72,670,454
SJRR	Valley Rail Passenger Rail Expansion: San Joaquin Street Layover	San Joaquin Street Layover	City of Stockton	\$ 17,036,300
SJRR	ACE Capital - Layover and Maintenance Facility	Maintenance Facility Expansion Debt Service	City of Stockton	\$ 67,000,000
SJRR	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 integrated Valley Rail operations and other connecting services	ACE Operational Corridor and Station Planning Areas	\$ 50,000,000
SJRR	ACE Operations	Valley Rail Service Operations (For first 10 years)	San Joaquin County to Sacramento and San Jose	\$ 1,005,546,720
SJRR	Minor Capital	Miscellaneous minor capital improvements including station and yard improvements, station and yard track, and wayside power.	ACE Operational Corridor and Station Planning Areas	\$ 500,000
SJRR	ACE Platform Extensions (Tracy, Lathrop-Manteca Platforms)	The project involves extending the platforms at two existing ACE stations in Lathrop/Manteca and Tracy.	Cities of Tracy, Lathrop, Manteca	\$ 5,000,000
SJRR	Stockton Diamond Grade Separation	In Stockton, Construct track connections and grade separate the BNSF Stockton Subdivision and UPRR Fresno Subdivision diamond crossing	City of Stockton	\$ 230,000,000

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT COST
Table 6-7: 2026 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category			
San Joaquin County	Stockton Metro Airport	Runway 11R-29L Rehabilitation (Crack & Slurry Seal)	\$ 1,982,370
San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 1 Environmental, Design & Construction	\$ 7,300,000
San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 2 Construction	\$ 21,060,100
San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 3 Construction	\$ 21,060,100
San Joaquin County	Stockton Metro Airport	Commercial Apron asphalt rehabilitation	\$ 800,000
San Joaquin County	Stockton Metro Airport	ARFF Vehicle Replacement	\$ 1,500,000
San Joaquin County	Stockton Metro Airport	ATCT Replacement	\$ 30,000,000
Tracy	Tracy Municipal Airport	Relocate Taxiway D (Design/Construct)	\$ 993,000
Tracy	Tracy Municipal Airport	Medium Intensity Taxiway Edge Lights Taxiways A, B, D, E, F, and G (Design/Construct)	\$ 1,881,000
Tracy	Tracy Municipal Airport	New Terminal Building (3,060 stf) w/ Parking Lot & Apron Connection and Utilities (Design)	\$ 379,000
Tracy	Tracy Municipal Airport	Reconstruct Tee Hangar Taxilanes Hangar H1 Area (Design/Construct)	\$ 483,000
Tracy	Tracy Municipal Airport	New Terminal Building (3,060 stf) w/ Parking Lot & Apron Connection and Utilities (Construct)	\$ 2,400,000
Tracy	Tracy Municipal Airport	Construct AAM Vertiport and 2AAM Parking Spaces and Charging (30,500 sq. ft) (Design/Construct)	\$ 1,393,000
Tracy	Tracy Municipal Airport	Construct AAM Hanger - 2 Hangars (Design/Construct)	\$ 1,759,845
Tracy	Tracy Municipal Airport	New Wash Rack (14,420 sq. ft) (Design/Construct)	\$ 501,000
Tracy	Tracy Municipal Airport	Construct 14 New Hangars (Design/Construct)	\$ 1,576,570
Tracy	Tracy Municipal Airport	Construct eCTOL Aircraft Parking and Charging Stations (Design/Construct)	\$ 841,000
Tracy	Tracy Municipal Airport	Construct AAM Terminal and Auto Parking Lot (Design/Construct)	\$ 1,770,000
Tracy	Tracy Municipal Airport	Future Development - Land Acquisition	\$ 1,431,250
Tracy	Tracy Municipal Airport	Helicopter Parking Apron - Phase 1 (2 parking positions, 33,200 Sq. Ft) (Design/Construct)	\$ 1,063,000
Tracy	Tracy Municipal Airport	Fuel Island Relocation (Design/Construct)	\$ 1,829,500
Tracy	Tracy Municipal Airport	Aviation Easement	\$ 200,000
Tracy	Tracy Municipal Airport	Upgrade Runway Lighting and Signage to LED (Design/Construct)	\$ 500,000
Tracy	Tracy Municipal Airport	Construct Runway 12-30 Blast Pads (Design/Construct)	\$ 707,000
Tracy	Tracy Municipal Airport	Runway, Taxiway, and Apron Crack Seal and Slurry Seal; Revise Marking (Design/Construct)	\$ 2,863,000
Tracy	Tracy Municipal Airport	Apron Expansion - Phase 1; Reconfigure Taxiway D (Design/Construct)	\$ 1,538,000
Tracy	Tracy Municipal Airport	Relocate AWOS (Design/Construct)	\$ 674,000
Tracy	Tracy Municipal Airport	Wildlife Hazard Management Plan	\$ 75,000
Tracy	Tracy Municipal Airport	Helicopter Parking Apron - Phase 2 (1 parking positions, 15,110 Sq. FT) (Design/Construct)	\$ 605,000
Tracy	Tracy Municipal Airport	Construct AAM Hangar - 2 Hangars (Design/Construct)	\$ 1,568,100
Tracy	Tracy Municipal Airport	Construct 2 Additional AAM Parking Spaces and Charging (Design/Construct)	\$ 554,000
Tracy	Tracy Municipal Airport	Construct 14 New Hangars (Design/Construct)	\$ 1,374,000
Tracy	Tracy Municipal Airport	Expand SASO (Design/Construct)	\$ 1,358,800

AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6-8: 2026 Regional Transportation Plan Project List - Active Transportation & Community Enhancement Projects Category				
Escalon	Main Street	Main Street Bike and Pedestrian Improvements	(1st to 4th & 3rd to St. John)	\$1,998,760
County	Harrison Elementary Active Transportation	Construction of new sidewalks, crossing enhancements, and a new signal to improve safety and connectivity for residents and children in the neighborhood of Harrison Elementary.	In proximity to Harrison Elementary School.	\$4,889,000
County	Boggs Tract Sustainable Transportation Improvements	Construct Pedestrian and Bicycle facilities on portions of eight roads within the Boggs Tract community	Portions of Ventura, Hazelton, Los Angeles, Fresno, and Scotts Avenues, and Church, Sonora, and Washington Streets.	\$5,531,000
County	Countywide Sidewalk Connectivity Plan	Recommend sidewalk improvements based on community/stakeholder outreach and analysis of existing conditions on over 325 miles of roadway in unincorporated San Joaquin County.	Unincorporated San Joaquin County	\$566,000
Manteca	Safe Route to School Priority Safety Project	Project includes: Main Street bike/pedestrian improvements (Alameda to North Gate); Moffat & Garfield crossing improvement; Wawona bike/pedestrian improvements (Union to Main); SRTS improvements surrounding Brock Elliott, Golden West, Manteca High, Shasta, Sierra High, Stella Brockman.	Various locations in City of Manteca	\$10,000,000
Mountain House	ADA ramp truncated dome installation	ADA ramp truncated dome installation	Various locations in City of Mountain House	\$690,000
SJRRRC; Stockton	East Channel Street	Streetscape and Connectivity Project	East Channel Street, between RTD Downtown Station and Cabral ACE Station	\$10,000,000
Stockton	Main and Market Complete Streets Phase 1	Phase 1 includes PS&E and construction on Main and Market Streets, from California Street to Sierra Nevada Street	On Main and Market Streets from California Street to Nevada Street	\$10,124,000
Stockton	Alpine Pershing Mendocino Bicycle- Pedestrian Connectivity	Design and construction of buffered bike lanes, a traffic signal, cycle track, crosswalk and curb ramp improvements, and realignment of two intersections to add bicycle facilities.	City of Stockton	\$8,238,000
Stockton	Downtown Stockton Weber Avenue Bike & Ped Connectivity	Install Class IV bike lane, RRFB signals, signage, ADA curb ramps, sidewalk improvements, curbs, gutters, bike storage, bike lockers, public art and trees.	City of Stockton	\$11,842,000
Stockton	Main and Market Complete Streets Phase 2	Phase 2 includes PS&E and construction on Main and Market Streets, from California Street to Sierra Nevada Street	On Main and Market Streets from Sierra Nevada to Sullivan Street	\$10,520,000
Stockton	Citywide Stockton Bicycle-pedestrian Connectivity	Install bicycle lanes, enhance pedestrian and bicycle safety, increase lighting on routes to schools	8th street, Manthey Road, Houston Ave	\$6,494,000
Tracy	Holly Drive Ped. & Bikeway Improvements	Pedestrian and Bikeway Improvements	Holly Drive through Tracy	\$4,100,000
Tracy	East Schulte Safety and Multimodal Community Corridor (MacArthur Phase)	Along MacArthur Drive from Schulte Road to Mount Diablo Avenue: Roadway widening, a sidewalk gap closure, crossing enhancements, and Class II bike lanes.	Along MacArthur Drive from Schulte Road to Mount Diablo Avenue	\$1,923,596
Manteca	EV Charging at City Hall	Construct EV charging stations at City Hall	At Manteca City Hall	\$780,000
Mountain House	Solar-powered EV Charging at City Hall	Construct solar-powered EV charging stations at City Hall	City of Mountain House	\$1,549,995
Ripon	CNG Solid Waste Collection Vehicle	Purchase CNG solid waste collection vehicle to replace older equipment	City of Ripon	\$200,000
Mountain House	Mobility Hub	Construct mobility hub	City of Mountain House	\$5,000,000

