



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

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

City of Ripon
259 N. Wilma Ave.
Ripon, CA 95366

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, March 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: February 12, 2026 Action
 - B. Adoption of the Proposed Final FY 2026/27 Overall Work Program (OWP) (Kim Anderson/ Gracie Orosco) Action
 - C. Receive information on Artificial Intelligence and the Future of Jobs- SJCOG and the Center of Business And Policy Research Speakers Series Event (Kim Anderson/Isaiah Anderson) Information
 - D. Notify Partners of Federal Transit Administration 5310 Call for Project Results (Joel Campos) Information
4. Approve the FY 2026-27 State of Good Repair Distribution Methodology and Revenue Estimates (Joel Campos) Action
5. Approval of SB 125 Phase 2 Ad Hoc Committee Programming Recommendations (Joel Campos) Action
6. Approval of the 2026 One Voice® Program of Projects and Updated Federal Legislative Platform (Joel Campos) Action
7. Receive Feedback on Active Transportation Program Cycle 8 Regional Program (Joel Campos) Discussion
8. Receive information on Regional Cap on Toll credits (Ty Phimmasone) Discussion
9. Other Matters of Business
10. Meeting adjourned to Thursday, April 9, 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, February 12, 2026

MINUTES

Present	Member Name	Jurisdiction	Present	Member Name	Jurisdiction
X	Jeffrey Levers	SJ County		Juan G. Villanueva	SJRTD
X	Jayna Rutz	SJ County	X	Ken Baxter	SJRTD
X	Awni Taha	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			
X	Sharat Bandugula	City of Tracy			
X	Ed Lovell	City of Tracy			
X	Michael Winters	City of Ripon			
	Michael King	City of Lathrop			
X	John Andoh	City of Escalon			

Alternates/Others: La Keda Huckabay, SJRRC; Bernardo Bustamante, City of Tracy; Dorothy Kam, City of Lodi; Sharat Bandugula, City of Tracy; Jessica Chan, City of Tracy; Julia Tyack, City of Lodi; Spencer Schroen, City of Ripon; Mellownie Salvada.

SJCOG Staff: Ryan Niblock, Deputy of Programming and Project Delivery; Kim Anderson, Deputy of Planning; Lynnetta Castle, Manager of Finance; Christine Corrales, Planning Manager; Edith Verdin, Senior Regional Planner; Ty Phimmason, Senior Regional Planner; Blake Dunford, Senior Regional Planner; Joel Campos, Senior Regional Planner; Travis Yokoyama, Senior Regional Planner; Joann Martinez, Associate Regional Planner; Christine Tran, Associate Regional Planner; Janicia Thedmada, Assistant Regional Planner; Melissa Ablang, Assistant Regional Planner; Raul Tovar, Assistant Regional Planner; Jacob Williams, Assistant Regional Planner; Alvaro Gamino, Assistant Regional Planner; Rosie Zeiter, Accounting Assistant II; Leah Fong, CivicSpark Fellow; Aaron Lowe, CivicSpark Fellow; Winston Zheng, CivicSpark Fellow; Katy Castro, Administrative Technician.

1. Call Meeting to Order/Introductions:

Chair Jayna Rutz called the meeting to order at 10:02 a.m., and roll was called.

2. Public Presentation: None.

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

A. Consent Calendar:

- A. Approve Minutes: October 9, 2025
- B. Adopt the FY 26-27 Local Transportation Fund Revenue Estimate and Apportionments Schedule
- C. Adopt the FY 26-27 State Transit Assistance Apportionments Schedule
- D. Adopt the 2025 Regional Congestion Management Program (RCMP) Monitoring Report
- E. Approval of FY 2025-26 Low Carbon Transit Operations Program Distribution Methodology

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

4. Approval to release the draft FY 26-27 Overall Work Program (OWP)

Gracie Orosco reported that draft FY 26-27 Overall Work Program maintains SJCOG's core funding and services while planned multi-year grants wind down. Ryan Niblock summarized ongoing programming and project delivery work, including RTP/FTIP activities and major projects like the SR 99/120 connector and I-205 managed lanes. Kim Anderson highlighted key planning efforts such as the bike/ped innovations project, the SR 4 flood adaptation study, clean mobility and housing initiatives (including REAP 2), and readiness to implement the charging and fueling infrastructure grant if funds are released.

It was moved/seconded (**Baxter/Lovell**) for approval to release the draft 26-27 Overall Work Program. Motion passed unanimously by voice vote.

5. Fiscal Year 2024-25 Measure K Annual Report

Melissa Ablang presented this report. She commented on projects in several categories.

This item is for information only.

6. Current Grant Opportunities

Janicia Thedmada gave an update on the current grant opportunities.

This item is for information only.

7. Review and provide feedback on 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Framework for Draft Plan Development

Edith Verdin reported on the 2026 Regional Transportation Plan/Sustainable Communities Strategy framework. The draft will be released in April for public review and environmental analysis, with adoption targeted for late summer.

Jeffrey Levers asked about the timeline for future RTP amendments. Mr. Niblock explained that RTP amendments (for capacity-increasing projects needing modeling/air quality conformity) take about 4-6 months.

This item is for discussion only.

8. Draft 2026 One Voice® Program of Projects and Updated Federal Legislative Platform

Joel Campos commented on the draft 2026 One Voice® program of projects and updated federal legislative platform. He noted one change: the Rail Commission swapped the North Lathrop Station project for the San Joaquin Street Station layover project. The Board is expected to act on the project list and federal legislative platform in March. The One Voice® trip is May 4-6, 2026.

This item is for information only.

9. 2026 Measure K Ordinance and Expenditure Plan Amendment Process

Blake Dunford gave a brief report on the 2026 Measure K Ordinance and Expenditure Plan Amendment Process.

This item is for information only.

10. Other Matters of Business:

None.

11. Adjournment: There was no further business to discuss. The meeting was adjourned at 10:30 a.m. to Thursday, March 12, 2026, at 10:00 a.m.

AGENDA ITEM 3**B**



March 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: Adoption of the Proposed Final Fiscal Year 2026/27 Overall Work Program (OWP)

RECOMMENDED ACTION: Adopt the Proposed Final Fiscal 2026/27 OWP

SUMMARY:



In February, San Joaquin Council of Governments (SJCOG) staff provided standing committees and the Board with a presentation of the draft Fiscal 2026/27 Overall Work Program (OWP). The SJCOG Board approved the draft document for release to state and federal agencies for review and comment. The comment period is open until March 13, 2026. As of the writing of this staff report, no comments have been received.

While some questions were asked of staff when the item was taken through committees, and SJCOG Board last month, these did not result in any changes to the draft document or the revenue tables. Any additional comments received will be discussed during the upcoming meeting for consideration. The proposed final OWP document for Fiscal 2026/27 will be available at: <https://www.sjcoq.org/Archive.aspx?ADID=966>.

RECOMMENDATION:

Adoption of the Proposed Final Fiscal Year 2026/27 OWP.

FISCAL IMPACT:

Approval of the proposed final OWP identifies \$47,315,919 in revenue for SJCOG operations in Fiscal Year 2026/27. This is a decrease of \$9,797,999 from the fiscal year 2025/26 amended OWP (amendment 3 adopted December 2025). The decrease is due to the expected spending down and closing out of several large grants.

- Substantial spend-down of federal funding on the I-205 Managed Lanes Widening project.

- Significant spend-down of state REAP 2.0 funds for locally delivered projects, as well as key deliverables for the Mobility Hubs Project
- Delivery of one of SJCOG's highest priority infrastructure projects, the State Route 99/120 Connector project, will be substantially complete in Fiscal Year 2025/26

The OWP is typically amended several times during the year to reflect changes in revenue estimates, new revenue received, or the addition or deletion of awarded grant funding.

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.

The continued focus in the coming fiscal year will be on studies, programs, and projects that will set the San Joaquin region on a course to be "shovel-ready" for funding that may be made available in the coming year. While a new federal transportation authorization is expected – the timing of this remains unclear. On the state level, the May budget revision often brings program funding revisions owing to decreases in state revenue collections. These state and federal uncertainties may mean further realignment of funding requests and affected programs to meet both state and federal priorities as these continue to evolve.

A more robust list of expected new and continuing activities was included in the February staff report and is outlined in detail in the full OWP document linked at the beginning of the staff report.

SCHEDULE AND NEXT STEPS

Upon completion of the final comment period, SJCOG staff will respond to comments received, and the document will be presented to the SJCOG Board in final form at its meeting on March 26, 2026. Any changes required because of additional comments or committee discussion will be highlighted for subsequent committees and the board in their consideration of adoption of the final Fiscal Year 2026/27 OWP. Also, at the March SJCOG Board meeting, the Fiscal Year 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 3**C**



March 2026
 Technical Advisory Committee

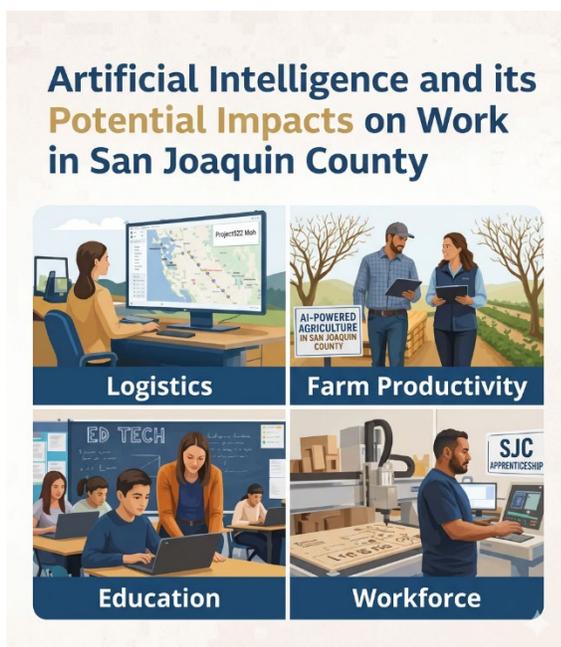
STAFF REPORT

SUBJECT: Receive Information on Artificial Intelligence and the Future of Jobs – SJCOG and the Center for Business and Policy Research Speaker Series Event

RECOMMENDED ACTION: Information

DISCUSSION:

SUMMARY:



The San Joaquin Council of Governments (SJCOG) and Center for Business and Policy Research (CBPR) at the University of the Pacific are excited to announce the latest installment in its on-going speaker series events – *Artificial Intelligence and the Future of Jobs*. While the webinar will discuss the rise of artificial intelligence (AI) as it relates to the economy and jobs generally, the focus will be on the exposure to AI across different sectors throughout the Central Valley and surrounding counties.

