



2023 FTIP

Federal Transportation
Improvement Program
FINAL



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2023 Federal Transportation Improvement Program

FFY 2022-23 through FFY 2025-26

Introduction

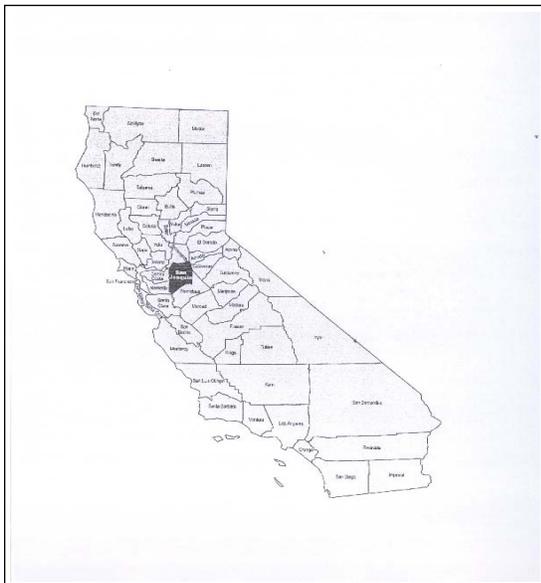
San Joaquin County is in California's San Joaquin Valley (Figure 1). It is the northernmost of the eight counties that comprise California's San Joaquin Valley. Local governments consist of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Lathrop, Ripon and Escalon (Figure 2).

The San Joaquin Valley

The San Joaquin Valley consists of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings and Kern (Figure 3). These eight counties share an air basin that currently does not meet federal and state air quality standards.

In response, the eight valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District have entered into a memorandum of understanding (MOU) to ensure a coordinated approach to transportation and air quality planning. The MOU defines a cooperative process designed to achieve compliance with Federal air quality conformity requirements. A second MOU has been executed between the eight transportation planning agencies to ensure a coordinated, cooperative transportation planning process on issues of mutual concern. One of the planning/programming efforts addressed as part of this cooperative effort is the preparation and presentation of the federally required Federal Transportation Improvement Program (FTIP).

Figure 1: Counties within California



FTIP Presentation

In response to the memorandum of understanding between the eight valley transportation planning agencies, a committee was formed to coordinate FTIP development, content and format. As a result, the FTIPs being produced reflect this common format. This should provide for a quicker, more efficient review process for all San Joaquin Valley FTIPs.

Federal Transportation Improvement Program Development

This section includes information on the process and requirements for developing a Federal Transportation Improvement Program.

Figure 2: San Joaquin County

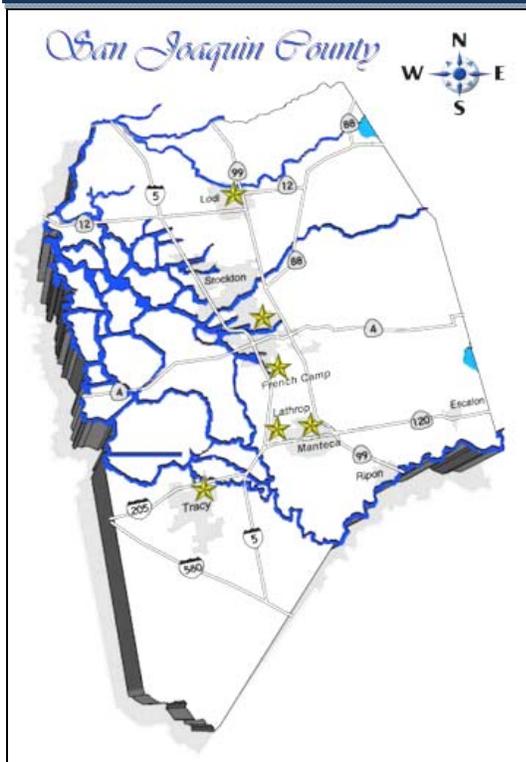


Figure 3: San Joaquin Valley



Overview

The Fixing America's Surface Transportation Act (FAST Act), approved in 2016, requires that each metropolitan planning organization (MPO) prepare a transportation improvement program (TIP).

The TIP is a financially constrained transportation programming document developed by San Joaquin Council of Governments (SJCOG) through its member agencies and in cooperation with State and Federal agencies and the eight San Joaquin Valley counties. The basic premise behind the TIP is that it is the incremental implementation (four years) of the long-range Regional Transportation Plan (24-years). The TIP serves to present federal funding agencies manageable components of funding the long-range plan.

The FTIP compiles individual projects and project lists from various sources. Any surface transportation project requiring Federal funding or a Federal action to proceed must be included in the FTIP. Aviation projects are not required to be listed. In addition, MPO federal planning regulations require regionally significant nonfederal projects to be listed for "informational purposes and air quality analysis ..." (CFR 450.321 (f)(5)). Major sources of FTIP projects include:

- The adopted State Transportation Improvement Program and State Highway Operation and Protection Program approved by the California Transportation Commission.
- The Regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects approved by the MPO.
- Federal transit projects and programs listed in current, pending or near-future grants.
- Other maintenance and safety programs, including Federal bridge, seismic retrofit, and other safety projects.
- Local sales tax measure and developer-funded projects on State highways.
- As an element of the air quality conformity analysis, regionally significant, nonfederally funded projects that have other funding sources either “committed” for the first year of the FTIP’s quadrennial element or “reasonably expected to be available” for second and subsequent years.

The FTIP must be composed of two parts. The first part is a priority list of projects to be carried out over a four-year period. The second part is a financial plan that demonstrates how the FTIP can be implemented. The financial plan is also required to list all public and private resources and financing techniques that are expected to be used to carry out the program. The FTIP is developed with the involvement of affected public agencies and the general public.

Federal Transportation Improvement Program Process and Development

SJCOG prepares the four-year FTIP and 24-year RTP plan in close cooperation with its member agencies, the San Joaquin Regional Transit District, the San Joaquin Regional Rail Commission, state and federal agencies, and the general public. As federal funding programs under the MPO’s control are developed, notifications are sent out to eligible agencies and the public, informing them of the appropriate manner in which projects may be submitted for consideration. The process involves the efforts of the SJCOG’s Technical Advisory Committee, Citizen’s Advisory Committee, Interagency Transit Committee, Board of Directors, and the general public, both through informal comments and a formal public hearing.

Public participation is key in the development of the FTIP and the RTP. Public input for the planning and programming activities is essential in determining the transportation priorities of the citizens of San Joaquin County. The public outreach effort for the renewal of the county’s half-cent sales tax, Measure K, was extensive and helped establish project priorities. Measure K renewal funds contribute to many of the county’s transportation projects and serve as a local match to the state and federal transportation programs. Numerous projects in the RTP and FTIP are partially funded with Measure K renewal funds.

SJCOG’s Public Participation Plan formalizes strategies used to involve the citizens of San Joaquin County in transportation planning activities, as well as other interagency partners. Interagency consultation with local agencies in the county, the San Joaquin Valley MPOs, and state and federal agencies took place to develop this FTIP and related RTP.

The outreach process allows for proper consultation among all affected agencies and for appropriate public input and, hence, meets the federal requirements for a coordinated and open planning.