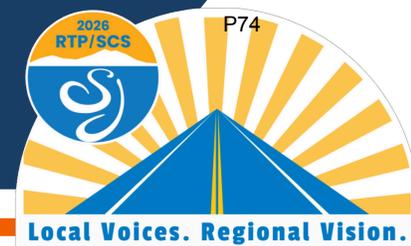
AGENCY	PROJECT	PROJECT DESCRIPTION	PROJECT LIMITS	PROJECT COST
Table 6-10: 2026 Regional Transportation Plan Project List - Operations and Maintenance Category				
Caltrans	I-5 Stockton Channel Viaduct Bridge Replacement, PPNO 3133A	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176L, from Route 4 to Mount Diablo Ave. Also on Route 4, from 0.26 mile west of 0.15 mile east of Route 4/5 Interchange (PM R15.7/R16.2). Bridge replacement to address lightweight concrete deck deterioration, superstructure deficiencies, and load carrying capacity deficiencies. This is a Construction Manager/General Contractor (CMGC) project.	In Stockton, from Route 4 to Mount Diablo Ave. Also on Route 4, from 0.26 mile west of 0.15 mile east of Route 4/5 Interchange (PM R15.7/R16.2).	\$ 250,000,000
Caltrans	I-5 Stockton Channel Viaduct Bridge Replacement, PPNO 3133B	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176R, from Route 4 West to Mount Diablo Ave. Bridge replacement to address lightweight concrete deck deterioration, superstructure deficiencies and load carrying capacity deficiencies, and West Fremont Street/North Pershing Ave interchange modifications (roundabout) including Park Street Undercrossing No. 29-0202S demolition. This is a Construction Manager/General Contractor (CMGC) project.	In Stockton, from Route 4 West to Mount Diablo Ave. Also West Fremont Street/North Pershing Ave interchange modifications including Park Street Undercrossing No. 29-0202S demolition.	\$ 325,000,000
Caltrans	SR 120 Ramp Meters	.	In San Joaquin County on State Route 120	\$ 22,740,000
Caltrans	I-5 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on I-5 at various locations from I-205 to Mathews Road	In San Joaquin County on I-5 from I-205 to Mathews Road	\$ 32,175,000
Caltrans	I-5 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on I-5 at various locations from Mathews Road to Dr. Martin Luther King Jr. Blvd	In San Joaquin County on I-5 from Mathew Road to Dr. Martin Luther King Jr. Blvd	\$ 29,250,000
Caltrans	I-5 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on I-5 at various locations from Dr. Martin Luther King Jr. Blvd to Calaveras River	In San Joaquin County on I-5 from Dr. Martin Luther King Jr. Blvd. to Calaveras River	\$ 23,400,000
Caltrans	I-5 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on I-5 at various locations from Calaveras River to Eight Mile Road	In San Joaquin County on I-5 from Calaveras River to Eight Mile Road	\$ 37,050,000
Caltrans	SR 99 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on SR 99 at various locations from Hammer Lane to Armstrong Road	In San Joaquin County on SR 99 from Hammer Lane Road to Armstrong Road	\$ 21,450,000
Caltrans	SR 99 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on SR 99 at various locations from Armstrong Road to River	In San Joaquin County on SR 99 from Armstrong Road to River North of Turner Road	\$ 33,150,000
Caltrans	SR 99 Ramp Meters and ITS Elements	Install ramp meters and ITS elements on SR 99 at various locations from River North of Turner Road to North of Acampo Road	In San Joaquin County on SR 99 from River North of Turner Road to North of Acampo Road	\$ 23,400,000
Caltrans	SR 99 CAPM Pavement Anchor Project (EA 1T340)	Capital Preventative Maintenance (CAPM), Transportation Management Systems, Roadside safety, Drainage restoration, Signs, Complete Streets, ADA pedestrian infrastructure	In San Joaquin County near Manteca on SR 99 (PM 5.3 / 14.0), 0.068 miles S of NB off-ramp to WB SR 120-99/120 Junction	\$42,341,000
Caltrans	SR 4 / Jack Tone Road Intersection Improvement (EA 1R130)	Safety project: Install intersection control improvement	In San Joaquin County, at SR 4 and Jack Tone Road (PM 24.87)	\$6,498,000
Caltrans	SR-12 Pavement Anchor Project (EA 28150)	Capital Preventative Maintenance (CAPM), Transportation Management Systems, Roadside safety, Drainage restoration, Pump plant, Signs, Overhead sign structure, Complete Streets, ADA pedestrian infrastructure	In San Joaquin County, on SR 12 from .35 mile W of Glasscock Rd to Calaveras County Line (PM 5 / 27.642)	\$45,318,000
Caltrans	SR-4 CAPM (EA 1C050)	Upgrade and repair pavement, culverts, and guardrails on SR-4	In San Joaquin and Stanislaus Counties in and near Stockton, on SR 4 from south junction of SR-99/4 to 1.6 miles west of the Stanislaus/Calaveras County line in Stanislaus County. (PM \$19.44 / 38.059)	\$ 41,687,000
Caltrans	SR-12 ADA Upgrade (EA 1G580)	Upgrade curb ramps, sidewalks, driveways, accessible pedestrian signals, and push buttons to current ADA standards	In San Joaquin County in Lodi, on SR 12 between Westgate Dr to South Stockton Street (PM 14.9 / 17.44)	\$ 12,866,000
Caltrans	SR-4 San Joaquin River (Garwood) Bridge Rehabilitation (EA 1H200)	Bridge Rehabilitation	In San Joaquin County, Bridge Rehabilitation on SR 4 at San Joaquin River Bridge (#29 0050) (PM T14.2)	\$ 8,508,000
Caltrans	SR-120 / French Camp Rd Intersection Control (EA 1K460)	Implement intersection control improvement	Safety project: In San Joaquin County near Manteca, SR 120 / French Camp Road Intersection Control Improvement	\$ 9,518,000
Caltrans	TMS Repair at Various Locations SJ 5, 99, & 120 (EA 1K680)	Replace/repair old Traffic Management System (TMS) elements at various locations on Routes 5, 99 & 120	In San Joaquin County at various locations on I-5, SR 99, SR 120 & I-205.	\$ 9,212,000
Caltrans	Replace I-5 Weigh-In Motion (WIM) Station (EA 1L340)	Replace WIM station in San Joaquin County on I-5 in N/B & S/B directions near W Linne Road Overpass in Tracy	Replace WIM station in San Joaquin County on I-5 in N/B & S/B directions near W Linne Road Overpass in Tracy	\$ 4,075,000
Caltrans	Replace TMS, rehab drainage, and upgrade to ADA standards (EA 1L890)	Replace TMS, rehab drainage, and upgrade to ADA standards	In San Joaquin County, various locations on SR 4 & I-5.	\$ 11,394,000
Caltrans	I-5 Levee Restoration at Smith Canal Bridges (EA 1M580)	Levee restoration	In San Joaquin County, I-5 Levee Restoration at Smith Canal Bridges	\$ 3,423,000
Caltrans	SR-88 Pavement Anchor Project (EA 1M590)	Pavement rehabilitation, Bridge rail upgrading, ADA improvements, Guardrail upgrading, Sign panel replacement	In San Joaquin County, East of Stockton from 0.3 km E of Comstock Rd to W JCT RTE 12 (PM 5.1 / 16.4)	\$ 32,018,000
Caltrans	SR-120 / Murphy Road Intersection Control Improvement (EA 1Q010)	Implement intersection control improvement	Safety project: In San Joaquin County, SR 120 / Murphy Road Intersection Control Improvement	\$ 7,971,000
Caltrans	SR-4 Pavement Rehabilitation (EA 1F320)	Rehabilitate pavement, construct an approach slab, upgrade Transportation Management System (TMS) elements, install lighting, apply erosion control, and replace guardrail and sign panels.	On SR 4 PM 0.0/8.9. Near Discovery Bay and Holt, from Contra Costa County line to east of South Whiskey Road.	\$ 18,403,000
Caltrans	Installation of Pedestrian Crosswalks and Flashing Beacons at Various Locations (EA 1Q520)	Install new and replace existing pedestrian crosswalks and new rectangular rapid flashing beacons.	In San Joaquin, Merced, and Stanislaus Counties, on Routes 26, 140 and 120 at various locations.	\$ 2,951,000
Caltrans	SR-99 Roadside Rehab at Various Locations (EA 1Q640)	Roadside rehabilitation measures to upgrade the existing remote irrigation control systems communication components	In San Joaquin County, on SR-99 and other various locations	\$ 1,157,000