This speaker series event will discuss how AI is more likely to influence the way work is performed by supporting existing jobs and increasing productivity rather than eliminating jobs – vital information for economic

development, job training, and worker retention. It's a ***don't miss*** event.

The upcoming Speakers Series event will be held on Thursday, April 2nd at 12 PM at the San Joaquin Council of Governments Board Conference Room, 555 E Weber Ave., Stockton, CA 95202, and virtually through Zoom. Log-in information will be posted on the SJCOG website as soon as it becomes available.

CBPR has partnered with SJCOG) for over 15 years to produce a wide variety of data-driven, high-quality work products. They have been a key partner for SJCOG in the development of the San Joaquin County Demographic and Employment Forecast, the

Data Compass website, and numerous well-received webinars as part of this ongoing speaker series. Previous speaker series and future events can be viewed on the SJCOG Data Center webpage, <https://www.sicog.org/414/Speaker-Series-Reports-Studies>.

RECOMMENDATION:

Information

FISCAL IMPACT:

None

BACKGROUND

SJCOG has maintained a strong partnership with the CBPR at the University of the Pacific since its establishment in 2004 as the Business Forecasting Center. Initially, CBPR was created to engage local agencies in San Joaquin County in collaborative efforts to promote regional economic development. Over the years, CBPR has significantly expanded its analytical capabilities, providing invaluable insights through quarterly regional reports and a diverse array of data resources.

CBPR has also supported collaboration on the Regional Transportation Plan (RTP), leveraging insights from census data and other analytical tools to inform planning and policy developments in San Joaquin County.

Another prominent function of the partnership between CBPR and SJCOG has been the [Speakers Series](#), which began in 2017. The purpose of these events is to bring together experts in different fields to discuss topics important to the region, such as housing affordability, healthy communities, jobs, and the economy.



FORECASTING GROWTH & CHANGE:
Exploring Future California & the North San Joaquin Valley

Join us on April 2, 2025, from 12:00 to 1:30 PM for an insightful webinar on forecasted demographic changes and their implications for California and the North San Joaquin Valley (NSJV). Organized in partnership with the San Joaquin Council of Governments (SJCOG) and the North Valley THRIVE (NVT) Initiative, this session will explore significant shifts in population trends over the next 25 years and what they mean for the region's workforce, healthcare system, and economic growth. Experts will break down key forecasts and discuss critical topics, including the aging population, workforce development, and inter-regional migration patterns. Don't miss this opportunity to gain valuable insights and engage in discussions shaping the future of the NSJV and beyond.

SPEAKERS

- **Somjita Mitra**, Chief Economist, California Department of Finance's Forecasting Unit
- **Walter Schwarm**, Chief Demographer, California Department of Finance's Forecasting Unit
- **Thomas Pogue**, Executive Director, CBPR at University of the Pacific

WEBINAR DETAILS
Wed., April 2, 2025 | 12:00 - 1:30 PM (PDT)
 • Attend in person or via Zoom

PRESENTED IN PARTNERSHIP WITH

 **SAN JOAQUIN**
 COUNCIL OF GOVERNMENTS
 CALIFORNIA 

Prepared by Isaiah Anderson, Associate Regional Planner

AGENDA ITEM 3**D**



March 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: Notify Partners of Federal Transit Administration 5310 Call for Projects Results

RECOMMENDED ACTION: Information Only

SUMMARY:

On June 30th, 2025, Caltrans solicited a call for projects for the Federal Transit Administration (FTA) Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program for FFY 2024 and 2025 funds. San Joaquin transit operators and local non-profits that provide transportation services were eligible to apply to the Small Urban/Rural and the Stockton urbanized area (UZA) programs, depending on where they provide service.

Approximately \$24.4 million was available for the Small Urban/Rural, and \$978,252 was available for the Stockton UZA program. The call for projects closed on September 3rd, 2025. Two projects from the San Joaquin region were completed and reviewed by Caltrans. Both projects received funding from the Stockton UZA program. Table 1 shows the projects and their awards.

Table 1. FTA 5310 CFP Results

Agency	Project Description	Total Project Cost	Toll Credits Awarded	FTA 5310 Awarded	Total Award
Lodi Memorial Hospital Association, Inc. Adult Day Services	Operating Assistance	\$290,443	\$145,222	\$145,222	\$290,443
Catholic Charities of the Diocese of Stockton	Mobility Management	\$538,040	\$107,608	\$430,432	\$538,040
Catholic Charities of the Diocese of Stockton	Operating Assistance	\$100,856	\$50,428	\$50,428	\$100,856
Total		\$929,339	\$303,258	\$626,082	\$929,339

RECOMMENDATION:

Information Only

FISCAL IMPACT:

None at this time.

BACKGROUND:

The Federal Transit Administration (FTA) Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program is authorized by 49 United States Code (U.S.C.) 5310. The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

All FTA 5310 funded projects must be included in a locally developed, coordinated public transit-human services transportation plan (Coordinated Plan).

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit;
- Alternatives to public transportation projects that assist seniors and individuals with disabilities.

Prepared by: Joel Campos, Senior Regional Planner

AGENDA ITEM 4



March 2026
 Technical Advisory Committee

STAFF REPORT

SUBJECT: Approve the Fiscal Year 2026-27 State of Good Repair Distribution Methodology and Revenue Estimates

RECOMMENDED ACTION: Recommend Approval of the Fiscal Year 2026-27 State of Good Repair Distribution Methodology and Revenue Estimates

DISCUSSION:

Established by Senate Bill 1, the State of Good Repair (SGR) Program provides \$105 million per year to eligible recipients for transit repair, rehabilitation, and capital projects that keep public transit system in a state of good repair. An initial estimate of \$1,435,406.00 in section 99313 funds has been awarded to San Joaquin County for dispersal by SJCOG for FY 2026-27. By midyear, if the estimates appear lower or higher, SJCOG will amend the apportionments using the approved approach and will recirculate the updated allocations to the transit operators. Eligible SGR projects include:

- Transit capital projects or services to maintain or repair a transit operator's transit vehicle fleet or transit facilities;
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit service; and
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

In prior years, Section 99313 SGR funds have been split in a manner that mirrors the way Local Transportation Funds (LTF) are apportioned. Specifically:

- SJRRC would receive 11.5 percent; and
- Remaining funds would be distributed between transit providers based on population share.

The initial estimated apportionment, based on the recommended methodology, is summarized in Table 1. Table 1 also displays estimates for section 99314 funds. These funds are provided directly to the transit operators through the SGR program from the State Controller's Office (SCO). 99314 funds are already split by the (SCO) and are

displayed in Table 1 for information purposes only. SJCOG has no control as to how the 99314 funds are allocated.

Table 1: Revenue Estimates (both 99313 and 99314) Based on 2025 CA Department of Finance Population Estimates

Agency/Jurisdiction	Population	Percentage Share	99313 Estimate	99314 Estimate
SJRRC**		11.50%	\$165,072	\$177,739
RTD*	485,234	53.29%	\$764,913	\$125,415
Lathrop	38,596	4.24%	\$60,842	\$0
Lodi	67,093	7.37%	\$105,764	\$10,963
Manteca	93,733	10.29%	\$147,759	\$961
Tracy	98,215	10.79%	\$154,824	\$2,402
Ripon	15,753	1.73%	\$24,833	\$548
Escalon	7,232	0.79%	\$11,400	\$641
Mountain House		0.00%	\$0	\$0
TOTAL	805,856	100%	\$1,435,406	\$318,669

*RTD Population = Stockton + Unincorporated County + Mountain House

**Under LTF, SJRRC receives 11.5% of funds and is not included in the population distribution.

RECOMMENDATION:

Recommend the SJCOG Board approve the FY 2026-27 state of good repair distribution methodology and revenue estimates.

FISCAL IMPACT:

None at this time.

Prepared by: Joel Campos, Senior Regional Planner

AGENDA ITEM **5**



March 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Approval of SB 125 Phase 2 Ad Hoc Committee Programming Recommendations

RECOMMENDED ACTION: Approval of SB 125 Phase 2 Ad Hoc Committee Programming Recommendations

SUMMARY:

In October 2025, the San Joaquin Council of Governments (SJCOG) Board approved the SB 125 Phase 2 program guidelines and released a call for projects. Phase 2 consists of the unprogrammed balance of \$25.663 million for Years 3 and 4 of SJCOG's SB 125 Program allocation. This funding is subject to the California State Transportation Agency (CalSTA) releasing the Year 3 and 4 funds to SJCOG.