The Federal Transportation Improvement Program Process and Plan

For the FTIP process to be completed, there is a need to demonstrate regional air quality conformity under the requirements of the current regulations set forth by the Environmental Protection Agency. SJCOG has prepared the corresponding FTIP Air Quality Conformity Determination as required by federal law. In addition, the Quadrennial Element of the FTIP moves forward two years, carrying through federal fiscal year 2025-2026, and revenues and costs have been updated with an emphasis on the quadrennial element.

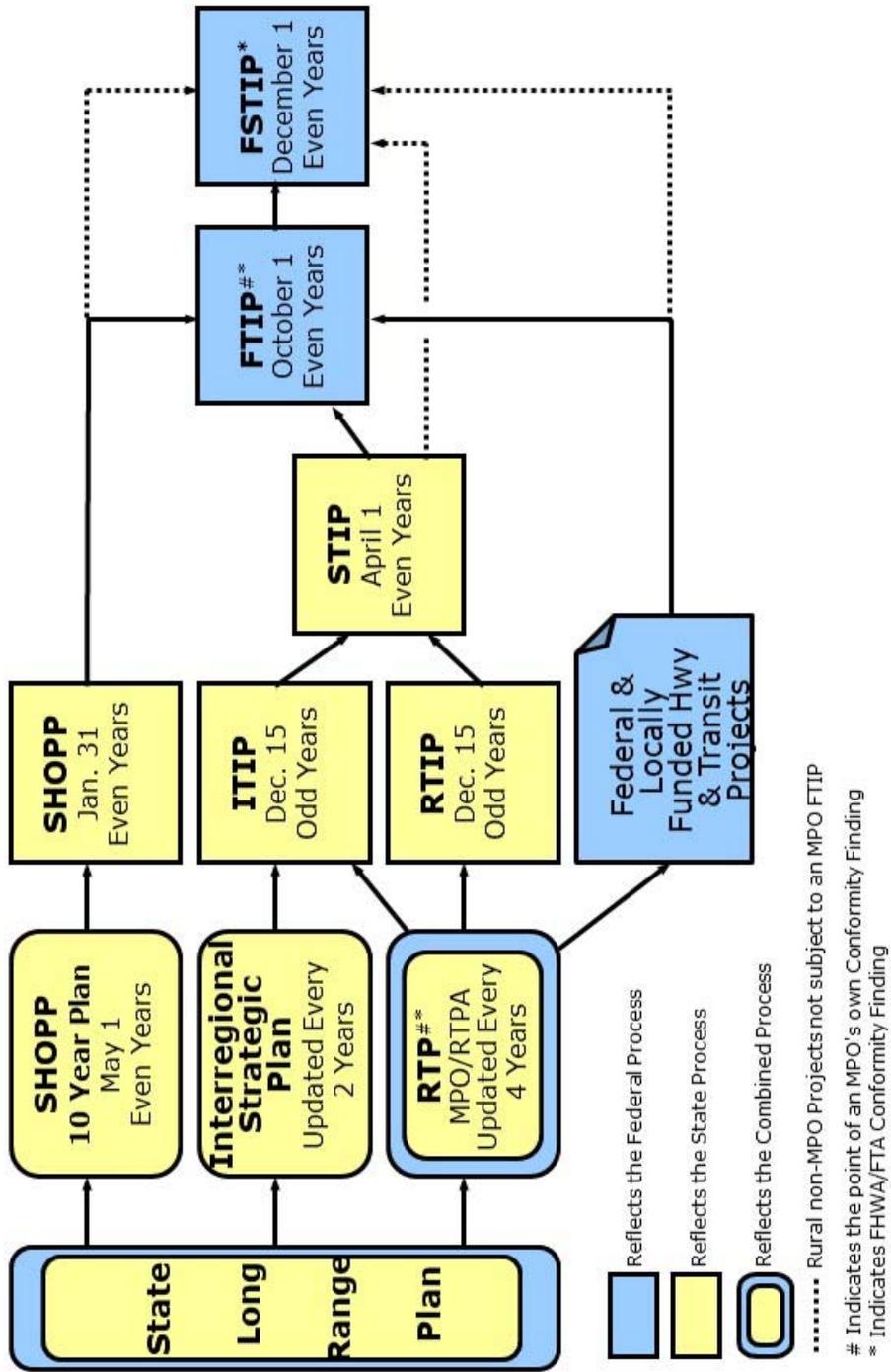
Consistency with Other Documents

This FTIP is consistent with the following documents:

- Regional Transportation Plan (RTP)
- Air Quality Conformity Analysis
- State Transportation Improvement Program (STIP)
- State Highway Operation and Protection Program (SHOPP)
- State Implementation Plan for Air Quality (SIP)
- San Joaquin Valley Transportation Control Measures (TCM)
- Congestion Management Program (CMP)
- Measure K Renewal Strategic Plan
- Strategic Highway Safety Plan

The chart on the next page reflects the relationship between the planning and programming process at the federal, state and local Metropolitan Planning Organization levels.

FEDERAL/STATE PLANNING & PROGRAMMING PROCESS



Transportation Programming
October 1998

The Federal Transportation Improvement Program as a Management Tool

The FTIP is used as a management and monitoring tool to maintain and update the transportation system. Preservation of the road systems is one of the top priorities for both local jurisdictions and the state. San Joaquin County also has a half-cent sales tax (Measure K Renewal), which includes provisions for local street repair and maintenance and preservation of other modes (transit, transportation control measures (TCMs), bicycle and pedestrian).

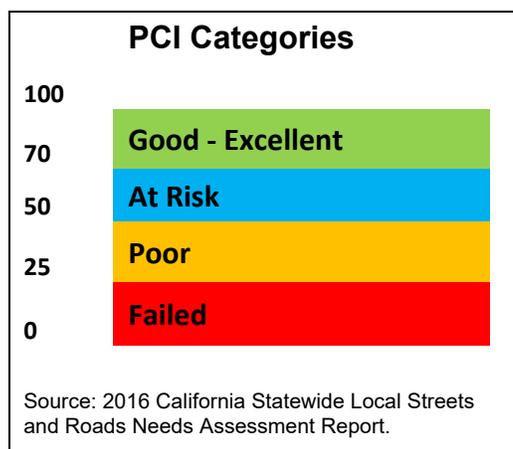
There are also other methods to ensure preservation of the existing system. Caltrans has several programs under the State Highway Operations and Protection Program (SHOPP). This program covers several programs: Bridge Preservation, Operations, Safety, and Roadways. Use of the Highway Pavement Management System (HPMS) is also used to evaluate and monitor the system.

Operations and Maintenance

The existing transportation system in San Joaquin County includes an extensive network of local streets and roads, bridges, state highways, and both passenger rail and bus transit. The region's local streets and roads are vital in the strength of the entire transportation system. Local streets and roads connect our communities and carry traffic throughout our region, whether by automobile, heavy truck, bus or bicycle.

Pavement management of local streets and roads is the responsibility of each local government in San Joaquin County. As such, the operations and maintenance are a priority in making transportation investment decisions. These transportation investments account for preserving and improving local roadway conditions involving traffic operation management, routine maintenance, preventative maintenance, and rehabilitation and reconstruction of pavement and bridges, among other activities.