Caltrans	I-205 STAA Improvement (EA 1N590)	Modify concrete median to provide adequate STAA truck turning movement	In San Joaquin County, on I-205 Eastbound Off-ramp / MacArthur Drive in Tracy	\$ 295,000
Caltrans	Retroreflective signal backplate installations at Various Locations (EA 1R830)	Install new traffic signal heads w- retroreflective backplates on existing traffic signal crossing arms	In San Joaquin County, on SR 4, 5, 12 at various postmiles.	\$ 92,250
Caltrans	I-5 Right-of-way Fence Replacement (EA 1T180)	Remove and replace right of way fence along I-5 with secure wrought iron fence	In San Joaquin County, on I-5 (PM 29.8/30.0)	\$ 443,000
Caltrans	I-580 Right-of-way Fence Replacement (EA 1T650)	Replace right of way fences along Westbound State Route (SR) 580 from PM 4.0 to 6.5	In San Joaquin County, on I-580 from Chrisman Road Overcrossing to Tracy Blvd Overcrossing (PM 4.0/6.5)	\$ 285,000
Caltrans	SR-4 Stockton Mtce Region Office EV (EA 1T910)	In Stockton, at the Maintenance Region Office. Install 2 Level 3 Electric Vehicle (EV) Chargers with 2 ports each, including electrical work and permits.	On SR-4 PM R18.0	\$ 511,000
Caltrans	SR-26 Duncan Road Safety Project (EA 1S810)	In San Joaquin. Replace Light Emitting Diode (LED) lamp bulbs, LED blinker beacon, beacon pole, and red/yellow signpost reflector.	On SR-26 PM 10.0	\$ 85,000
Caltrans	Installation of Signs and Solar Flashing Beacons (EA 1H390)	Near Lathrop, at the westbound Route 120 to northbound Route 5 Connector Overhead, install signs and solar flashing beacons.	R15.0/R15.0	\$ 310,000
Caltrans	SR-120 Installation of Flashing Beacons (EA 1H400)	In Escalon, at the intersection of Route 120 and Brennan Avenue. Install flashing beacons.	On SR-120 PM 15.90	\$ 442,000
Caltrans	Maintenance of TMS Elements at Various Locations (EA 1S410)	Replace existing electrical components	In Merced, San Joaquin, and Tuolumne Counties at various locations	\$ 388,000
Caltrans	SR-12 Drainage Maintenance Near Lodi (EA 1S660)	Repair/replace culvert (1 location on SR-12)	In San Joaquin County, on SR 12 near Lodi from 0.26 mile west of N Guard Road (PM 8.52)	\$ 370,000
Caltrans	SHOPP - Collision Reduction Lump Sum Projects	SHOPP - Collision Reduction Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 400,000,000
Caltrans	SHOPP - Mobility Lump Sum Projects	SHOPP - Mobility Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 400,000,000
Caltrans	SHOPP Roadway Preservation Lump Sum Projects	SHOPP Roadway Preservation Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 400,000,000
Caltrans	SHOPP Bridge Rehabilitation and Reconstruction Lump Sum Projects	SHOPP Bridge Rehabilitation and Reconstruction Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 350,000,000
Caltrans	SHOPP Mandates Lump Sum Projects	SHOPP Mandates Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 100,000,000
Caltrans	SHOPP Emergency Response Lump Sum Projects	SHOPP Emergency Response Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 80,000,000
Caltrans	SHOPP Roadside Preservation Lump Sum Projects	SHOPP Roadside Preservation Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 20,000,000
Caltrans	SHOPP Complete Streets Lump Sum Projects	SHOPP Complete Streets Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 20,036,874
Caltrans	Caltrans Minor Program Lump Sum Projects	Caltrans Minor Program Lump Sum Projects	Various Locations throughout San Joaquin County	\$ 111,612,076
Manteca	HSIP Safety Improvements at Various Locations (H12-10-002)	Implement systemic signal improvements: retro-reflective backplates and leading pedestrian interval (LPI) at 42 signals; install protected left-turn phases at two signals; implement pedestrian crossing improvements at the unsignalized intersection; install roadway median and lighting improvements.	City of Manteca	\$ 2,610,500
County	Install intersection lighting and advance warning flashing beacons (H12-10-005)	Fifteen (15) intersections in unincorporated San Joaquin County.	Fifteen (15) intersections in unincorporated San Joaquin County	\$ 5,430,200
County	Upgrade guardrails, end treatments and terminal systems (H12-10-004)	Upgrade guardrails, end treatments and terminal systems.	Various locations in unincorporated San Joaquin County	\$ 1,111,000
Stockton	HSIP Install Safety Improvements at Various Intersections (H12-10-008)	Install protected left-turn signal heads, larger signal lens, retro-reflective back-plates, high reflectivity	The intersections at Fred Russo Lane and March Lane, Precissi Lane and March Lane, and Montauban Avenue and Hammer Lane.	\$ 2,195,100
Stockton	Construct roundabouts (H12-10-009)	Construct roundabouts at B Street intersections at Industrial Drive and Boeing Way.	In Stockton, at B Street intersections at Industrial Drive and Boeing Way	\$ 2,857,900
Various	Highway Safety Improvement Program (HSIP) Lump Sum projects (Safety)	Highway Safety Improvement Program (HSIP) Lump Sum projects (Safety)	Various Locations throughout San Joaquin County	\$ 166,829,473
Lathrop	Mathey Road Over San Joaquin River Bridge Replacement	Mathey Road Over San Joaquin River, 0.3 mi. NE of Stewart Road. Replace 2-Lane Bridge with Standard 2-Lane Bridge wide enough for shlders, bike lanes & sdwlks.	Mathey Road Over San Joaquin River, 0.3 mi. NE of Stewart Road	\$ 19,753,000
County	Van Allen Road Over SSIJD Canal Bridge Preventative Maintenance	Van Allen Road Over SSIJD Canal, 0.2 mi. N of River Road. Standalone Bridge Preventative Maintenance.	Van Allen Road Over SSIJD Canal, 0.2 mi. N of River Road	\$ 1,748,600
County	Peltier Road Over Mokelumne River Bridge Replacement	Peltier Road Over Mokelumne River, 1.5 mi. W/O Lower Sacramento Road. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Peltier Road Over Mokelumne River, 1.5 mi. W/O Lower Sacramento Road	\$ 22,150,705
County	Escalon-Bellota Road Over Little Johns Creek Bridge Replacement	Escalon-Bellota Road Over Little Johns Creek, 0.3 mi. S/O SR 4. Replace 2-Lane Bridge with Wider 2-Lane Bridge.	Escalon-Bellota Road Over Little Johns Creek, 0.3 mi. S/O SR 4	\$ 4,002,500
County	Escalon-Bellota Road Over Mormon Slough Bridge Replacement	Escalon-Bellota Road Over Mormon Slough, just S/E of SR 26. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Escalon-Bellota Road Over Mormon Slough, just S/E of SR 26	\$ 7,959,500
County	Walnut Grove Road Over Mokelumne River Bridge Replacement	Walnut Grove Road Over Mokelumne River, at SJ/SAC County Line. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Walnut Grove Road Over Mokelumne River, at SJ/SAC County Line	\$ 37,263,800
County	Pezzi Road Over Calaveras River Bridge Replacement	Pezzi Road Over Calaveras River, 0.8 mi. S/O Eight Mile Road. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Pezzi Road Over Calaveras River, 0.8 mi. S/O Eight Mile Road	\$ 2,111,800
County	Messick Road Over Mosher Creek Bridge Replacement	Messick Road Over Mosher Creek, 0.6 mi. W/O Clements Road. Replace 2-Lane Timber Bridge with Standard 2-Lane Bridge	Messick Road Over Mosher Creek, 0.6 mi. W/O Clements Road	\$ 2,027,500
County	Buckman Road Over Duck Creek Bridge Replacement	Buckman Road Over Duck Creek, 0.8 mi. N/O of SR 4. Replace 1-Lane Timber Bridge with Wider 1-Lane Bridge	Buckman Road Over Duck Creek, 0.8 mi. N/O of SR 4	\$ 1,780,000
County	SJ County Listings 1 Bridge Preventative Maintenance Program (BPMP)	SJ County Listings 1 Bridge Preventative Maintenance Program (BPMP). Various locations within San Joaquin County.	Various locations within San Joaquin County	\$ 1,150,000
County	SJ County Listings 2 Bridge Preventative Maintenance Program (BPMP)	SJ County Listings 2 Bridge Preventative Maintenance Program (BPMP). Various locations within San Joaquin County.	Various locations within San Joaquin County	\$ 7,568,000
Stockton	Stockton Listings 1 Bridge Preventative Maintenance Program (BPMP)	Stockton Listings 1 Bridge Preventative Maintenance Program (BPMP). Various locations within City of Stockton.	Various locations within City of Stockton	\$ 3,662,289