In addition to the guidelines and call for projects, an ad hoc committee of 3 voting SJCOG Board members was chosen by the SJCOG Chair to review the applications and make a recommendation based on the SJCOG Board approved criteria of project readiness, regional benefit, other committed funding, community support, and previous SB 125 funding.

Applications were due January 31, 2026. SJCOG received 17 applications totaling \$33,365,000. The SB 125 Phase ad hoc committee has developed a programming recommendation shown in Attachment A, totaling \$25,125,000 be funded through this program.

RECOMMENDATION:

Recommend approval of the ad hoc committee recommendation for SB 125 Phase 2 programming, as shown in Appendix A, totaling \$25,125,000.

FISCAL IMPACT:

Board's approval of the recommendation would program \$25,125,000 in SB 125 funds, subject to the CalSTA releasing the Year 3 and 4 funds to SJCOG.

ATTACHMENT(S):

Attachment A: Ad Hoc Committee Programming Recommendation

Prepared by: Joel Campos, Senior Regional Planner

Attachment A: Adhoc Committee Programming Recommendation

Agency	Project Title	SB 125 Phase 2 Ask
City of Escalon	Enhancing Escalon eTrans Experience for Passengers	\$75,000
City of Lathrop	Planning for Transit Operations and Maintenance Facility for Lathrop Transit	\$500,000
City of Lathrop	Purchase Transit Fleet for Lathrop Transit	\$1,300,000
City of Manteca	Manteca Transit Bus Facility	\$1,600,000
City of Ripon	Purchase Replacement Transit Fleet for Ripon Blossom Express	\$2,150,000
City of Ripon	Purchase Compressed Natural Gas Compressor (CNG) for Ripon Blossom Express	\$250,000
City of Ripon	Purchase Passenger Amenities	\$50,000
San Joaquin Regional Transit District	VanGo Fleet Replacement Vehicles	\$1,800,000
San Joaquin Regional Transit District	Ticket Vending Machine (TVM) Revenue Vehicle Fleet Upgrades	\$800,000
San Joaquin Regional Rail Commission	Ace Rolling Stock Capital Spares	\$2,000,000
San Joaquin Regional Rail Commission	San Joaquin Street Station Exterior Paint, Striping & Lighting Improvements	\$2,000,000
City of Tracy	Electric Bus Charging Infrastructure	\$200,000
City of Tracy	Transit Maintenance and Storage Facility Design	\$2,000,000
City of Tracy	Zero Emission On-Demand Bus Purchase	\$400,000
Tri-Valley – San Joaquin Valley Regional Rail Authority	Valley Link Rail Project Phase 1A	\$10,000,000

Total SB 125 Phase 2 Available: \$25,663,000	Total SB 125 Phase 2 Programming: \$25,125,000
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Projects Not Recommended for Programming

Agency	Project Title	SB 125 Phase 2 Ask
San Joaquin Regional Transit District	RTD Hydrogen Fueling Trailer	\$5,440,000
San Joaquin Regional Transit District	RTD Hydrogen Fleet Maintenance Shop Retrofit	\$2,800,000

Total Not Recommended for Programming: \$8,240,000

AGENDA ITEM **6**



March 2026
 Technical Advisory Committee

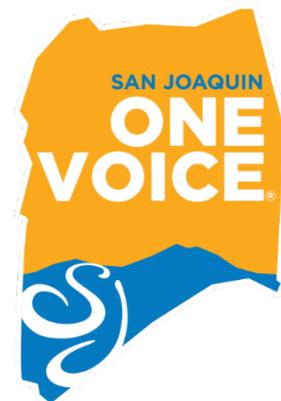
STAFF REPORT

SUBJECT: Approval of the 2026 One Voice® Program of Projects and Updated Federal Legislative Platform

RECOMMENDED ACTION: Recommend the SJCOG Board approve the 2026 One Voice® program of projects and updated federal legislative platform

SUMMARY:

The San Joaquin One Voice® program is SJCOG’s 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 program guidelines and solicited a call for projects. The final program of projects will be carried forward to highlight during the 2026 One Voice® trip. Table 1 below lists the project applications received by SJCOG. More information for each project is outlined in Attachment A.

Table 1. 2026 One Voice® Submission List

Agency	Project
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	Hybrid-Electric Bus
San Joaquin County Public Works	Grant Line Road Realignment Project (Tracy City Limits to Eleventh Street)
San Joaquin Council of Governments	Megaregion Investment Strategy (SR 99/120 Phase 1B & I-205 Managed Lanes)
San Joaquin Regional Rail Commission	San Joaquin Street Station Layover Track Project
City of Stockton and San Joaquin Regional Rail Commission (Co-sponsor)	Dr. Martin Luther King Jr. Boulevard Underpass Rail and Roadway Reconstruction
City of Tracy	I-205 Mountain House Parkway/International Parkway Interchange
<i>Environmental Sustainability (Non-transportation)</i>	
Stockton East Water District	Bellota Weir Modifications Project

Note: RTD has submitted an updated project.

Attachment B is the draft 2026 One Voice® Federal Legislative Platform.

RECOMMENDATION:

Recommend the SJCOG Board approve the 2026 One Voice® program of projects and 2026 federal legislative platform.

FISCAL IMPACT:

None at this time.

NEXT STEPS:

SJCOG staff will develop fact sheets for each regionally significant project to highlight the need for federal support during meetings with federal lawmakers and federal agency officials. The delegation from the region will travel to Washington, D.C., on May 4-7, 2026, to advocate for the projects.

ATTACHMENT:

Attachment A. 2026 One Voice® Project Summaries
Attachment B. 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:	\$45,800,000
ONE VOICE® REQUEST:	\$22,000,000
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:	\$ 5,000,000
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:	Hybrid-Electric Bus
TOTAL PROJECT COST:	\$ 1,400,000
ONE VOICE® REQUEST:	\$ 1,400,000
DESCRIPTION:	San Joaquin Regional Transit District proposes to replace one aging transit bus with a new hybrid electric bus as part of its ongoing fleet modernization program. The new vehicle will improve service reliability, reduce emissions, and support RTD's efforts to provide safe, efficient, and sustainable public transportation for residents throughout Stockton and San Joaquin County. This investment will help maintain reliable transit service for the many riders who depend on RTD for access to employment, healthcare, education, and other essential destinations.

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

AGENCY:	SAN JOAQUIN REGIONAL RAIL COMMISSION
PROJECT:	San Joaquin Street Station Layover Track Project
TOTAL PROJECT COST:	\$ 21,473,000
ONE VOICE® REQUEST:	\$ 1,874,000
DESCRIPTION:	The San Joaquin Street Layover Track Project (Project) is a critical component of the Valley Rail Program for expanded Gold Runner intercity passenger rail service and ACE commuter rail service and is critical for efforts to create a more sustainable future for the San Joaquin Valley. Located in Stockton west of the existing San Joaquin Street Station along the BNSF Stockton Subdivision, the Project will construct new storage and layover track located approximately one mile west of the existing San Joaquin Street Station to support efficient train turn-backs and short-run Sacramento–Stockton service without occupying the mainline.
AGENCY:	CITY OF STOCKTON AND SAN JOAQUIN REGIONAL RAIL COMMISSION (CO-SPONSOR)
PROJECT:	Dr. Martin Luther King Jr. Boulevard Underpass Rail and Roadway Reconstruction
TOTAL PROJECT COST:	\$ 17,700,000
ONE VOICE® REQUEST:	\$ 16,200,000
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:	\$ 75,159,000
ONE VOICE® REQUEST:	\$ 60,834,000
DESCRIPTION:	<p>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.</p>

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 [permitting](#) 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.

Surface Transportation Reauthorization

[Advocate for a federal transportation reauthorization platform for the next multi-year federal surface transportation program consistent with the reauthorization priorities above, as well as ones which maintain SJCOG's current governance and bylaws. Engage with MPO organizations, which SJCOG is a member including National Area Regional Councils, Association of Metropolitan Planning Organizations, and California Association of Councils of Governments and support aligned state or national MPO reauthorization priorities in advance of the IJJA's expiration on September 30, 2026.](#)

AGENDA ITEM 7



March 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Receive Feedback on Regional Active Transportation Cycle 8 Regional Program

RECOMMENDED ACTION: Provide feedback on ATP Cycle 8 materials

SUMMARY:

The purpose of this staff report is to provide an update on the Active Transportation Program (ATP) Cycle 8 Regional Program and to seek feedback on the draft regional program packet (Attachments A-D). Specifically, SJCOG staff is seeking feedback on “Program Updates and Changes” detailed below.

Proposed Program Updates and Changes

An ATP ad-hoc committee made up of five representatives from the County of San Joaquin, the cities of Manteca, Tracy, and Mountain House, and SJCOG’s Citizen Advisory Committee (CAC) met monthly from December 2025 to February 2026 to provide feedback to SJCOG staff on Cycle 8’s program structure. The committee recommended small modifications to the Cycle 8 program guidelines, application form, scoring rubric, and scorecard (all attached). The committee has suggested the following changes to the program guidelines:

1. To ensure compliance with the state program, the regional guidelines will more clearly specify that only 2% of state ATP funds can be used to fund Active Transportation Plans. This change is meant to ensure that projects that are past the planning phase (construction) can be prioritized for funding.
2. On Question 5A: Transit Access of the ATP Scoring Rubric, the "Transit Access in the Project Area" criteria has been changed from requiring a map of a 1/4 mile of the project vicinity and existing/planned infill and transit-oriented development to instead require a 1/2-mile map. This change was made to expand the range of eligibility for project submissions.

RECOMMENDATION:

Discussion only.