In 2018, a comprehensive statewide needs assessment of local streets and roads system was commissioned by a collective body of city and county public works agencies, including regional transportation planning agencies. Collected every two years, the 2016 survey was an update to the third statewide survey in 2014. The 2016 study again looks at this vital component of the state's transportation system to provide critical analysis and information on the local transportation network's condition and funding needs on a statewide level. The study showed that on a scale of zero (failed) to 100 (excellent), San Joaquin County's local streets and roads have an average Pavement Condition Index (PCI) of 70, down from 73 reported in 2014. This is an assessment of the average pavement condition is on the edge between "Good" and "At-risk" categories. The statewide average pavement condition has declined to a PCI of 65 since 2014, which is identified as an "At-risk" category. The statewide needs assessment is currently being updated.



Within the four-year FTIP period, the estimated funding level in San Joaquin County to maintain the pavement condition of PCI 70 or better is approximately \$246.3 million, with an additional \$25.3 million for bridges. Funding for local roadway operations and maintenance in San Joaquin County is provided through six major programs: state gas tax, state Senate Bill 1 Local Streets and Roads funds, state Local Transportation Fund (LTF), federal Regional Surface Transportation Program (RSTP), federal Highway Bridge Program (HBP), and Measure K, the local transportation sales tax. No shortfalls in available revenues versus identified costs for maintaining and operating the local roadway system, including all Federal-aid facilities, are anticipated.

Operations and maintenance of California's 50,000 lane-mile state highway system is the responsibility of the California Department of Transportation (Caltrans). Caltrans manages this effort through the State Highway Operation and Protection Program (SHOPP). The SHOPP is currently divided into eight major project categories including: major damage restoration, collision reduction, mandates, bridge preservation, roadway preservation, mobility, roadside preservation, and facilities. Caltrans monitors the condition and operational effectiveness of the state highway system, including all state-owned highways and bridges, through periodic inspection, traffic studies, and system analysis. Caltrans prepares a 10-year plan for SHOPP projects based upon the needs identified by each Caltrans district across the state through this monitoring. Caltrans subsequently prepares a four-year program of SHOPP projects every two years based upon funding approved by the California Transportation Commission (CTC) and the statewide funding priorities at that time. The CTC is required to adopt the four-year SHOPP and ensures consistency with available state funding. Based upon programming from the 2022 SHOPP, the 2023 FTIP identifies a total of \$533 million in SHOPP revenues to support state highway operations and maintenance.

Transit operations and maintenance of the existing transit system in San Joaquin County includes operating assistance to transit operators, vehicle maintenance, vehicle replacement, and safety/security investments for both passenger rail and bus transit. Transit operations and maintenance is the responsibility of the individual transit operators, including the San Joaquin Regional Transit District, the San Joaquin Regional Rail Commission, and the cities of Lodi, Tracy, Manteca, Escalon and Ripon. Funding for transit operations and maintenance is primarily provided through six programs: Federal Transit Administration 5307, Federal Transit Administration 5311, state Transportation Development Act, state transit bond, the county transportation sales tax (Measure K), and transit fares. The 2023 FTIP identifies a total of \$84 million in these revenues to support transit operations and maintenance.

Other Street and Road Projects Considered "Regionally Significant"

Regionally significant local projects are included for informational purposes and air quality analysis. There are several projects that are funded through local means, which do not appear in the FTIP project listing.

The definition of a regionally significant project is a:

"Transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports

complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all Fixed Guideway transit facilities that offer an alternative to regional highway travel."

The following table illustrates key regionally significant projects in San Joaquin County as identified in SJCOG's 2022 RTP.

Note: Some projects are included in the FTIP project listing and are indicated with a CTIPS Identification number. Other projects are identified for possible environmental action only.

Air Quality Conformity Assessment

The San Joaquin Valley Air Basin is classified as a nonattainment area for ozone, PM_{2.5}, and PM₁₀, and has a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin counties. SJCOG is responsible for satisfying the federal requirements to demonstrate conformity with the applicable State Implementation Plans (SIP) as they apply to San Joaquin County, the northernmost of eight counties that comprise the San Joaquin Valley Air Basin.

In nonattainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide the federal approval of the FTIP, including a determination that the FTIP conforms to the applicable SIPs. Per the federal conformity regulations, the projects identified in the FTIP cannot further deteriorate the existing air quality problems. In addition, the FTIP must document the timely implementation of transportation control measures identified in the applicable SIPs.

SJCOG prepared the conformity assessment as a separate document included with the 2023 FTIP. The findings are that the local air quality planning issues and programs are sufficient to demonstrate that transportation control measures were identified through a legitimate planning process; that these measures have received the necessary federal, state and local commitment to ensure implementation; and that these commitments are being maintained through identification in the San Joaquin County 2022 RTP and programming of the necessary funds in the 2023 FTIP.

This determination demonstrates that all SJCOG's planned transportation projects contained in the 2022 RTP and 2023 FTIP conform to the requirements in the applicable State Implementation Plans for San Joaquin Valley Air Basin, as well as to the federal conformity regulations.

Regionally Significant Project List

Table 6-1: 2022 Regional Transportation Plan Project List - Mainline Highway Improvements Category

Identifiers	2022 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
				Jurisdiction	Facility Name/Route										
SJ14-1004	112-0000-0421			Caltrans	SR 99/120 Connector Project Phase 1A	(Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave; Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	\$52,419,765		2015	2019	2024	X	X	
SJ07-1003				Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Alameda County Line to Eleventh Street	\$90,000,000			2022	2028	X		
SJ14-1001				Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	\$90,000,000			2022	2028	X	X	
SJ14-1002				Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	\$90,000,000			2022	2028	X		
SJ07-1008				Caltrans	I-5 HOV Mossdale	Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120	I-205 to Louise Avenue (P.M. 12.5/R 16.5)	\$200,000,000			2022	2028	X	X	
SJ07-1014				Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to Main Street (P.M. 5.13)	\$41,376,709			2024	2030	X		
SJ18-1001				Caltrans	SR-99 HOV	Widen 6 to 8 lanes (inside/outside), including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing	SR-120 to Stanislaus County Line	\$150,000,000			2026	2032			
SJ18-1002	212-0000-0743			Caltrans	SR 99/120 Connector Project Phase 1B	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	\$25,758,534		2019	2019	2026	X	X	
SJ11-1001				Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	\$90,000,000			2009	2036	X		
SJ07-1005				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	\$90,000,000			2030	2038	X		
SJ07-1006				Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	Louise Avenue to French Camp Road	\$90,000,000			2032	2040	X		
SJ18-1003	212-0000-0744			Caltrans	SR 99/120 Connector Project Phase 1C	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	\$52,548,860		2019	2019	2042	X	X	
SJ14-1003				Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - ENVIRONMENTAL ONLY	Harney Lane to Turner Road	\$3,000,000							
								\$1,065,103,868							

Table 6-2: 2022 Regional Transportation Project List - Interchange Improvements Category