Various	Highway Bridge Program (HBP) Lump Sum projects (Safety)	Highway Bridge Program (HBP) Lump Sum projects (Safety)	Various Locations throughout San Joaquin County	\$ 357,491,728
Escalon	McHenry Avenue Pavement Replacement	Removal and replacement of existing asphalt pavement from the McHenry Avenue (Jones Road to Narcissus Way)	City of Escalon between Jones Road and Narcissus Way	\$ 800,000
County	Eight Mile Road Resurfacing	Roadway resurfacing of Eight Mile Road (North SR 99 Frontage Road to Jack Tone Road).	Eight Mile Road (North SR 99 Frontage Road to Jack Tone Road)	\$ 3,471,155
County	Main Street Resurfacing	Roadway resurfacing of Main Street (150' w/o Anteros Avenue to Walker Lane).	Main Street (150' w/o Anteros Avenue to Walker Lane)	\$ 1,357,000
County	B Street Resurfacing	Roadway resurfacing of B Street (Stockton City Limits to Ralph Avenue).	B Street (Stockton City Limits to Ralph Avenue)	\$ 1,535,000
County	Jack Tone Road Resurfacing	Roadway resurfacing of Jack Tone Road (SR 26 to Eight Mile Road).	Jack Tone Road (SR 26 to Eight Mile Road)	\$ 1,807,583
County	Benjamin Holt Drive Roadway Rehabilitation	Pavement rehabilitation of Benjamin Holt Drive (Plymouth Road to Gettysburg Place).	Benjamin Holt Drive (Plymouth Road to Gettysburg Place)	\$ 3,787,038
Lodi	Lodi Avenue Resurfacing	Pavement reconstruction, slurry seal, and necessary ADA improvements of Lodi Ave (Beckman Road to Commerce Street).	Lodi Ave (Beckman Road to Commerce Street)	\$ 1,346,621
Manteca	Lathrop Road Improvement	Roadway improvements of Lathrop Road (east of UPRR to SR 99).	Lathrop Road (east of UPRR to SR-99)	\$ 4,146,543
Manteca	Yosemite Avenue (UPRR to Airport Way)	Pavement Improvement/Rehab/Reconstruction as needed.	UPRR to Airport Way	\$ 10,000,000
Ripon	River Road Rehabilitation	Rehabilitate River Road (Jack Tone Road to North Ripon Road), which will include a quarter of the roadway segment being overlaid and 3/4 receiving a surface treatment.	River Road (Jack Tone Road to North Ripon Road)	\$ 400,000
Tracy	Pavement Rehabilitation of Various Roads	Rehabilitate pavement: Tracy Blvd (11th Street - 6th Street), Tracy Blvd (Beechnut Ave - Centre Court Dr), Grant Line Road (Walmart Driveway - Naglee Road).	Tracy Blvd (11th Street - 6th Street), Tracy Blvd (Beechnut Ave - Centre Court Dr), Grant Line Road (Walmart Driveway - Naglee Road)	\$ 2,168,927
Stockton	Resurfacing of March Lane, Rosemarie Lane, and Pershing Avenue	Rehabilitate March Lane (Riverbrook Drive to West End); Rosemarie Lane (Pershing Avenue to Pacific Avenue); and Pershing Avenue (Robinhood Drive to March Lane).	March Lane (Riverbrook Drive to West End); Rosemarie Lane (Pershing Avenue to Pacific Avenue); and Pershing Avenue (Robinhood Drive to March Lane)	\$ 2,754,721
Stockton	Resurfacing of Hammer Lane, Brookside Road, and March Lane	Rehabilitate Hammer Lane (El Dorado Street to Thornton Road); Brookside Road (Driftwood Place to March Lane); and March Lane (West Lane to Montauban Avenue).	Hammer Lane (El Dorado Street to Thornton Road); Brookside Road (Driftwood Place to March Lane); and March Lane (West Lane to Montauban Avenue)	\$ 3,194,000
Various	Surface Transportation Block Grant (STBG) Pavement Resurfacing & Rehabilitation Lump Sum projects	Surface Transportation Block Grant (STBG) Pavement Resurfacing & Rehabilitation Lump Sum projects	Various Locations throughout San Joaquin County	\$ 357,491,728
Escalon	SR 120 Roundabout	Install Roundabout at SR-120 and Stanislaus, California and First Street	SR 120 at First Street	\$1,000,000
County	Mariposa Road and Jack Tone Road Traffic Signal	Install traffic signal	East of City of Stockton	\$575,000
County	SR 26 and Jack Tone Road Roundabout	Install roundabout	At intersection of SR 26 and Jack Tone Road	\$2,630,000
Lathrop	Lathrop Road Right-turn Lane	Construct Right-turn Lane on w/b Lathrop Road to Access I-5 n/b On-ramp	W/B Lathrop Road in proximity to I-5 N/B On-ramp	\$1,810,000
Manteca	Citywide Signals Coordination	Design and Implementation of Citywide Signals Coordination	City of Manteca	\$790,692
Mountain House	Mustang Way and Prosperity Street Traffic Signal	Install traffic signal	City limits	\$1,000,000
Ripon	Signalization of River Road and North Ripon Road	Installation of new traffic signal at the intersection of River Road and North Ripon Road	At intersection of River Road and North Ripon Road	\$1,050,000
Stockton	Swain Road and Morgan Place Roundabout	Install roundabout	City of Stockton	\$3,492,601
Stockton	Airport Way and Sixth Street Traffic Signal	Install traffic signal and synchronization	City of Stockton	\$1,492,150
Stockton	Fiber Optics Phase 2	Installation of fiber optics phase 2 in downtown area.	City of Stockton	\$6,994,240
Stockton	Feather Drive & Driftwood Place Roundabout	Install roundabout	City of Stockton	\$3,289,000
Stockton	French Camp Road & McDougald Blvd Traffic Signal and Signals Coordination	Install traffic signal and implement signals coordination	City of Stockton	\$1,107,000
Tracy	Corral Hollow Road Adaptive Traffic Signal	Install adaptive traffic control system	West Valley Mall to Schulte Road	\$990,625
Tracy	Grant Line Road Adaptive Traffic Signal	Traffic Signal Coordination	Byron Road to Naglee Road	\$988,366
Tracy	MacArthur Drive and Schulte Road Signals Interconnect	Interconnect signals along the MacArthur Drive and Schulte Road Corridors	Various locations along MacArthur Drive and Schulte Road	\$1,781,000
Tracy	Corral Hollow Road / Linne Road Intersection Improvements	New traffic signal, turn lanes, and improving at-grade crossing	Corral Hollow Road and Linne Road Intersection	\$11,700,000
Various	Freeway Service Patrol (FSP)	Freeway Service Patrol (FSP) service to motorists on major state freeways	Various Locations throughout San Joaquin County	\$71,498,346
Various	Intersection Channelization Lump Sum Projects	Operational and intersection traffic flow improvements including roundabouts, turn lane	Various Locations throughout San Joaquin County	\$476,655,637
Various	Intersection Signalization Lump Sum Projects	Signalizations and associated improvements	Various Locations throughout San Joaquin County	\$476,655,637
Various	Traffic Control Devices Other Than Signalizations Lump Sum Projects	Signal system improvements including adaptive signal systems, signals interconnects/synchronizations, closed circuit tv	Various Locations throughout San Joaquin County	\$476,655,637
Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool, Carpool, Match lists, TDM activities and marketing, etc.	Various Locations throughout San Joaquin County	\$30,000,000