NEXT STEPS:

SJCOG staff is requesting feedback on the attached documents. Staff anticipates that standing committees and the SJCOG Board will take action on the attached documents in April 2026. Documents will also be updated upon the California Transportation Commission (CTC) releasing the full 2027 ATP Cycle 8 Guidelines at the end of March.

FISCAL IMPACT:

None at this time.

BACKGROUND:

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking and walking. In 2017, Senate Bill 1 (SB1) required \$100 million of revenues from the Road Maintenance and Rehabilitation Account to be allocated annually to the ATP. The ATP distributes the total annual funding capacity among three separate programs:

1. 10% to small urban/rural areas with populations of 200,000 or less
2. 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000
3. 50% to the statewide program.
4. All funding must be competitively awarded, and 25% of program funds must benefit disadvantaged communities.

The CTC released the Draft ATP Fund Estimate for Cycle 8 at the January Commission meeting. The CTC provided approximately \$619.3 million in total funding for ATP Cycle 8. SJCOG anticipates receiving \$5.322 million through the MPO component of the program. The Final Fund Estimate will be considered for adoption at the March Commission meeting to be held on March 19-20, 2026.

The regional application includes 5 supplemental questions worth up to 25 points. In previous cycles, SJCOG's Evaluation Committee was required to review and score both the state and regional applications. The table below breaks down the review process and points allocation.

Table 1. ATP Cycle 8 Review Process and Points Allocation

Application Type	Total Points	Reviewed By:
State Application	100	CTC
Regional Application	25	SJCOG's Review Committee
Total Possible Points	125	----

Regional and Statewide Program Schedule:

Milestone	Date
Final ATP Guidelines adopted by CTC	Mar 19-20
ATP Fund Estimate adopted by CTC	Mar 19-20
Call for Projects Opens (Statewide Program)	Mar 19-20
MPO Guidelines Due to CTC	May 8
MPO Guidelines Adopted by CTC	June 25-26
Statewide Project Application Deadline to CTC	June 22
Regional Project Application Deadline to SJCOG	August 30
Staff Recommendations for Statewide and Small Urban & Rural Components Posted	November 2
Statewide Project List adopted by CTC	December 3-4
Regional Project Programming Recommendations due to CTC	April 23, 2027
Adoption of MPO Selected Projects	June 2027

ATTACHMENTS:

- A. Draft Regional ATP Cycle 8 Guidelines
- B. Draft Cycle 8 Regional ATP Application
- C. Draft Scoring Rubric
- D. Draft Scorecard

Prepared By: Joel Campos, Senior Regional Planner

Draft 2027 REGIONAL ACTIVE TRANSPORTATION PROGRAM GUIDELINES



**San Joaquin Council of Governments
March 2026**

SAN JOAQUIN COUNCIL OF GOVERNMENTS 2027 REGIONAL ACTIVE TRANSPORTATION PROGRAM GUIDELINES

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I. Introduction

1. Background

The Active Transportation Program (ATP) is a competitive statewide program created to encourage the increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) created the ATP. Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP.

The ATP distributes the total annual funding capacity among three programs, with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, and 50% going to the statewide program. All funding must be competitively awarded and at least 25% of funds in each program must benefit disadvantaged communities. The ATP has two separate grant processes, one led by the California Transportation Commission (CTC) and the other led by the ten large MPOs, including the San Joaquin Council of Governments (SJCOG).

These guidelines describe the policies, standards, criteria, and procedures for the development of the San Joaquin Council of Governments 2027 Regional Active Transportation Program.

Regional Stakeholder Engagement

These guidelines are a result of extensive stakeholder and public engagement with SJCOG's member jurisdictions. SJCOG staff convened an ad-hoc committee made up of volunteers from throughout the region to update the region's Active Transportation Program (ATP) Cycle 8 Program Package. The ad-hoc committee was made up of five representatives from the County of San Joaquin; the cities of Manteca, Tracy, and Mountain House; and a member from SJCOG's Citizen Advisory Committee (CAC), a group of community members that represent the geographical, social, cultural, and economic diversity of the region. The ad-hoc committee met monthly from December 2025 to February 2026 to review the guidelines and supporting documents for improvements, consistency, and compliance. Committee members also collaborated with SJCOG staff to update Cycle 8's Application, Scoring Rubric, and Scorecard.

2. Program Goals

The purpose of the ATP is to encourage the increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity using public programs including, but not limited to, projects eligible for Safe Routes to School Program funding.

- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

3. Program Schedule and Funding Years

The programming capacity for the 2027 Regional Active Transportation Program will be for state fiscal years 2027/28 through 2030/31. The table below lists the major milestones for the development and adoption of the 2027 Regional Active Transportation Program:

Milestone	Date
Final ATP Guidelines adopted by CTC	Mar 19-20
ATP Fund Estimate adopted by CTC	Mar 19-20
Call for Projects Opens (Statewide Program)	Mar 19-20
MPO Guidelines Due to CTC	May 8
MPO Guidelines Adopted by CTC	June 25-26
Statewide Project Application Deadline to CTC	June 22
Regional Project Application Deadline to SJCOG	August 30
Staff Recommendations for Statewide and Small Urban & Rural Components Posted	November 2
Statewide Project List adopted by CTC	December 3-4
Regional Project Programming Recommendations due to CTC	April 23, 2027
Adoption of MPO Selected Projects	June 2027

III. Funding

4. Sources

The 2027 Regional Active Transportation Program is funded by the following state, local, and federal funding sources:

- State Active Transportation Program (ATP)

5. Funding Distribution

The 2027 Regional Active Transportation Program will be distributed as follows:

- State Active Transportation Program – \$5.322 million (per California Transportation Commission’s Fund Estimate, January 2026)

6. Matching Fund Requirements

SJCOG does not require a funding match for the 2027 Regional Active Transportation Program.

7. Leveraging Funds

The regional ATP program will only consider leveraged funds for plans, non-infrastructure, and small infrastructure projects since the statewide ATP program considers leveraged funds for medium and large infrastructure projects in its evaluation process. However, applicants are not required to leverage funds.

SJCOG will only consider cash funds for leveraging. Pre-construction phase activities funded by the applicant will be considered for leveraging even if the funds were expended before the application deadline. Funds expended for ineligible program costs and activities will not be considered as leveraged funding.

In-kind, non-infrastructure, staff time, or non-participating funds are not eligible for leveraging. Except for State Transportation Improvement Program (STIP) funding, SJCOG will only consider funds that are not allocated by the CTC as eligible leverage funds on a project-specific basis. Leveraging funds may include Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds, other Measure K formula funds, or other federal or local funds.

Applicants must provide a complete, phase-by-phase project funding plan through construction that demonstrates that any competitive ATP funding and leveraged funding in the plan (i.e., local, federal, state, and private funds) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. The letter of commitment must be signed by the Chief Executive Officer or other officer authorized by the applicant’s governing board. Applicants without a signed letter of commitment will not receive leveraging points. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board, or council resolution, etc.

8. Funding for Active Transportation Plans

Funding from the Active Transportation Program may be used to fund the development

of community-wide active transportation plans, including bicycle, pedestrian, safe routes to schools, or comprehensive active transportation plans. State ATP funding can only be used to fund plans within a disadvantaged community or for area-wide plans that encompass at least one disadvantaged community. A list of the components that must be included in an active transportation plan can be found in the CTC's 2027 ATP Guidelines, Appendix A.

9. Fifty Percent (50%) Agency Cap

No agency or project may be awarded more than 50 percent of all available funds identified in the call for projects. If a project's total costs exceed more than 50 percent of the available funds, then the project would only be eligible for partial funding (i.e., up to 50 percent of the available funds). As with any partially funded project, SJCOG offers the applicant the right of first refusal or the opportunity to submit a scaled down version of the project scope. Any scaled down version of the project scope must provide a proportionate level of benefits, compared to the original project. If the applicant refuses to submit a scaled down project scope, then the award will be withdrawn.

10. Two Percent (2%) Cap on Plan Projects

Only 2% of State ATP funds allocated to MPOs may be used to fund active transportation plans. Therefore, where possible, plans should be funded through other means.

11. Reimbursement

The ATP is a reimbursement program for eligible costs incurred from a project. For an item to be eligible for reimbursement through Caltrans, the item's primary use or function must meet the program purpose and at least one program goal.

Reimbursement is requested through the invoicing process detailed in the Caltrans Local Assistance Procedures Manual, Chapter 5, Invoicing. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed), are not eligible for reimbursement.

III. Eligibility

12. Eligible Applicants

Eligible applicants for the Active Transportation Program are specified in the CTC's 2027 ATP Guidelines and are listed below.

Only applications that have been submitted, reviewed, and scored in the Statewide Active Transportation Program will be accepted for consideration in the Regional Active Transportation Program. There is no limit on how many applications an eligible entity can submit.

The following entities within the State of California are eligible to apply for ATP funds:

1) Local, Regional, or State Agencies. Examples include city, county, MPO*, and Regional Transportation Planning Agency.

2) Caltrans.*

- Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
- Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources such as the State Highway Operations and Protection Program (SHOPP).

3) Transit Agencies. Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

4) Natural Resources or Public Land Agencies. Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies.
- State or local fish and game or wildlife agencies.
- Department of the Interior Land Management agencies.
- U.S. Forest Service.

5) Public schools or school districts.

6) Tribal Governments – federally recognized Native American Tribes.

- Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.

7) Private nonprofit tax-exempt organizations that are responsible for the management of public lands may only apply with projects eligible for [Recreational Trails Program](#) funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

8) Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible. Eligibility should be established with Commission staff before the application deadline.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

13. Partnering With Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and non-profit organizations, when applying for funds.

14. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the following program goals. Refer to the CTC's 2027 ATP Guidelines, Appendix B, for example projects.

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. State funds cannot be used to program a new infrastructure project without a complete Project Study Report (PSR) or PSR equivalent. The CTC will not consider feasibility studies as PSR equivalent documents.
- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or includes at least one disadvantaged community. See the CTC's 2027 ATP Guidelines, Appendix A, for Plan Project Guidance.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. See the CTC's 2027 ATP Guidelines, Appendix B, for example NI activities. SJCOG intends to focus funding for non-infrastructure on start-up projects. A project is considered a start-up project when no such program currently exists. An applicant must demonstrate how the start-up project will be sustained after ATP funding is exhausted. The program cannot fund existing or ongoing program operations. Non-infrastructure projects are not limited to those benefiting K-12 students. Program expansions or new components of existing programs are eligible for funding if the existing program or program components will be funded through other means.
- Infrastructure projects with non-infrastructure components.

15. Minimum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum funding request for infrastructure projects that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, plans, safe routes to school projects, and recreational trail projects.

16. Project Type Requirements

SB 99 specifies that at least 25% of funds must benefit disadvantaged communities within each of the program components. However, the ATP also includes other project types that must meet certain requirements. Below is an explanation of the requirements specific to the project types listed in SB 99.

A. Disadvantaged Communities

For a project to contribute towards the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community as defined in the criteria outlined below. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project benefits must primarily target a disadvantaged community while avoiding substantial burdens to that community.

It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,
- Have a direct connection to the disadvantaged community, or
- Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey (<\$73,524). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#) and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- National School Lunch Program: At least 75% of public-school students in the

project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criterion.

- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index [website](#).
- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).
- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Commission staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
 - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.
 - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.

B. Safe Routes to School Projects

For a project to qualify for a Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

C. Recreational Trails Projects

Trail projects that are primarily recreational should meet the federal requirements of the

Recreational Trails Program, as such projects may not be eligible for funding from other sources. However, trails that serve active transportation purposes (such as multi-use paths, Class I bikeways, etc.) are fully eligible in the ATP and do not need to meet the Recreational Trails Program requirements.

IV. **Project Application**

There are five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the appropriate application for their project. Applicants applying for infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. All eligible projects must apply to one of the following application types. Applications for plans may not be combined with applications for infrastructure or non-infrastructure projects.

The five application types are:

1. Large Project, Infrastructure Only or Infrastructure/Non-Infrastructure

- Projects with a total project cost of greater than \$10 million will be considered a large project and must use the Large Project application. Caltrans and Commission staff may conduct onsite field reviews on a selection of projects that qualify as large projects. Field reviews are not indicative of the project's likelihood of receiving funding.
- Projects that qualify for the large application do not need to apply for construction and may apply for pre-construction phases only.

2. Medium Project, Infrastructure Only or Infrastructure/Non-Infrastructure

- Projects with a total project cost of more than \$3.5 million and up to \$10 million will be considered a medium project and must use the Medium Project application.

3. Small Project, Infrastructure Only or Infrastructure/Non-Infrastructure

- Projects with a total project cost of \$3.5 million or less will be considered a small project and must use the Small Project application.

4. Non-Infrastructure Only

- Education and encouragement activities that further the goals of the ATP. Non-infrastructure programs include those benefiting school students, older adults, or entire communities. Non-infrastructure projects may utilize existing best practices or be innovative in nature.

5. Plan

- Applicants can only apply for a plan with the Plan application. This application

cannot be combined with any other type of project. Plan projects must be within or encompass a disadvantaged community.

SJCOG will not consider quick-build projects.

17. Scaled-Down Scope

SJCOG is offering applicants an opportunity to submit a project with a scaled-down scope than what was originally submitted in the State ATP application. If a jurisdiction decides to propose a project with a scaled-down scope, then a revised state ATP application must be submitted alongside the Regional ATP Supplemental Application. In the supplemental application, the applicant needs to provide an explanation of scalability and how the revised project will provide a proportionate level of benefits as the original project.

18. Application Submittal Requirements

State applications will be available and must be submitted on the ATP online application portal. The 2027 Regional ATP Application must be submitted as described below.

All project applications must include the signature of the Chief Executive Officer, or another officer authorized by the applicant's governing board.

If the project is to be implemented by an agency other than the applicant, then documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.

A project application must also include documentation of all other funds committed to the projects.

The following contents are to be included in the submitted application:

- Signed Cover Letter (electronic signature is accepted)
- Completed Supplemental Application
 - Project Information – Section I
 - Supplemental Questions – Section II
 - Existing Plans
 - Community/Neighborhood Impact
 - Safe Routes to Schools and Other Community Activity Centers
 - Leveraging of Other Funding
 - Transit Access
- Complete Appendix (in order)
 - State ATP Application
 - Leveraged Funding Letter of Commitment with Supporting Documentation
 - Any additional exhibits not included in your State ATP Application

One (1) electronic copy must be submitted via thumb drive, or email/file sharing site of the complete grant application, no later than 4:00 p.m. on TBD, to:

Joel Campos, Senior Regional Planner
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
campos@sjcog.org

V. **Project Selection Process**

19. Scoring Criteria

A project's ranking will be determined by its Statewide ATP score and Regional ATP score. The regional application will be reviewed and scored by SJCOG's Project Evaluation Committee while the statewide application will be reviewed and scored by CTC's Evaluation Committee. The regional application score will be added to the statewide score to determine a final score. A project can earn a total final score of 125 points, or the sum of the maximum regional and statewide scores. See the chart below to reference the scoring criteria and points allotted to the different project types. The chart below shows the maximum number of points for each scoring criteria based on project type. If a scoring criterion is left blank, it is not applicable to that project type.

SJCOG staff will form a multidisciplinary Project Evaluation Committee of volunteers to assist in reviewing and evaluating regional supplemental applications. SJCOG staff will add up each volunteer's score and divide the sum by the number of evaluators to get an average score. The average score from the regional application will then be added to the state application's score to get a final score.

Scoring Topic	Plan	NI Only	Infrastructure or Infrastructure with Non-Infrastructure (NI)		
			Small	Medium	Large
Benefits to Disadvantaged	30	10	10	10	10
Need	20	40	52	40	38
Safety		10	25	25	20
Public Participation & Planning	25	15	10	10	10
Scope and Plan Layout Consistency and Cost Effectiveness					7
Scope and Plan Layout Consistency		10	3	5	
Context Sensitive & Innovation		5		5	5
Transformative Projects					5
Evaluation and Sustainability		10			
Leveraging				5	5
Implementation & Plan Development	25				
Corps		(0 or -5)	(0 or -5)	(0 or -5)	(0 or -5)
Past Performance	(0 or -10)	(0 or -10)	(0 or -10)	(0 or -10)	(0 or -10)
Subtotal (Statewide Scores)	100	100	100	100	100
Regional Supplemental Questions					
Existing Plans	5	5	5	5	5
Community/Neighborhood	5	5	5	5	5
Safe Routes to Schools and	5	5	5	10	10
Leveraging of Other Funding	5	5	5		
Transit Access	5	5	5	5	5
Total	125	125	125	125	125

The regional application will include the following 5 supplemental questions:

- A. Existing Plans: The applicant’s need for an active transportation plan or the proposed project’s alignment with existing active transportation plans.
- B. Community/Neighborhood Impact: Proposed project’s potential to transform non-motorized users’ mobility and accessibility and increase community connectivity.

- C. Safe Routes to Schools and Other Community Activity Centers: Proposed project's potential to provide or improve safe and secure access to schools and other key community activity centers.
- D. Leveraging of Other Funding: The leveraged funding that will be committed to the proposed project if ATP competitive funding is awarded.
- E. Transit Access: Proposed project's potential to promote transit access and ridership.

The scoring rubric for the supplemental questions can be found in Appendix A.

If two or more projects receive the same score and both projects are at the funding cut-off score, the following criterion will be used to determine which project(s) will be funded. Criteria are listed in priority order.

- a. Infrastructure projects.
- b. Project readiness including, but not limited to, completed environmental clearance documents.
- c. Benefit to Disadvantaged Communities as a minimum of 25% of ATP funding must be programmed to projects that benefit disadvantaged communities per CTC requirements.

20. Project Evaluation Committee

SJCOG staff will form a multidisciplinary Project Evaluation Committee of 5 to 7 volunteers to assist in reviewing and scoring regional supplemental applications. When forming the Project Evaluation Committee, staff will seek participants with expertise in, but not limited to, bicycling and pedestrian transportation and land use; Safe Routes to Schools projects; and projects benefiting disadvantaged communities. Staff will also seek to have a balanced representation of representatives from local jurisdictions and non-governmental organizations to promote geographic equity.

21. Project Programming

SJCOG staff will allocate program funding to projects based on the project's final scores and input from the Project Evaluation Committee. SJCOG staff will seek to concentrate federal and state funding on as few projects as possible. Final programming recommendations are subject to review and consideration by SJCOG committees before being adopted by the SJCOG Board. Approval of ATP funding is also subject to approval by the CTC.

I. Project Information

1. Project Title: _____

2. Applicant Agency: _____

3. Agency Address: _____

4. Project Manager _____ Title: _____

Email: _____ Phone Number: _____

5. **Project Description** Briefly describe the existing conditions, scope, and expected benefits. If the project is a component within a larger or multi-phase project, describe the “parent” project as well.