Identifiers		Project Information		Project Description		Project Limits		Cost to Deliver		Milestone Years				
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route				Total	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project	
SJ07-2005			Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue		\$28,754,000		2024	2030	X		
SJ07-2004			Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road		\$39,146,000		2029	2035	X		
SJ14-2004			Lathrop	SR 120 at Yosemite Ave/Guthmiller Road	Reconstruct interchange	SR 120 at Yosemite Ave/Guthmiller Road		\$31,000,000		2020	2025			
SJ11-2015			Lodi	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free-flowing interchange	SR-99 at SR-12 West (Kettleman Lane)		\$35,000,000		2030	2036	X		
SJ07-2006			Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR-99, 4 lanes on Harney between Reynolds Ranch Pkwy and SR-99 and modify on-ramps and off-ramps	SR-99 at Harney Lane		\$35,000,000	2009	2028	2033	X		
SJ07-1020	112-0000-0347		Lodi	SR-99 at Turner Road	Reconstruct interchange to provide operational and safety improvements on SR-99 at Turner Road (PM 31.3/31.6)	SR-99 at Turner Road		\$6,331,338	2019	2020	2024	X		
SJ07-2009	212-0000-0231		Manteca	SR-120 at McKinley Ave	Construct new interchange	SR-120 at McKinley Avenue		\$37,850,000	2009	2014	2024	X	X	
SJ18-2001			Manteca	SR-120 at Airport Way	Reconstruct interchange	SR-120 at Airport Way		\$30,000,000		2029	2031	X		
SJ18-2002			Manteca	SR-120 at Main Street	Reconstruct interchange	SR-120 at Main Street		\$30,000,000		2031	2033	X		
SJ14-2001			Manteca	SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Raymus Expressway		\$3,000,000				X	X	
SJ11-2004	212-0000-0309		Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane		\$35,000,000	2007	2009	2036			
SJ11-2006	212-0000-0309		Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive		\$74,000,000	2007	2009	2036			
SJ07-2020	212-0000-0309		Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road		\$35,000,000	2007	2009	2036			
SJ11-2002	212-0000-0562		Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road		\$85,836,686		2030	2036	X		
SJ11-2001	212-0000-0561		Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada		\$74,000,000		2030	2036			
SJ11-2010	212-0000-0227		Tracy	I-205/Lammers Rd/Elleventh St	Construct Interchange I-205 at Elleventh street realign and widen Elleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Elleventh; in WB I-205 Elleventh Street to Grant Line Road	Construct Interchange I-205 at Elleventh street realign and widen Elleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Elleventh; in WB I-205 Elleventh Street to Grant Line Road		\$51,500,000	2007	2012	2028	X		
SJ14-2002			Tracy	I-580 at International Pkwy/Patterson Pass Road	Reconstruct interchange	I-580 at Mountain House Parkway		\$49,183,000	2015	2020	2025	X		
SJ14-2003			Tracy	I-205 at Mountain House/International Pkwy	Reconstruct interchange	I-205 at Mountain House Parkway		\$52,858,000	2015	2020	2028	X	X	
SJ11-2011			Tracy	I-205 at Grant Line Road	Modification of existing interchange Phase 1: Construct new interchange east-west ramps	I-205 at Grant Line Road		\$32,574,820		2022	2030			
SJ11-2012	212-0000-0228		Tracy	I-205 at Chrisman Rd	Modification of existing interchange - ENVIRONMENTAL ONLY	I-205 at Chrisman Rd		\$36,056,267	2009	2020	2028			
SJ18-2003			Tracy	I-205 / MacArthur Interchange modification	Modification of existing interchange - ENVIRONMENTAL ONLY	At MacArthur (PM 7.8 -PM 8.5)		\$2,500,000		2022	2035			

Table 6-2: 2022 Regional Transportation Project List - Interchange Improvements Category

Identifiers		Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years				
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction			Facility Name/Route	Total		FTP Programming	NEPA Approval	Open to Traffic	MK Renewal Project
SJ11-2031			Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - ENVIRONMENTAL ONLY	I-580 at Coral Hollow Road	\$2,500,000		2022	2025		
SJ11-2032			Tracy	I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road	\$3,500,000		2022	2030		
SJ22-2001			Tracy	I-580 at Iron Horse	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Iron Horse	\$3,000,000		2022			
							\$813,590,111					

Table 6-3: 2022 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers		Project Information		Project Description		Project Limits		Cost to Deliver		Milestone Years			
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIP Project
			Escalon	Ullrey Avenue/McHenry Avenue Intersection	Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing.	\$1,151,725		2022	2024		X	
	212-0000-0228		Escalon	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue	\$513,745		2020	2026			
			Lathrop	Golden Valley Parkway	Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$8,637,938		2018	2026			
			Lathrop	Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road	\$51,827,628		2018	2028			
			Lathrop	Golden Valley Parkway	Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	\$8,637,938		2018	2030			
			Lodi	Harney Lane	Widen from 2/3 lane collector to 4-lane divided arterial	Hutchins Street to Lower Sacramento Road	\$21,181,016	2009	2016	2026		X	
			Lodi	Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape	Between SR 99 to Central California Traction railroad tracks.	\$7,000,000		2030	2034		X	
			Lodi	Ham Lane	Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street	\$3,000,000			2037		X	
			Manteca	Atherton Drive	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road	\$2,857,660		2010	2042			
			Manteca	Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.	\$10,411,185		2010	2022			
			Manteca	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	\$7,559,898		2012	2022		X	
			Manteca	Louise Avenue	Widen from 2 to 4 lanes	Main Street to SR-99	\$1,752,926		2022	2023		X	
			Manteca	Atherton Drive	Construct new 4 lane roadway	McKinley Ave to West of Airport Way	\$1,261,305		2012	2023			
			Manteca	Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99	\$3,546,894		2016	2024			
			Manteca	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99	\$10,761,268		2017	2026			X
			Manteca	Airport Way	Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road	\$7,287,829		2010	2027			
			Manteca	Raymus Expressway	Construct new 2 lane expressway	SR-120 to Woodward Ave	\$3,226,198		2017	2028			X
			Manteca	Atherton Drive	Construct new 4 lane roadway	Woodward Ave to McKinley Ave	\$4,976,800		2019	2029			
			Manteca	Raymus Expressway	Construct new 2 lane expressway	Woodward Ave to Main Street	\$10,000,000		2019	2031			X
			Manteca	Airport Way	Widen from 4 to 6 lanes	SR 120 to Lathrop Road	\$10,000,000		2010	2036			
			Ripon	Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue	\$10,941,388		2013	2025			
			Ripon	Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue	\$3,455,175		2014	2025			
			Ripon	W. Ripon Road	Widen from 2 to 6 lanes	Jack Tone Road to Olive Expressway	\$11,517,251		2020	2024			
			Ripon	Canal Boulevard Extension	Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway	\$5,297,935		2013	2026			X
			Ripon	Olive Expressway	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway	\$3,000,000						X
			San Joaquin County	Howard Road	Passing lanes and channelization	Tracy Blvd to Matthews Road	\$17,275,876		2021	2023			
			San Joaquin County	Grant Line Road Corridor Improvements	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements	Tracy City Limits to 11th Street	\$31,625,218			2023		X	
			San Joaquin County	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	\$5,758,625		2023	2025			
			San Joaquin County	Eleventh Street	Operational and safety improvements along corridor and at intersections	Tracy City Limits to I-5	\$17,781,483		2023	2028		X	X
			San Joaquin County	Roth Road	Widen from 2 to 4 lanes with shoulders	UPRR to Airport Way	\$5,388,861			2028			
			San Joaquin County	Airport Way	Widen from 2 to 4 lanes	Roth Road to French Camp Road	\$10,000,000			2036		X	
			San Joaquin County	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City Limits to Mariposa Road	\$17,000,000			2036		X	
			San Joaquin County	Mariposa Road	Widen roadway from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes	Austin Road to Jack Tone Road	\$24,000,000		2032	2037		X	
			Stockton	Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR	\$9,793,203			2026			
			Stockton	Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way	\$20,716,390			2026			
			Stockton	Arch Road	Widen from 2 to 6 lanes	Fite Court to Frontier Way	\$1,757,754			2026			
			Stockton	Arch Road	Widen from 2 to 6 lanes	Frontier Way to SR-99	\$5,524,371			2026			
			Stockton	Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln	\$7,407,679			2026			