FOUNDATIONAL PILLARS

POLICIES AND STRATEGIES



Transportation and Mobility

Policy 1: Maximize mobility, accessibility, and efficiency in the transportation system.

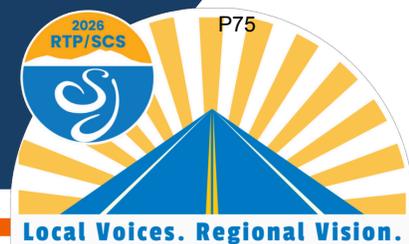
- Strategy 1.a: Optimize the public transportation system to provide efficient and convenient access for users of all income levels.
- Strategy 1.b: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.
- Strategy 1.c: Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.
- Strategy 1.d: Enhance the connection between land use and transportation options to improve mobility and accessibility.
- Strategy 1.e: Support projects that make more efficient use of the existing road network.
- Strategy 1.f: Support the continued maintenance and preservation of the existing transportation system.
- Strategy 1.g: Maximize funding of existing transportation options.

Policy 2: Promote interagency coordination and public participation for transportation decision-making and planning efforts.

- Strategy 2.a: Provide access to transportation planning.
- Strategy 2.b: Engage the public early, clearly, and continuously, ensuring that community input is taken into consideration prior to decision making.
- Strategy 2.c: Use a variety of methods to engage the public and encourage representation from diverse backgrounds.

FOUNDATIONAL PILLARS

POLICIES AND STRATEGIES



Transportation and Mobility

Policy 3: Support a safe, efficient, and secure transportation network for the movement of people and goods.

- Strategy 3.a: Improve freight access to key strategic economic centers.
- Strategy 3.b: Promote safe and efficient strategies to improve the movement of goods by air, water, rail, and roadway.
- Strategy 3.c: Facilitate projects that reduce the number and severity of traffic incidents.
- Strategy 3.d: Support local and state efforts for transportation network resiliency, reliability, and adaptation to extreme weather.
- Strategy 3.e: Enhance heat mitigation strategies to protect transportation infrastructure from the impacts of extreme weather.
- Strategy 3.f: Enhance lighting and safety along active transportation routes to support connectivity and micromobility options.

Jobs and Economy

Policy 4: Invest in a sustainable workforce development system.

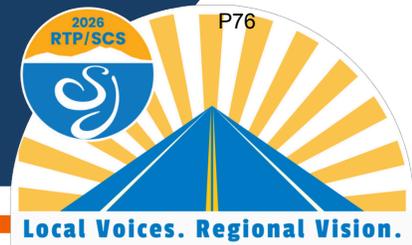
- Strategy 4.a: Support workforce training across industries, particularly transportation related industries.

Policy 5: Maximize economic prosperity.

- Strategy 5.a: Support transportation improvements that improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities.
- Strategy 5.b: Encourage and/or strengthen small business growth and large employer recruitment by investing in transportation projects that enhance connectivity and access to economic centers.
- Strategy 5.c: Invest in high-speed internet infrastructure to support e-business and reduce commuting.
- Strategy 5.d: Support the use of state and federal grants to supplement local funding and pursue discretionary grant funding opportunities from outside the region.
- Strategy 5.e: Support projects that maximize cost-effectiveness

FOUNDATIONAL PILLARS

POLICIES AND STRATEGIES



Technology

Policy 6: Promote advanced tools and resources to improve quality of life.

- Strategy 6.a: Implement and integrate emerging transportation technologies, such as smart traffic signals, EVs, AVs, and mobility apps, to improve connectivity, efficiency, and access across the region.
- Strategy 6.b: Promote electric power, alternative fuels and autonomous technologies for public transit, freight and agriculture.
- Strategy 6.c: Manage the adoption of electric vehicles and private connected and autonomous vehicles.

Housing

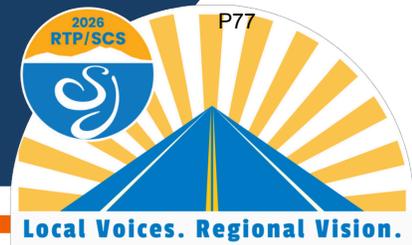
Policy 7: Support the development of diverse and affordable housing types and growth strategies.

- Strategy 7.a: Support housing development by providing programs and resource such as the Regional Housing Trust Fund and Housing Policy Toolkit.
- Strategy 7.b: Encourage jurisdictions to develop a diverse housing inventory that meets the varying needs of residents.
- Strategy 7.c: Support efforts to streamline the development process.



FOUNDATIONAL PILLARS

POLICIES AND STRATEGIES



Environmental Resiliency

Policy 8: Enhance the quality of life for existing and future generations.

- Strategy 8.a: Encourage efficient development patterns that preserve agricultural viability and natural resources.
- Strategy 8.b: Improve air quality by reducing transportation-related emissions.

Policy 9: Promote energy conservation and efficiency in transportation, infrastructure, and land use to reduce consumption and emissions.