6. **Project Location** Briefly describe the project location(s):

7. Project Type

- Large Infrastructure
- Large Infrastructure with Non-Infrastructure
- Medium Infrastructure
- Medium Infrastructure with Non-Infrastructure
- Small Infrastructure
- Small Infrastructure with Non-Infrastructure
- Non-Infrastructure Only
- Plan

8. Schedule

	Completion _____	Start Date _____
PA&ED	_____	_____
PS&E	_____	_____
ROW	_____	_____
Construction	_____	_____
		Start Date _____ Completion _____
Non-Infrastructure and Plans	_____	_____

9. Funding Requested: \$ _____

10. Total Project Cost: \$ _____

11. Did you submit this project for the 2027 Statewide Active Transportation Program?

(Note: All projects must be submitted, reviewed, and scored in the statewide program to be considered for the regional program)

 Yes No

If yes, are you applying for a scaled-down scope from what was in your State ATP Application?

 Yes No

If yes, revise these parts of your State ATP Application and submit it with your 2027 SJCOG Regional ATP Supplemental Application. This information is needed for Caltrans to process your project if ATP funding is awarded.

- Part A2: General Project Information
- Part A4: Project Details
- Part A5: Project Schedule
- Part A6: Project Funding

12. Scaled Down Scope Description If SJCOG could only partially fund your project, is there a scaled down version of your project that you would prefer to be funded? If so, please describe the revised project, associated benefits, and associated cost(s). Please note that the scaled down project must provide a proportionate level of benefits as the original project.

Infrastructure Type (only intended for Infrastructure projects)

Note: do not double-count the improvements that benefit both Bicyclists and Pedestrian (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

New Bicycle Facilities:	Class 1: _____ Linear Feet	Class 2: _____ Linear Feet
	Class 3: _____ Linear Feet	Class 4: _____ Linear Feet
Signalized Intersections:	New Detection/Bike Boxes: _____ Number	Timing Improvements: _____
Un-Signalized Intersections:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Bike Share Program:	New Bike Share Station: _____ Number	New Bike Share Bikes: _____ Number
Bike Racks/Lockers:	New Racks: _____ Number	New Lockers: _____ Number
Other Bicycle Improvements	#1: _____ #: _____	#2: _____ #: _____

Pedestrian Improvements

Sidewalks:	New (4' to 8' wide): _____ Linear Feet	New (Over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	Reconstruct/Enhance Existing: _____ Linear Feet
ADA Ramp Improvements:	New Ramp (none exist): _____ Number	Reconstruct Ramp to Standard: _____ Number
Signalized Intersections:	New Crosswalk: _____ Number	Enhance Existing Crosswalk: _____ Number
	Pedestrian signal heads: _____ Number	Shorten Crossing: _____ Number
	Timing Improvements: _____ Number	
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: _____ Number
	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
	Shorten Crossing: _____ Number	
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Pedestrian Amenities:	Benches: _____ Number	Trash Cans: _____ Number
	Shade Trees: _____ Number	Shade Tree Type: _____
Other Ped Improvements	#1: _____ #: _____	#2: _____ #: _____

Multi-use Trail Improvements

Class 1 Trails:	New (8' or less wide): _____ Linear Feet	New (Over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	
Non-Class 1 Trails:	New _____ Linear Feet	Widen Existing: _____ Linear Feet
Other Trail Improvements	#1: _____ #: _____	#2: _____ #: _____

Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: _____ Linear Feet	Remove Right-Turn Pocket: _____ Number
Speed Feedback Signs:	Speed Feedback Signs: _____ Number	
Signalized Intersections:	Timing Improvements: _____ Number	New Roundabout _____ Number
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: _____ Number
Other Traffic-Calming	#1: _____ #: _____	#2: _____ #: _____

II. Supplemental Questions

QUESTION #1: Existing Plans

Background: The purpose of this question is to ensure projects are driven by local bike/pedestrian plans. This question ensures plans are being implemented and that projects are adhering to the planning process.

A. For Plan Applications: To ensure jurisdictions have updated ATP plans, projects that develop a local ATP plan or update an existing ATP or related plan will be granted up to 5 points. Please provide a copy of the most recent ATP or related plan. If no ATP plan exists, please provide a letter from the city manager/executive director indicating that no such plan exists. **(0 to 5 POINTS)**

B. For Non-Infrastructure and Infrastructure Applications: Projects aligned with local and regional ATP plans or other related plans that address bicycle and pedestrian safety (e.g., Local Roadway Safety Plan, Systemic Safety Analysis Report, etc.) will be granted additional points. Please attach proof that this project is identified in an existing ATP or related plan. **(0 to 4 POINTS)**

C. For Non-Infrastructure and Infrastructure Applications: Priority projects will be granted additional points. Please attach proof that this project is identified or listed in an ATP or a related plan's priority list. **(0 to 1 POINT)**

QUESTION #2: Community/Neighborhood Impact

Background: Question #2 aligns with SJCOG's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Strategy Number 7: Provide transportation improvements to facilitate nonmotorized travel. The purpose of this question is to allow jurisdictions to clearly articulate how the proposed project will be transformational for the community.

- A. Please indicate how this project will transform bicyclists and/or pedestrians' mobility and accessibility compared to existing conditions. Applicants should provide context and can include attachments (e.g., maps) to get their point across. **(0 to 3 POINTS)**
- B. Please indicate if the project will connect or increase connectivity among 2 or more neighborhoods. Applicant should indicate how the project creates a connection over a man-made barrier (e.g., railroad) and/or a natural barrier (e.g., creek). **(0 to 2 points)**

QUESTION #3: Safe Routes to Schools and Other Community Activity Centers

Background: Question #3 aligns with SJCOG's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Strategy Number 10: Facilitate projects that reduce the number and severity of traffic incidents. Projects should ensure children, people with disabilities, and other non-motorized users (i.e., those walking and those on bikes, e-bikes, scooters, etc.) can safely access and navigate schools and other community assets.

A. Describe the location of the project. Describe how the project provides or improves access to the key Community Activity Centers including:

- Schools
- Parks
- Community Centers
- Community Gardens
- Libraries
- Large employment and shopping facilities
- Senior Centers
- Religious Centers and other quasi-public spaces
- Transit Stations

If a project improves access to a Community Activity Center not listed above, please describe why the location is considered a CAC. Explain how the location is frequented by non-motorized users to socialize, obtain support, and/or address other basic and social needs.

B. Attach a map of the location of the project and highlight any Community Activity Centers within ½ mile of the project.

For Plans, Non-Infrastructure, and Small Infrastructure (0 to 3 POINTS)
For Medium and Large (0 to 7 POINTS)

C. Describe proposed amenities (e.g., bulb-outs, speed bumps, elimination of on-street parking, flashing stops signs/crosswalks, additional signage, crossing-guards, pedestrian flags, etc.) specifically designed to increase safety for children, seniors, people with disabilities, and other non-motorized users.

For Plans, Non-Infrastructure, and Small Infrastructure (0 to 1 POINT)
For Medium and Large (0 to 2 POINTS)

D. Include Letters of Support from school districts, police departments, community centers, non-profits serving children, people with disabilities, and non-motorized users, or other entities who may be involved in daily operations related to pedestrian and bicycle traffic. **(0 to 1 POINT)**

QUESTION #4: Leveraging of Other Funding (Only for Plans, Non-Infrastructure, and Small Infrastructure Applications)

Background: The state application provides up to 5 additional points to medium and large infrastructure projects leveraging other funding. This scoring criteria disadvantages plans, non-infrastructure, and small infrastructure projects. To ensure a fair competition, SJCOG will provide plans, non-infrastructure, and small infrastructure projects up to 5 points for any leveraged funding.

Describe the leveraged funding that will be committed to the proposed project if ATP competitive funding is awarded (total value in dollars). The application funding plan must show all federal, state, and local funding allotted for this project. Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds and other Measure K funds derived by formula may be used as matching funds.

Applicants must also attach a signed letter of commitment indicating the amounts and sources of leveraged funds. The letter of commitment must be signed by the Chief Executive Officer or other officer authorized by the applicant's governing board. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board, or council resolution, etc. Applications without a signed letter of commitment or other documentation to substantiate leveraging will not receive leveraging points.

(0 to 5 POINTS)

Leveraged Funds

Funds either already expended by the applicant for a previous phase, or funds to be programmed for use on elements within the requested project. This funding can only be considered "leveraged" funding if it goes towards eligible participating project costs.

Total Project Cost: _____

Leveraged Funds: _____

% of Total Project Cost: _____ (20% of Project Cost Max / .25 Points per 1%)

Only direct funding and the direct expenses for completing project delivery milestones can be used. Please provide detailed information on actual costs for past milestones and estimated costs for future milestones.

QUESTION #5: Transit Access

Background: This question aligns with SJCOG's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Strategy Number 5: Optimize the public transportation plan to provide efficient and convenient access for users of all income levels. Projects should ensure children and non-motorized users (i.e., those walking and those on bikes, e-bikes, wheelchairs, scooters, etc.) can access public transit.

A. Attach a scaled map of the location of the project and all bus and rail transit stops and stations within **1/2 mile** of the project vicinity. If a transit stop will be added to an area in the future, include in the attachment a "will serve" letter from the transit operator that documents this. If applicable, highlight existing and planned infill and transit-oriented development within the project area. **(0 to 1 POINT)**

B. Describe how the project is in an area with a nearby passenger rail and/or bus transit stop that is accessible and has regular service, or if a transit stop will be added to the area as documented in a "will-serve" letter from the transit operator. **(0 to 4 POINTS)**

III. Supplemental Application Checklist

- Eligibility:** Potential applicants may check with SJCOG staff regarding their eligibility to apply for funding sources or the eligibility of their project.
- Program Schedule:** Review the Regional ATP Schedule for important dates.
- Application Contents:** Review pages for all needed elements:
 - **Signed Cover Letter (electronic signature is accepted)**
 - **Completed Supplemental Application**
 - **Project Information – Section I**
 - **Supplemental Questions – Section II**
 - Existing Plans
 - Community/Neighborhood Impact
 - Safe Routes to Schools and Other Community Activity Centers
 - Leveraging of Other Funding
 - Transit Access
 - **Complete Appendix – in order**
 - **State ATP Application**
 - Leveraged Funding Letter of Commitment with Supporting Documentation
 - **Any additional exhibits not included in your State ATP Application**

Please do not include a complete Master Plan or other local or regional planning document with your application.