Table 6-3: 2022 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers	2022 RTP IMPO ID	CTPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver	Total	Milestones Years	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIP Project
				Jurisdiction	Facility Name/Route										
SJ11-3062				Stockton	Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln		\$13,057,604			2026			
SJ11-3056				Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln		\$5,147,709			2026	X		
SJ11-3039				Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough		\$29,128,500			2026	X		
SJ11-3055				Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln		\$20,000,000			2031			
SJ07-3088				Stockton	Airport Way	Intersection and operational improvements	Harding Way to Industrial Rd		\$7,975,894			2031	X		
SJ11-3047				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F		\$3,013,293			2026			
SJ11-3048				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	New Road F to New Road E		\$5,775,479			2026			
SJ11-3050				Stockton	Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Rd		\$12,000,000			2036	X		
SJ07-3094				Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd		\$30,000,000			2036	X		
SJ11-3061				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane		\$9,000,000			2036	X		
SJ07-3095				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd		\$15,000,000			2036	X		
SJ11-3051				Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99		\$20,000,000			2036	X		
SJ07-3089				Stockton	Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court		\$9,000,000			2036			
SJ11-3053				Stockton	French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd		\$10,000,000			2036			
SJ11-3063				Stockton	March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99		\$30,000,000			2036			
SJ18-3001				Stockton	Mariposa Road	Widen from 2 to 4 lanes	Stagecoach Road to Austin Road		\$49,637,664			2036	X		
SJ18-3002				Tracy	International Parkway	Widen from 2 to 4 lanes, including reconstruction of Delta-Mendota Canal and California Aqueduct bridges	I-205 to I-580		\$40,310,377			2024			
SJ07-3109				Tracy	Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road		\$19,506,767			2030	X		
SJ07-3107				Tracy	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road		\$7,362,337			2030	X		
SJ22-3107				Tracy	Grant Line Road	Widen from 3 to 4 lanes	Byron Road to Lammers Road		\$7,362,337			2026	X		
SJ07-3181				Tracy	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580		\$44,125,289			2026			
SJ11-3067				Tracy	MacArthur Drive	Extend 4 lane roadway on new alignment and construct railroad grade separation	Mt. Diablo Road to Eleventh Street		\$25,000,000			2034	X		
SJ07-3183				Tracy	Tracy Blvd.	Widen from 4 lane minor arterial to 4-lane major arterial	I-205 to Eleventh Street		\$20,041,667			2030			
								\$842,660,438							

Table 6-4: 2022 Regional Transportation Plan Project List - Railroad Crossing Safety Improvements Category

Identifiers	2022 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years					
				Jurisdiction	Facility Name/Route			Total	Total	FTIP Programming	NEPA Approval	Open to Traffic	Mk Renewal Project	RTIF Project	
SJ07-4003				Escalon	Escalon BNSF Grade Separation	Construct a grade separation in Escalon at the BNSF Railroad	On Yosemite Avenue (SR-120) and on McHenry Avenue at BNSF	\$33,500,000				2041	X		
SJ07-4008				Manteca	Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Northgate Drive	\$23,250,000		2030	2034		X		
SJ11-4001				San Joaquin County	Lower Sacramento Road/UPRR (near Woodson Road)	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	\$42,000,000		2028	2035				
SJ07-4014				Stockton	Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements	On Alpine Avenue at UPRR west of Coronado Avenue	\$4,000,000				2030	X		
SJ07-4017				Stockton	Alpine Ave/UPRR (East)	Construct a 4 lane grade separation	On Alpine Ave at UPRR between West Lane and Montego Avenue	\$50,683,065				2038	X		
SJ07-4027				Stockton	West Lane at UPRR	Construct a 6 lane grade separation	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	\$44,230,000							
								\$197,663,065							

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers		Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction				Total		FTIP Programming	NEPA Approval	Completion
SJ11-5002			Escalon	eTrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto	\$9,225,905				
SJ14-5001			Escalon	eTrans Capital Improvements	Bus Replacements, passenger amenities, and miscellaneous equipment	City of Escalon	\$1,419,370				
SJ07-5002	212-0000-0155		Lodi	Grapeline Capital	Bus stop shelters/improvements	City of Lodi	\$11,922,708				
SJ07-5004	212-0000-0299		Lodi	Grapeline Capital	Transit facility upgrades	City of Lodi	\$5,109,732				
SJ07-5005			Lodi	Grapeline Capital	Transit Station Expansion	City of Lodi	\$3,548,425				
SJ07-5006	212-00000-0154		Lodi	Grapeline Operating	Costs associated with Grapeline fixed route and Paratransit/Dial-A-Ride services	City of Lodi	\$177,421,255				
SJ18-5002			Lodi	Transit Facilities Safety & Security System	Safety and security for Lodi Grapeline service	City of Lodi	\$1,277,433				
SJ18-5003			Lodi	Southwest Transit Transfer Station	Construct transit transfer station in southwest Lodi	City of Lodi	\$1,064,528				
SJ18-5004			Lodi	Bus Replacements	Purchase replacement buses	City of Lodi	\$42,581,101				
SJ18-5050			Lodi	Grapeline Capital	Bicycle Support Program	City of Lodi	\$283,874				
SJ18-5051			Lodi	Grapeline Capital	Radio/Communication Upgrade	City of Lodi	\$425,811				
SJ18-5052			Lodi	Grapeline Capital	Intelligent Transportation System (ITS) upgrades	City of Lodi	\$2,554,866				
SJ18-5053			Lodi	Grapeline Capital	CNG Fuel upgrades	City of Lodi	\$851,622				
SJ18-5054			Lodi	Grapeline Capital	Bus Wash upgrades	City of Lodi	\$567,748				
SJ07-5015	212-0000-0681		Manteca	Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	City of Manteca	\$14,193,700				
SJ07-5016	212-0000-0300		Manteca	Safety and Security	Costs associated with Safety/Security/ITS	City of Manteca	\$4,258,110				
SJ07-5017	212-0000-0235		Manteca	Manteca Transit Rolling Stock	Purchase of replacement and new buses	City of Manteca	\$19,871,181				
SJ07-5018	212-0000-0213		Manteca	Manteca Transit System Operations	Costs associated with the Operations and administration of Dial-A-Ride and fixed route service in Manteca	City of Manteca	\$120,646,454				
SJ14-5031	212-0000-0694		Manteca	Bus Maintenance & Storage Facility	Construct a bus maintenance and storage facility	City of Manteca	\$6,812,976				
SJ18-5006			Manteca	Manteca Transit Planning	Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years	City of Manteca	\$1,078,721				
SJ18-5007			Manteca	Bus Enhancements	Enhancements for Manteca Transit buses	City of Manteca	\$5,500,059				
SJ18-5008			Manteca	Travel Training	Training to assist customers in using transit services	City of Manteca	\$1,693,560				
SJ18-5009			Manteca	Transit Center Improvements	Construct improvements at Manteca Transit Center	City of Manteca	\$7,112,953				
SJ07-5019			Ripon	Ripon Blossom Express Operations	Costs associated with the delivery of a fixed route transit system	Cities of Ripon and Modesto	\$2,838,740				
SJ18-5010			Ripon	Ripon Dial-A-Ride Operations	Costs associated with the delivery of a Dial-A-Ride service in Ripon	City of Ripon	\$2,838,740				
SJ18-5011			Ripon	Ripon Bus Purchases	Purchase of replacement and expansion buses	City of Ripon	\$5,961,354				
SJ18-5012			Ripon	Transit Capital Improvements	Construct benches, shelters, and transit maintenance facility	City of Ripon	\$5,407,800				
SJ18-5013			Ripon	Ripon Multimodal Station	Construct Multimodal Station	City of Ripon	\$8,232,346				
SJ22-5001			RTD	Bus Electrification / Power Distribution	Renewable energy solutions for facility & fleet energy consumption	San Joaquin County	\$7,875,000				
SJ22-5002			RTD	Bus Electrification / Power Distribution	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost.	San Joaquin County	\$7,500,000				
SJ22-5003			RTD	Bus Electrification / Power Distribution	Hydrogen and lease of the trailer	San Joaquin County	\$1,750,000				
SJ22-5004			RTD	Bus Electrification / Power Distribution	Battery energy storage systems	San Joaquin County	\$8,344,402				