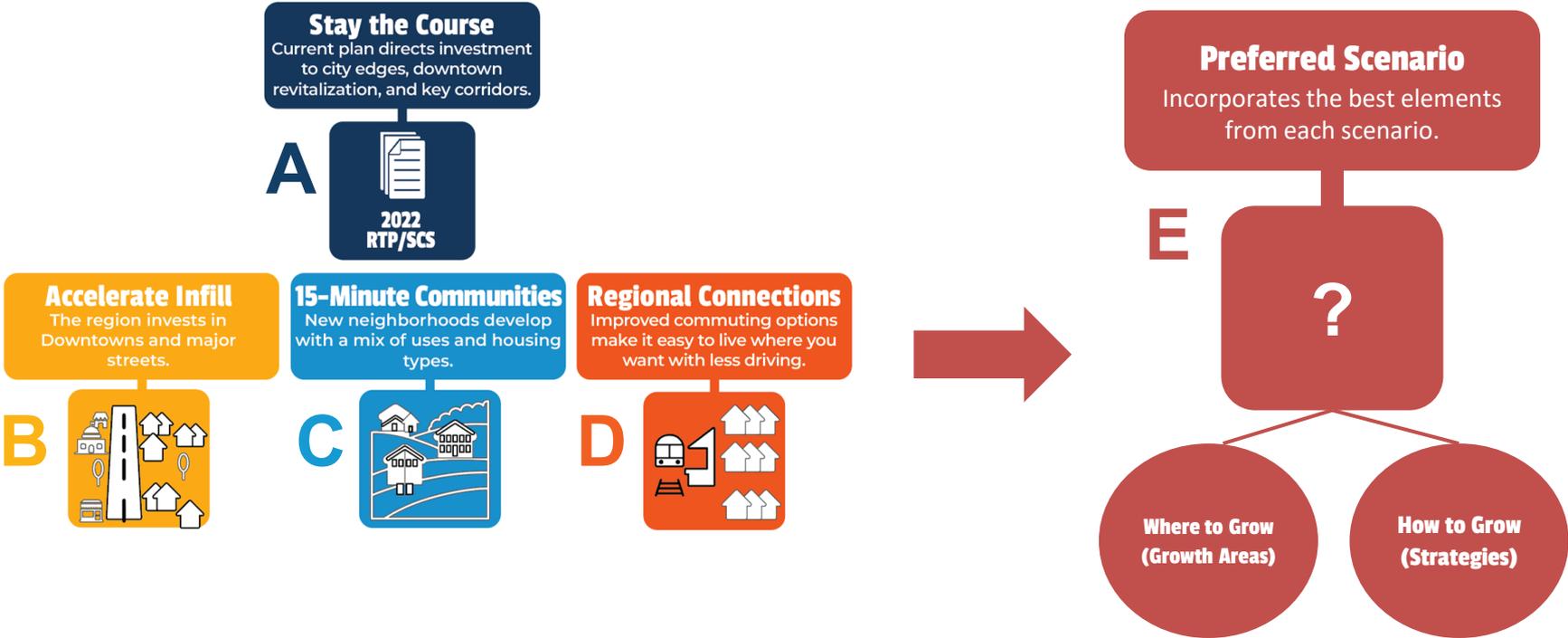
- Strategy 9.a: Support development of infrastructure projects that improve energy and water efficiency to reduce emissions and enhance regional resilience against extreme weather.
- Strategy 9.b: Coordinate and implement responses to extreme weather impacts through cross-sector collaboration.
- Strategy 9.c: Encourage clean infrastructure in projects and programs, including alternative fuel, zero-emission transit, energy-efficient lighting, and sustainable materials in transportation and housing developments.

Public Health

Policy 10: Integrate public health considerations into planning and development.

- Strategy 10.a: Support projects that improve access to essential goods and services.
- Strategy 10.b: Enhance public health through active transportation projects.
- Strategy 10.c: Reduce heat exposure in transportation corridors through shade greenery, and heat-resilient infrastructure improvements.

Preferred Scenario Process



All four scenarios influenced the Preferred Scenario...

Scenario Influence

Regional Connections

19.0%

Stay The Course

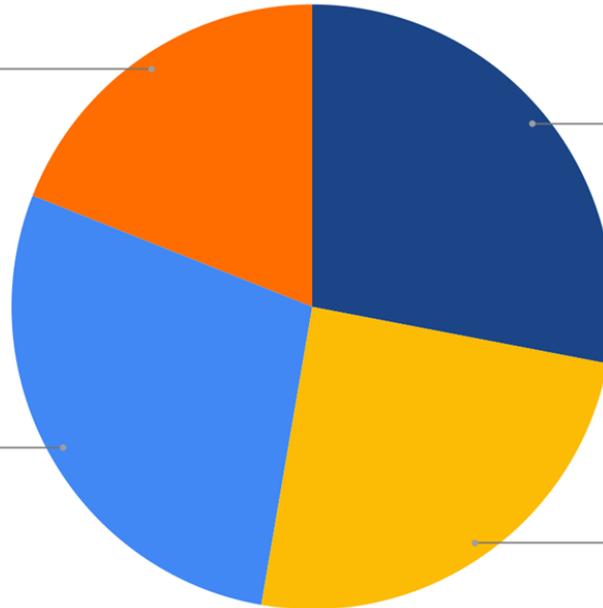
28.0%

15 -Minute Communities

28.3%

Accelerate Infill

24.7%



Combined Input (Public and WG)

Location of Growth



Performance Metrics Summary

Metric	A: Reference Case	B: Accelerate Infill	C: 15-Minute Communities	D: Regional Connections	Scenario E: Preferred
Acres of Prime Farmland Consumed	2,190	1,760	2,005	1,233	1,758
Residential Units per Gross Acre	7.7	10.9	9.2	9.8	8.8
% of Growth that is Multifamily	54%	65%	63%	59%	55%
% of Growth in High Quality Transit Areas	8%	8%	11%	19%	11%

E: Preferred Scenario

A blend of growth in both existing downtowns and new neighborhoods that are concentrated around frequently used transit lines. Residents can meet some needs within a short trip and are connected to metropolitan areas through transit and rail.