- Submittal Deadline:** Please submit one (1) electronic copy via thumb drive, or email/file sharing site of the complete grant application no later than **5pm on TBD**, to:

Joel Campos, Senior Regional Planner
 San Joaquin Council of Governments
 555 E. Weber Avenue
 Stockton, CA 95202
campos@sjcog.org

Special Instructions & Expectations for Evaluators:

The evaluator should use their best judgment to choose the score they feel best represents the information given. If the applicant failed to provide accurate information, do not give full points for each sub-question.

QUESTION #1: Existing Plans

Based on the applicant's existing plans, evaluators shall give points according to the tables below.

- A. **For Plan Applications Only (0 to 5 points):** To ensure jurisdictions have updated ATP plans, projects that develop a local ATP plan or update an existing ATP plan will be granted up to 5 points. Please provide a copy of your jurisdiction's most recent ATP plan. If no ATP plan exists, please provide a signed letter from your city manager/executive director indicating that no such plan exists. **(0 to 5 POINTS)**

Points	Applicants' need for a plan. (For Plan Applicants Only)
5 points	Applicant does not have a comprehensive active transportation plan nor a pedestrian plan, a bicycle plan, or a Safe Routes to School plan. Applicant provides a letter from the city manager/executive director indicating that no such plan exists.
4 points	Applicant is seeking to update a comprehensive active transportation plan that is older than 10 years. Applicant provides a copy of the most recent ATP plan.
3 points	Applicant is seeking to update a comprehensive active transportation plan that is 7 to 10 years old. Applicant provides a copy of the most recent ATP plan.
2 points	Applicant is seeking to update a comprehensive active transportation plan that is 4 to 6 years old. Applicant provides a copy of the most recent ATP plan.
1 point	Applicant is seeking to update a comprehensive active transportation plan that is 1 to 3 years old. Applicant provides a copy of the most recent ATP plan.
0 points	Applicant is seeking to update a comprehensive active transportation plan that is less than 1 year old. Applicant provides a copy of the most recent ATP plan.

B. For Non-Infrastructure and Infrastructure Applications: Projects aligned with local and regional ATP plans or other related plans that address bicycle and pedestrian safety (e.g., Local Roadway Safety Plan, Systemic Safety Analysis Report, etc.) will be granted additional points. Please attach proof that this project is identified in an existing ATP or related plan. **(0 to 4 POINTS)**

Points	Project alignment with existing plans. (For Non-Infrastructure and Infrastructure Applications Only)
4 points	The project is listed in an existing ATP or a bicycle and pedestrian safety related plan that is less than 2 years old. Applicant provides a copy of such plan.
3 points	The project is listed in an existing ATP or a bicycle and pedestrian safety related plan that is 3 to 5 years old years old. Applicant provides a copy of such plan.
2 points	The project is listed in an existing ATP or a bicycle and pedestrian safety related plan that is 6 to 10 years old years old. Applicant provides a copy of such plan.
1 point	The project is listed in an existing ATP or a bicycle and pedestrian safety related plan that is more than 10 years old years old. Applicant provides a copy of such plan.
0 points	The project is not listed in an existing ATP or a bicycle and pedestrian safety related plan.

C. For Non-Infrastructure and Infrastructure Applications: Priority projects will be granted additional points. Please attach proof that this project is listed in an ATP or a related plan's priority list. **(0 to 1 POINT)**

Points	Priority of proposed project. (For Non-Infrastructure and Infrastructure Applicants Only)
1 point	The project is listed or identified as a priority project in an existing ATP or a bicycle and pedestrian safety related plan. Applicant provides a copy of such plan.
0 points	The project is not listed or identified as a priority project in an existing ATP or a bicycle and pedestrian safety related plan.

QUESTION #2: Community/Neighborhood Impact

- a. Please indicate how this project will transform bicyclists and/or pedestrians' mobility and accessibility compared to existing conditions. Applicants should provide context and can include attachments (e.g., maps) to get their point across. **(0 to 3 POINTS)**

Points	Community/Neighborhood Impact. (<u>All Project Types</u>)
3 points	The applicant clearly demonstrates active transportation “needs” in the project area. The applicant documents the lack of connectivity, the lack of mobility for non-motorized users within the project area, and local public health issues and concerns. The applicant clearly demonstrates how the project will address the identified active transportation needs by creating or improving links or connections <u>and</u> encouraging the use of proposed projects to community/neighborhood destinations.
2 points	The applicant somewhat demonstrates active transportation “needs” in the project area. The applicant documents <i>only two</i> of the following: the lack of connectivity, the lack of mobility for non-motorized users within the project area, and local public health issues and concerns. The applicant somewhat demonstrates how the project will address the identified active transportation needs by either creating or improving links or connections <u>or</u> encouraging the use of proposed projects to community/neighborhood destinations.
1 point	The applicant minimally demonstrates active transportation “needs” in the project area. The applicant documents <i>only one</i> of the following: the lack of connectivity, the lack of mobility for non-motorized users within the project area, and local health concerns. The applicant somewhat demonstrates how the project may address the identified active transportation needs by either creating or improving links or connections or encouraging the use of proposed projects to community/neighborhood destinations.
0 points	The applicant does not clearly demonstrate active transportation needs in the project area. The application did not demonstrate in any way that the project would address the identified needs.

- b. Please indicate if the project will connect or increase connectivity among 2 or more neighborhoods. Applicant should indicate how the project creates a connection over a man-made barrier (e.g., railroad) and/or a natural barrier (e.g., creek). **(0 to 2 points)**

Points	Connecting Communities. (<u>All Project Types</u>)
2 points	The applicant clearly and convincingly demonstrates that the project will connect or increase connectivity among 2 or more neighborhoods.
1 point	The applicant clearly and convincingly demonstrates that the project will connect or increase connectivity among 1 neighborhood.

0 points	The project will not connect or increase connectivity among any neighborhood.
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QUESTION #3: Safe Routes to Schools and Other Community Activity Centers

A. Describe the location of the project. Describe how the project provides or improves access to the key Community Activity Centers including:

- Schools
- Parks
- Community Centers
- Community Gardens
- Libraries
- Large employment and shopping facilities
- Senior Centers
- Religious Centers and other quasi-public spaces
- Transit Stations

If a project improves access to a Community Activity Center not listed above, please describe why the location is considered a CAC. Explain how the location is frequented by non-motorized users to socialize, obtain support, and/or address other basic and social needs.

B. Attach a map of the location of the project and highlight any Community Activity Centers within ½ mile of the project.

For Plans, Non-Infrastructure, and Small Infrastructure (0 to 3 POINTS)

For Medium and Large (0 to 7 POINTS)

Points	Project location. (For Plans, Non-Infrastructure, and Small Infrastructure Projects)
3 points	The applicant clearly and convincingly demonstrates that the project improves access to at least 3 community activity centers.
2 points	The applicant clearly and convincingly demonstrates that the project improves access to 2 community activity centers.
1 point	The applicant clearly and convincingly demonstrates that the project improves access to 1 community activity center.
0 points	The project does not improve access to any community activity center.
Points	Project location. (For Medium and Large Infrastructure Projects)

7 points	The applicant clearly and convincingly demonstrates that the project improves access to at least 7 community activity centers.
6 points	The applicant clearly and convincingly demonstrates that the project improves access to 6 community activity centers.
5 points	The applicant clearly and convincingly demonstrates that the project improves access to 5 community activity centers.
4 points	The applicant clearly and convincingly demonstrates that the project improves access to 4 community activity centers.
3 points	The applicant clearly and convincingly demonstrates that the project improves access to 3 community activity centers.
2 points	The applicant clearly and convincingly demonstrates that the project improves access to 2 community activity centers.
1 point	The applicant clearly and convincingly demonstrates that the project improves access to 1 community activity center.
0 points	The project does not improve access to any community activity center.

C. Describe proposed amenities (e.g., bulb-outs, speed bumps, elimination of on-street parking, flashing stops signs/crosswalks, additional signage, crossing-guards, pedestrian flags, etc.) specifically designed to increase safety for children, seniors, people with disabilities, and other non-motorized users.

**For Plans, Non-Infrastructure, and Small Infrastructure (0 to 1 POINT)
For Medium and Large (0 to 2 POINTS)**

Points	Proposed Amenities. (For Plans, Non-Infrastructure, and Small Infrastructure)
1 point	The proposal includes at least one amenity specifically designed to increase safety for children, people with disabilities, and other non-motorized users. Amenities can include bulb-outs, speed bumps, elimination of on-street parking, flashing stops signs/crosswalks, additional signage, crossing-guards, pedestrian flags, etc.
0 points	The proposal does not include any amenities specifically designed to increase safety for children, people with disabilities, and other non-motorized users.
Points	Proposed Amenities. (For Medium and Large)
2 points	The proposal includes at least two amenities specifically designed to increase safety for children, people with disabilities, and other non-motorized users. Amenities can include bulb-outs, speed bumps,

	elimination of on-street parking, flashing stops signs/crosswalks, additional signage, crossing-guards, pedestrian flags, etc.
1 point	The proposal includes one amenity specifically designed to increase safety for children, people with disabilities, and other non-motorized users. Amenities can include bulb-outs, speed bumps, elimination of on-street parking, flashing stops signs/crosswalks, additional signage, crossing-guards, pedestrian flags, etc.
0 points	The proposal does not include any amenities specifically designed to increase safety for children, people with disabilities, and other non-motorized users.