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers		Project Information		Project Description			Cost to Deliver		Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	Milestone Years	FTIP Programming	NEPA Approval	Completion
SJ22-5005			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 14 GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet	Stockton Metropolitan Area	\$19,600,000				
SJ22-5006			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 2 Protera - EcoRide BE-35 (SMA)	San Joaquin County	\$2,800,000				
SJ22-5007			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 2 MCI 34500 (Commuter)	San Joaquin County to Bay Area	\$2,800,000				
SJ22-5008			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 Nova Hybrid LF Articulated (SMA)	San Joaquin County	\$9,600,000				
SJ22-5009			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 Starcraft/Ford Transit 350 HD (Van Go)	San Joaquin County	\$1,650,000				
SJ22-5010			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 22 Glabel Titan II LF (Hopper)	San Joaquin County	\$6,050,000				
SJ22-5011			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 14 Glaval/Ford Transit 350 HD (Van Go)	San Joaquin County	\$3,850,000				
SJ22-5012			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 ADA cut-away gasoline	San Joaquin County	\$1,650,000				
SJ22-5013			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 12 cutaway buses used by United Cebreal Palsy to transport individuals who would otherwise use SMA paratransit	San Joaquin County	\$1,860,000				
SJ22-5014			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Provide infrastructure to accommodate future replacement of cutaway buses	San Joaquin County	\$1,576,200				
SJ22-5015			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Bus component rebuild and parts	San Joaquin County	\$1,381,408				
SJ22-5016			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Hybrid electric buses (5 new/additional buses)	San Joaquin County	\$2,750,000				
SJ22-5017			RTD	Safety and Security	To upgrade surveillance/security camera system at RTD's facilities and bus station/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	\$1,064,500				
SJ22-5018			RTD	Safety and Security	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment	San Joaquin County	\$250,000				
SJ22-5019			RTD	Safety and Security	Security guard radios	San Joaquin County	\$18,000				
SJ22-5020			RTD	Safety and Security	Pedestrian collision and avoidance detection system and other safety/security related project with 5% annual increase	San Joaquin County	\$5,082,293				
SJ22-5021			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Bus video standardization system	San Joaquin County	\$4,500,404				
SJ22-5022			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution	San Joaquin County	\$100,000				
SJ22-5023			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment	San Joaquin County	\$5,135,000				
SJ22-5024			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Computer, printer, scanner, camera, video, smartphone, office furniture. Transit vehciel public display monitor system, non-revenue vehicle GPS and other misc. items 5% annual increase	San Joaquin County	\$4,663,699				
SJ22-5025			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit vehicle public display monitor system project	San Joaquin County	\$750,000				
SJ22-5026			RTD	Planning / Study / Training, Outreach and Research Projects	Transit asset management system update	San Joaquin County	\$28,000				

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers	2022 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years		
				Jurisdiction	Facility Name/Route			Total		FTIP Programming	NEPA Approval	Completion
SJ22-5027				RTD	Planning / Study / Training, Outreach and Research Projects	Hydrogen fuel cell electric bus training	San Joaquin County	\$269,000				
SJ22-5028				RTD	Planning / Study / Training, Outreach and Research Projects	Service equity analysis of the future changes including service restoration and expansions for Fixed Route in Stockton Metropolitan Area and Intercity	San Joaquin County	\$75,000				
SJ22-5029				RTD	Planning / Study / Training, Outreach and Research Projects	RTD's Title VI Program update as required by FTA every 4 years	San Joaquin County	\$100,000				
SJ22-5030				RTD	Operating Costs	Costs associated with BRT, SMA, Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!, Operations	SMA, San Joaquin County, San Joaquin County to Bay Area	\$258,855,400				
SJ22-5031				RTD	Facilities Improvement and Update	Bus stations/stops/terminals	San Joaquin County	\$1,665,248				
SJ22-5032				RTD	Facilities Improvement and Update	Install new benches, shelters, and other amenities	San Joaquin County	\$1,750,000				
SJ22-5033				RTD	Facilities Improvement and Update	Cost associated with capital improvement and upgrade at RTD's admin and maintenance facilities	San Joaquin County	\$2,000,000				
SJ22-5034				RTD	Facilities Improvement and Update	Projection for the next 5 year rehabilitation/renovations at RTD's admin and maintenance facilities	San Joaquin County	\$17,044,525				
SJ22-5035				RTD	Support Vehicles - Acquisition / Rehab / Renovation	To purchase, refurb and rehab support vehicles for RTD's admin/maintenance	San Joaquin County	\$1,500,000				
SJ22-5036				RTD	Future Operations	Future Operations	San Joaquin County	\$1,094,697,688				
SJ22-5037				RTD	Future Capital	Future Capital	San Joaquin County	\$1,094,697,688				
SJ07-5049				Tracy	TRACER Capital	Purchase replacement buses	Purchase 3 buses every 5 year period	\$8,516,220	2007			
SJ07-5055	212-0000-0149			Tracy	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	City of Tracy	\$136,937,007				
SJ22-5038				Tracy	Maintenance Facility	Build a maintenance, storage, and fueling facility	City of Tracy	\$5,000,000				
SJ07-5056				Tracy	Tracy Transit Planning	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan every five years	City of Tracy	\$1,064,528				
SJ18-5022				Tracy	TRACER Grant Management and Administration	Costs to support transit service administration and Grant Management	City of Tracy	\$45,100,483				
SJ18-5023				Tracy	TRACER Capital	Construction of bus stop improvements every five years	Various locations in City of Tracy	\$10,645,275				
								\$3,247,248,040				

Table 6-6: 2022 Regional Transportation Plan Project List - Rail Corridor Improvements Category