Metrics



1,758

Acres of Farmland Consumed by Development



49%

of New Dwelling Units Provided at 20+ Units per Acre



15%

of New Households in Areas Where People Drive Less Than the County Average



8.9

Residential Units per Gross Acre



5%

of Future Households Within 500 Ft. of Freeways

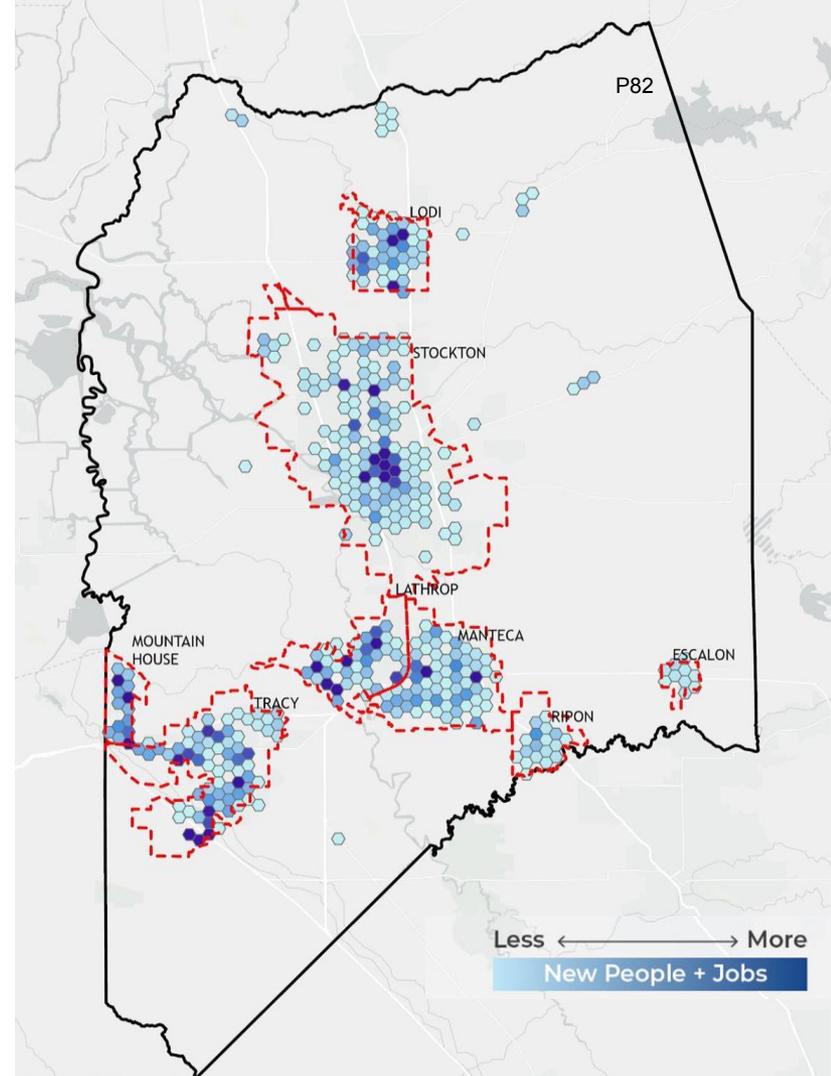


47%

New Households in High Opportunity Neighborhoods

Growth Location

Percent of New Households and Workers Within Each Growth Area



AGENDA ITEM 8



February 2026
Technical Advisory Committee

STAFF REPORT

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

RECOMMENDED ACTION: Information Only

SUMMARY:

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

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

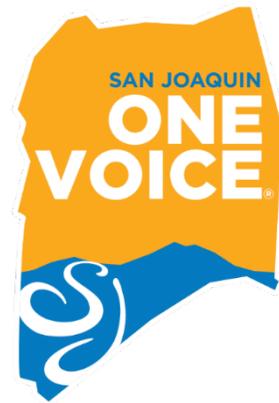


Table 1. 2026 One Voice® Initial Submission List

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

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

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

RECOMMENDATION:

Information only.

FISCAL IMPACT:

None at this time.

BACKGROUND:

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

2026 ONE VOICE® PROJECT ELIGIBILITY:

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

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

AD-HOC COMMITTEE AND REVIEW PROCESS:

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

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

ATTACHMENT:

Attachment A. Draft 2026 One Voice® Project Summaries

Attachment B. Draft 2026 One Voice® Federal Legislative Platform

Prepared by: Joel Campos, Senior Regional Planner

Attachment A. DRAFT 2026 One Voice® Project Summaries

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

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

AGENCY:	SAN JOAQUIN COUNTY DEPARTMENT OF PUBLIC WORKS
PROJECT:	Grant Line Road Realignment Project (Tracy City Limits to Eleventh Street)
TOTAL PROJECT COST:	\$ 73,386,000
ONE VOICE® REQUEST:	\$ 12,190,000
DESCRIPTION:	Grant Line Road will have a 1.65-mile realignment in a southerly direction toward the intersection of 11th Street and South Bird Road. A new roadway will connect Bird Road north of 11th Street to the new Grant Line Road alignment. Additionally, South Bird Road north of 11th Street will dead-end just before 11th Street. Grant Line Road will have four 12-foot-wide travel lanes with a 14-foot-wide median. This median will either be landscaped or will accommodate 12-foot-wide left-turn lanes near intersections with local roadways. The existing Grant Line Road/G Street intersection will be modified to improve operations, and pedestrian enhancements will be added to the existing Grant Line Road at-grade crossing

AGENCY:	SAN JOAQUIN COUNCIL OF GOVERNMENTS
PROJECT:	Megaregion Investment Strategy
TOTAL PROJECT COST:	\$ 172,477,917
ONE VOICE® REQUEST:	\$ 10,000,000
DESCRIPTION:	The Megaregion Investment Strategy focuses on improving safety and mobility on key freeway corridors in southern San Joaquin County through two standalone projects: the SR 99/120 Connector Project (Phase 1B) and the I-205 Managed Lanes Project. The SR 99/120 interchange is a critical regional connection but experiences severe congestion and a high collision rate. The project will improve traffic flow, circulation, and safety, providing long-term relief for morning commute traffic. The I-205 corridor carries traffic volumes of up to 146,000 vehicles per day, resulting in recurring congestion and safety concerns during peak periods. The Managed Lanes Project will enhance regional mobility by encouraging HOV use, improving travel time reliability, supporting freight movement, and increasing corridor throughput.

AGENCY:	SAN JOAQUIN REGIONAL RAIL COMMISSION
PROJECT:	North Lathrop Transfer Station
TOTAL PROJECT COST:	\$ 119,790,000
ONE VOICE® REQUEST:	\$ 25,000,000
DESCRIPTION:	The North Lathrop Transfer Station Project (Project) is an indispensable component of the Valley Rail Program for expanded ACE service and Gold Runner passenger rail service in the San Joaquin Valley and is critical for efforts to create a more sustainable future for the San Joaquin Valley. The project consists of building a new North Lathrop Transfer Station so that ACE passengers from the south can transfer to the San Jose bound ACE trains. The new station would be served by multiple modes of transportation and would require a new double track off the Union Pacific Railroad (UPRR) right of way.

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

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

TOTAL PROJECT COST: \$ 114,400,000

ONE VOICE® REQUEST: \$ 112,900,000

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

AGENCY: STOCKTON EAST WATER DISTRICT

PROJECT: Bellota Weir Modifications Project

TOTAL PROJECT COST: \$ 83,000,000

ONE VOICE® REQUEST: \$ 28,540,000

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

AGENCY: CITY OF TRACY

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

TOTAL PROJECT COST: \$ 60,834,000

ONE VOICE® REQUEST: \$ 75,159,000

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

DRAFT

2026 SJCOG Legislative Platform

Transportation Funding and Finance

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

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

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

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

Economic Development

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

Environment

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

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

Megaregion (Interregional) Infrastructure

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

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

AGENDA ITEM 9



February 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: 2026 Measure K Ordinance and
 Expenditure Plan Amendment Process

RECOMMENDED ACTION: Information

SUMMARY:

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



RECOMMENDATION:

Information Only

FISCAL IMPACT:

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

BACKGROUND:

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

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

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

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

ATTACHMENTS:

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

Prepared by: Blake Dunford, Senior Regional Planner

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