D. Include Letters of Support from school districts, police departments, community centers, non-profits serving children, people with disabilities, and non-motorized users, and other entities who may be involved in daily operations related to pedestrian and bicycle traffic. **(0 to 1 POINT)**

Points	Letter of Support. <i>(All Project Types)</i>
1 point	Applicant provides at least two Letters of Support from a school district, police department, community center, or other entity who may be involved in the daily operations of the project once it is implemented.
0 points	Applicant provides 0 to 1 Letters of Support from a school district, police department, community center, or other entity who may be involved in the daily operations of the project once it is implemented, if applicable.

QUESTION #4: Leveraging of Other Funding (Only for Plans, Non-Infrastructure, and Small Infrastructure Applications)

Describe the leveraged funding that will be committed to the proposed project if ATP competitive funding is awarded (total value in dollars). The application funding plan must show all federal, state, and local funding allotted for this project. Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds and other Measure K funds derived by formula may be used as matching funds. **(0 to 5 POINTS)**

Only direct funding and the direct expenses for completing project delivery milestones can be used. Please provide detailed information on actual costs for past milestones and estimated costs for future milestones.

Points	How points will be calculated. <i>(Only for Plans, Non-Infrastructure, and Small Infrastructure Applications)</i>
0-5 points	.25 points provided for every 1% provided as a match. Maximum of 5 points for 20% or more.

	<p>Applicant also provides a signed letter of commitment indicating the amounts and sources of leveraged funds. The letter is signed by the applicant’s Chief Executive Officer or other officer authorized by the applicant’s governing board.</p> <p>Note: An application without a signed letter of commitment will not receive leveraging points.</p>
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QUESTION #5: Transit Access

A. Attach a scaled map of the location of the project and all bus and rail transit stops and stations within **1/2 mile** of the project vicinity. If a transit stop will be added to an area in the future, include in the attachment a “will serve” letter from the transit operator that documents this. If applicable, highlight existing and planned infill and transit-oriented development within the project area. **(0 to 1 POINT)**

Points	Transit access in the project area. <i>(All Project Types)</i>
1 point	Applicant provides a map of the project area and highlights all bus and rail transit stops and stations within ½ mile of the project vicinity, and existing and planned infill and transit-oriented development, if applicable. Applicant also provides a “will” serve letter from the transit provider if a transit stop will be added in the future.
0 points	Applicant does not provide a map of the project area. If a map is provided, applicant does not highlight all bus and rail transit stops and stations within ½ mile of the project vicinity, and existing and planned infill and transit-oriented development, if applicable. Applicant does not provide a “will” serve letter from the transit provider if a transit stop will be added to the area in the future, if applicable.

B. Describe how the project is in an area with a nearby passenger rail and/or bus transit stop that is accessible and has regular service, or if a transit stop will be added to the area as documented in a “will-serve” letter from the transit operator. **(0 to 4 POINTS)**

Points	Transit access in the project area. <i>(All Project Types)</i>
4 points	<p>The project meets <u>at least two</u> of the following criteria:</p> <ol style="list-style-type: none"> 1. The project is less than 1/8 mile walk of a transit stop served by passenger rail and/or bus service. 2. Existing transit stop(s) serves at least 4 fixed routes. 3. Existing transit stop(s) has headways that average 15 minutes or less OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways of 15 minutes or less on average.

3 points	<p>The project meets <u>at least two</u> of the following criteria:</p> <ol style="list-style-type: none"> 1. The project is within a 1/8 and 1/4 mile walk of a transit stop served by passenger rail and/or bus service. 2. Existing transit stop(s) serves at least 3 fixed routes. 3. Existing transit stop(s) has headways between 15 to 30 minutes OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways of 30 minutes or less.
2 points	<p>The project meets <u>at least two</u> of the following criteria:</p> <ol style="list-style-type: none"> 1. The project is within a ¼ and 1/2 mile walk of a transit stop served by passenger rail and/or bus service. 2. Existing transit stop(s) serves at least 2 fixed routes. 3. Existing transit stop(s) has headways between 30 to 45 minutes OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways of 45 minutes or less.
1 point	<p>The project meets <u>at least two</u> of the following criteria:</p> <ol style="list-style-type: none"> 1. The project is within a 1/2 and 1 mile walk of a transit stop served by passenger rail and/or bus service. 2. Existing transit stop(s) serves at least 1 fixed route. 3. Existing transit stop(s) has headways between 45 to 60 minutes OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways between 45 to 60 minutes.
0 points	<p>The project meets <u>at least one</u> of the following criteria:</p> <ol style="list-style-type: none"> 1. There is no public transit service within 1 mile. 2. Existing transit stop(s) has headways longer than 60 minutes.

AGENDA ITEM 8



March 2026
Technical Advisory Committee

STAFF REPORT

SUBJECT: Received Information on Regional Cap on Toll Credits

RECOMMENDED ACTION: Discussion

SUMMARY:

For many years, California has made available Toll Credits (TCs) as the mean to offset the non-federal match requirement for federal funds like Surface Transportation Block Group (STBG), Congestion Mitigation Air Quality (CMAQ), and Federal Transit Administration (FTA) formula funds.

Due to the limited amount of TCs available to the State, Caltrans is setting caps for the Metropolitan Planning Organization (MPO) regions, and these caps are retroactive from October 1, 2025.

Caltrans did not communicate the existence of the caps – or their retroactive application – until recently, by which point SJCOG staff determined that the regional toll credit cap has already been fully exhausted by partner agencies. Caltrans' failure to provide timely notice eliminated the region's ability to manage toll credit use by adopting policy measures.

Staff have been reaching out to partners to explain the issue and to address questions. Staff will continue to reach out to partners as needed. Thus far, affected partners have identified revenue sources for programming local matches for the impacted projects. These adjustments have already been made per the recently processed Federal Transportation Improvement Program (FTIP) Administrative Modification Number 39. Staff will continue to work with our partners on making additional corrections and processing additional FTIP Amendments as needed.

California is pursuing an additional TC allocation from the federal government, and this process could take years.

RECOMMENDATION:

For discussion.

FISCAL IMPACT:

None. Per the caps set by Caltrans, SJCOG will be limited to \$8,071,648. Given the usage of TCs since October 1, 2025, there are none left.

BACKGROUND:

Toll Credits (TCs), also known as Transportation Development Credits (TDCs) on the transit side, are earned credits from the State's use of toll revenue (from toll roads and bridges) for infrastructure projects. The federal government rewards states that spend their toll revenue on projects that would otherwise require federal funding support. Based upon the levels of states' toll revenue investments, the federal government determines the TC allocations.

In 2012, the federal government provided Caltrans with \$4.2 billion in TC. With the TCs that California received, Caltrans made them available to MPOs to offset the non-federal match requirement for Surface Transportation Block Group (STBG) and Congestion Mitigation Air Quality (CMAQ) and to transit agencies to offset the non-federal match requirement for Federal Transit Administration (FTA) formula funds. MPOs have discretion to apply TCs to STBG and CMAQ. For FTA funds, transit agencies need to request TCs from Caltrans Transit Office and FTA.

TCs are NOT new monies, but rather, is a financial mechanism applying earned credits to waive federal-aid projects from match requirements.

Historic Use of Toll Credits

SJCOG has used TCs to offset the required 11.47% non-federal match for the region's Surface Transportation Block Group (STBG) funds.

SJCOG has also used TCs to offset the required 11.47% non-federal match for the Congestion Mitigation Air Quality (CMAQ) funds invested in the Travel Demand Management (TDM) Program, which provides vanpooling and ridesharing services.

Transit is the biggest user of TCs. The Federal Transit Administration (FTA) requires non-federal matches for formula funds, 5307 and 5339. The following matches are offset by TCs: 50% for operations, 20% for capital.

State Running out and Setting TC Caps

Because remaining TCs are limited, Caltrans has established caps on TCs for MPOs and delegated allocation authority to them.

MPO	Cap
Caltrans Off-System Bridge	\$34,368,227
AMBAG	\$5,985,642
BCAG	\$1,301,349

FCOG	\$6,711,735
KCOG	\$6,694,559
KCAG	\$1,320,274
MTC	\$80,699,337
MCTC	\$1,308,796
MCAG	\$1,573,346
SACOG	\$17,810,248
SCAG	\$170,889,992
SANDAG	\$28,965,809
SBCAG	\$3,486,655
TCAG	\$2,821,562
TMPO	\$929,948
SLOCOG	\$2,605,236
SJCOG	\$8,071,648
STANCOG	\$4,113,902
SHASTA	\$777,549
Non MPO	\$9,564,187
Total Available TC	\$390,000,000

These caps are retroactive from October 1, 2025. Caltrans did not communicate the existence of the caps – or their retroactive application – until recently, by which point SJCOG determined that our regional toll credit cap had already been fully exhausted. Caltrans' failure to provide timely notice eliminated the region's ability to manage toll credit use by adopting policy measures.

Caltrans is in the process of requesting additional TC allocation from the federal government. This next allocation will be many years away.

ATTACHMENT: None.

Prepared by: Ty Phimmasone, Senior Regional Planner.