Identifiers	2022 RTP MPO ID	CTIPS ID #	PPWO	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years		
				Jurisdiction	Facility Name/Route			Total		FTIP Programming	NEPA Approval	Completion Date
SJ18-6001				SJRRC	Lathrop/Manteca Station Platform Extension project	Lengthen platform at current Lathrop/Manteca Station to allow for eight car train capacity	Lathrop/Manteca		\$1,725,954			2022
SJ18-6002				SJRRC	Tracy Station Platform Extension project	Lengthen platform at current Tracy Station to allow for eight car train capacity	City of Tracy		\$1,725,954			2022
SJ07-6022				SJRRC	Lathrop Transfer Station	Lathrop Transfer Station- Between ACE and Central Valley Service	City of Lathrop		\$25,781,914			2022
SJ18-6003				SJRRC	Manteca Station Project - Platform		City of Manteca		\$6,490,057			2022
SJ18-6004				SJRRC	Manteca Station Project - Parking		City of Manteca		\$2,483,922			2022
SJ18-6005				SJRRC	Ripon Station Project - Platform		City of Ripon		\$6,532,619			2022
SJ18-6006				SJRRC	Ripon Station Project - Parking		City of Ripon		\$5,706,805			2022
SJ18-6007				SJRRC	2nd Main Ripon to Modesto		Ripon to Modesto		\$5,544,633			2022
SJ18-6008				SJRRC	Rolling stock associated with SB 132		Ripon to Lathrop		\$68,847,356			2026
SJ18-6010				Tri-Valley / SJV	Altamont Pass Corridor	Environmental document for transit connectivity	Between BART and ACE in Tri-Valley		\$6,745,773			2022
SJ18-6011				Tri-Valley / SJV	Altamont Pass Corridor	Improve the Union Pacific Railroad right-of-way from the San Joaquin County Line for a passenger rail service. Construction of a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road. Construction of an operations and maintenance facility at Hanson Road in Tracy along the alignment.	Between BART and ACE in Tri-Valley		\$157,947,449			2025
									\$1,484,605,791			

Table 6-7: 2022 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category

Identifiers	2022 RTP MPO ID	Project Information		Project Description	Cost to Deliver		Milestone Years	
		Jurisdiction	Facility Name/Route		Total	NEPA Approval	Completion	
SJ18-7001		San Joaquin County	Stockton Metro Airport	Extend Taxiway B to Runway 29R end	\$6,043,100			2022
SJ18-7002		San Joaquin County	Stockton Metro Airport	Terminal Apron Extension	\$4,599,600			2022
SJ18-7003		San Joaquin County	Stockton Metro Airport	Widen Cargo Apron (includes Environmental Assessment)	\$9,637,302			2022
SJ18-7004		San Joaquin County	Stockton Metro Airport	Airport Security System Replacement	\$1,166,300			2022
SJ18-7005		San Joaquin County	Stockton Metro Airport	Taxiway B & Taxiway F Realignment	\$10,284,300			2022
SJ18-7006		San Joaquin County	Stockton Metro Airport	Terminal Modernization and Expansion - Phase 1	\$10,000,000			2022
SJ18-7007		San Joaquin County	Stockton Metro Airport	Runway 11L-29R & Runway 11R-29L Rehabilitation (Crack & Slurry Seal)	\$956,100			2022
SJ18-7008		San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Taxiways - Phase 1	\$105,933			2022
SJ18-7009		San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Aprons - Phase 1	\$6,548,667			2022
SJ18-7010		San Joaquin County	Stockton Metro Airport	Terminal Modernization and Expansion - Phase 2	\$10,000,000			2022
SJ18-7011		San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Taxiways - Phase 2	\$105,933			2022
SJ18-7012		San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Aprons - Phase 2	\$6,548,667			2023
SJ18-7013		San Joaquin County	Stockton Metro Airport	Taxiway M & L Decommissioning & Taxiway Nomenclature	\$138,700			2023
SJ18-7014		San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Taxiways - Phase 3	\$105,933			2024
SJ18-7015		San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Aprons - Phase 3	\$6,548,667			2024
SJ18-7016		San Joaquin County	Stockton Metro Airport	Taxiway B East (partial) & West Reconstruction	\$16,823,000			2025

Table 6-7: 2022 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category

Identifiers	2022 RTP MPO ID	Project Information		Project Description	Cost to Deliver		Milestone Years	
		Jurisdiction	Facility Name/Route		Total	Completion	NEPA Approval	
SJ18-7017		San Joaquin County	Stockton Metro Airport	Runway 11R-29L Rehabilitation (Crack & Slurry Seal)	\$241,400			2026
SJ18-7018		San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 1 Environmental & Design	\$643,400			2027
SJ18-7019		San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 2 Construction	\$6,726,900			2028
SJ14-7019		Tracy	Tracy Municipal Airport	Install Helicopter Pad	\$126,000			2023
SJ14-7020		Tracy	Tracy Municipal Airport	Aircraft Wash Facility	\$98,000			2023
SJ14-7021		Tracy	Tracy Municipal Airport	Perimeter Fencing (1,100LF)	\$44,000			2023
SJ14-7022		Tracy	Tracy Municipal Airport	Build Permanent Public Restrooms	\$220,500			2023
SJ14-7023		Tracy	Tracy Municipal Airport	FBO Office - Repair FBO Building	\$1,016,946			2023
SJ14-7024		Tracy	Tracy Municipal Airport	Land Acquisition Identified in Airport Master Plan, Canal Ar	\$21,848,504			2023
					\$120,577,852			

Table 6-8: 2022 Regional Transportation Plan Project List - Active Transportation and Community Enhancement Projects Category

Identifiers	2022 RTP MPO ID	CTIPS ID #	Project Information		Project Description	Project Limits	Cost to Deliver		Milestones Years		
			Jurisdiction	Facility Name/Route			Total		FTIP Programming	NEPA Approval	Completion
SJ22-8001			Lathrop	Various	Lathrop Active Transportation Plan	City limits	\$190,000				2024
SJ22-8002			SJ County	Country Club Blvd	Country Club Blvd Complete Streets Corridor Plan	Country Club Blvd	\$242,400				2024
SJ22-8003			Stockton	Various	Greater Downtown Bike and Ped Connectivity Project	Downtown Stockton	\$1,798,560				2024
SJ22-8004			Stockton	Various	Downtown East-West Connection	Downtown Stockton	\$1,799,460				2024
SJ22-8005			Ripon	Various	Ripon Safe Routes to School Improvements	City limits	\$1,314,859				2024
SJ22-8006			SJ County	Main St	Road Diet/Buffered Bike Lanes	Main St / Henry Elementary School	\$253,000				2024
SJ22-8007			Lathrop	Various	Class II Bikeway to ACE Station	Downtown	\$1,001,000				2024
SJ22-8008			Escalon	Main Street	Bike and Pedestrian Improvements	Main Street in Escalon	\$1,998,760				2024
SJ22-0809			Tracy	Holly Drive	Pedestrian and Bikeway Improvements	Holly Drive through Tracy	\$1,632,000				2024
SJ22-8010			Lodi	Garfield Street	Safe Route to School Project	Garfield Street through Lodi	\$705,000				2024
SJ22-8011			SJRRRC	East Channel Street	Streetscape and Connectivity Project	East Channel Street, between RTD Downtown Station and Cabral ACE Station	\$4,515,058				2024
SJ22-8012			Stockton	Various	Safe Routes to School Safety and Connectivity Improvements	City limits	\$1,495,393				2024
SJ22-8013			Stockton	California Street	Separated Bikeway Project Phase 2	California Street	\$2,000,000				2024
SJ22-8014			Manteca	Various	Manteca Safe Routes to School - Pedestrian Safety Improvements	City limits	\$1,500,000				2024
SJ07-8021			Various	Miscellaneous regional bicycle, pedestrian, and safe routes to school facilities and programs	Specific projects are listed in the 2012 Regional Bicycle, Pedestrian, Safe Routes to School Master Plan and local agency bike plans subject to updates and competitive project selection.	Various locations throughout San Joaquin County	\$242,421,823				
SJ14-8001			Various	Miscellaneous regional community enhancement projects	Specific streetscape and community enhancement projects are subject to competitive project selection.	Various locations throughout San Joaquin County	\$121,210,911				
TOTAL							\$384,078,224				

Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers	2022 RTP MPO ID	PROJECT INFORMATION	Jurisdiction	Project Name	Project Description	Cost to Deliver		Milestone Years	
						Total	Completion		
SJ14-9001			Lathrop	Golden Valley Parkway & Lathrop Road Intersection Improvements	Install traffic signal and interconnect four signals				
SJ14-8018			Lodi	Citywide Bicycle Facilities Detection Improvement Project	Install video detection of bicyclists at and green painted bicycle lanes at signalized intersections				
SJ14-9002			Ripon	Colony/Hoff Traffic Signal Project	Install traffic signal				
SJ14-9003			San Joaquin County	SR 26 and Jack Tone Road Roundabout	Install roundabout				
SJ14-9004			San Joaquin County	SR 4 and Jack Tone Road Roundabout	Install roundabout				
SJ14-6006			SJRRC	Robert J. Cabral Station Expansion	Construct park and ride lot				
SJ22-5003			SJRTD	RTD Solar Power Project	Construct solar power facilities to charge battery electric buses				
SJ14-8001			Stockton	Miner Avenue Complete Street	Install complete street improvements on Miner Avenue				
SJ14-8015			Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	Reconstruct, widen, and improve existing pathway to Class I Bicycle and Pedestrian Path standards. Install intersection and midblock improvements, high visibility crosswalks, striping, gap closures, upgrade of ADA ramps, flashing beacons, and wayfinding signage				
SJ14-8016			Stockton	Closing Gaps to Schools	Construct curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade drainage, crosswalks, and school approach signage as needed				
SJ14-8017			Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path	Install new bicycle facilities and upgrade various existing bicycle facilities.				
SJ14-9005			Stockton	Real-time Traffic Flow Monitoring	Implement real-time traffic flow monitoring using Bluetooth/Wifi vehicle probe technology				
SJ14-9006			Stockton	Pacific Avenue and March Lane Intersection Modification	Install southbound right turn lane and retime traffic signal				
SJ14-9007			Stockton	Left-Turn Lanes Additions at Various Intersections	Install left turn lanes				
SJ14-9008			Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes				
SJ14-9009			Stockton	Montauban Ave and Hammertown Drive Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes				
SJ14-9010			Stockton	Lincoln Street and Eighth Street Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes				
SJ14-8020			Tracy	Lowell Avenue Sidewalk Construction Project	Construct 1,200 feet of sidewalk and one ADA curb ramp				
SJ11-CM26			Tracy	Corral Hollow Road and Valpico Road Traffic Signal	Install traffic signal				

Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers	2022 RTP MPO ID	PROJECT INFORMATION	Jurisdiction	Project Name	Project Description	Cost to Deliver	Total	Milestone Years	Completion
SJ11-CM18		Tracy		Corral Hollow Road Adaptive Traffic Control	Install adaptive traffic control system	See Operations and Maintenance Project List			
SJ07-9001		Various		Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	See Operations and Maintenance Project List			
SJ07-9002		Various		Park and Ride Lots	Various Locations	See Operations and Maintenance Project List			
SJ07-9003		Various		Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	See Operations and Maintenance Project List			
						\$0			

Table 6-10: 2022 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers	2022 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years		
				Jurisdiction					Total		FTIP Programming	NEPA Approval	Open to Traffic
SJ07-1019	212-0000-0313			Caltrans	Various locations	SHOPP - Collision Reduction Grouped Projects	Various	\$300,000,000		various	various		
SJ07-1020	212-0000-0314			Caltrans	Various locations	SHOPP - Mobility Grouped Projects	Various	\$100,000,000		various	various	2042	
SJ07-1021	212-0000-0315			Caltrans	Various locations	SHOPP Roadway Preservation Grouped Projects	Various	\$200,000,000		various	various	2042	
SJ07-1022	212-0000-0392			Caltrans	Various locations	SHOPP-Other (Emergency Response, Mandates, Bridge Preservation, Roadside Preservation Etc.)	Various	\$140,000,000		various	various	2042	
SJ07-3002	212-0000-0272			Caltrans	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various	\$120,000,000		various	various	2042	
SJ18-3017				Caltrans	I-5 Stockton Channel Viaduct	Replace Br. No. 26-0176 R/L	In Stockton on I-5 at Br. No. 26-0176 R/L	\$600,000,000			2021	2028	
SJ07-3003	various			Caltrans	Various locations	Caltrans Highway Bridge Program Line Item projects (Safety)	Various	\$200,000,000		various	various	2042	
SJ07-3004	212-0000-0307			Caltrans	Various locations	Lump sum for Emergency Repair Program (Safety)	Various	\$3,750,000		various	various	2042	
SJ07-3005	212-0000-0353/ 212-0000-0567			Caltrans	Various locations	Caltrans Minor Program (Safety)	Various	\$12,115,575		various	various	2042	
SJ18-3070				Caltrans	SR-120 TMS Upgrade/Repairs	Upgrade existing communication infrastructure between field elements and District 10 TMC	On Route 5, 120, and 99 at various locations in San Joaquin County	\$6,970,000				2022	
SJ18-3071				Caltrans	SR 120	Contingency Project: Install Ramp Meters	In San Joaquin County on State Route 120	\$22,740,000				2023	
SJ18-3072				Caltrans	Various routes Phase 1	Repair, update, and install ITS elements, including installation of MVPs, and filling in the gaps	In San Joaquin County on Various Routes	\$5,500,000				2024	
SJ18-3073				Caltrans	Various routes Phase 2	Repair, update, and install ITS elements, including installation of MVPs, and filling in the gaps	In San Joaquin County on Various Routes	\$4,250,000				2025	
SJ18-3074				Caltrans	SR 4 various locations	Installing ramp meters	SR-4 Ramp metering system Installation	\$56,503,000				2024	
SJ18-3075				Caltrans	I-5 various locations I 205 to Mathews Rd	Install ramp meters and ITS elements	In San Joaquin County on I-5 from I-205 to Mathew Road	\$32,175,000				2026	
SJ18-3076				Caltrans	I-5 various locations from Mathews to Dr. Martin Luther King Jr. Blvd	Install ramp meters and ITS elements	In San Joaquin County on I-5 from Mathew Road to Dr. Martin Luther King Jr. Blvd	\$29,250,000				2027	
SJ18-3077				Caltrans	I-5 various locations from Dr. Martin Luther King Jr. Blvd to Calaveras River	Install ramp meters and ITS elements	In San Joaquin County on I-5 from Dr. Martin Luther King Jr. Blvd. to Calaveras River	\$23,400,000				2030	
SJ18-3078				Caltrans	I-5 various locations from Calaveras River to Eight Mile Rd.	Install ramp meters and ITS elements	In San Joaquin County on I-5 from Calaveras River to Eight Mile Road	\$37,050,000				2030	
SJ18-3079				Caltrans	SR 99 various locations from Hammer Lane to Armstong Rd	Install ramp meters and ITS elements	In San Joaquin County on SR-99 from Hammer Lane Road to Armstrong Road	\$21,450,000				2029	
SJ18-3080				Caltrans	SR 99 various locations from Armstong to	Install ramp meters and ITS elements	In San Joaquin County on SR-99 from Armstrong Road to River North of Turner Road	\$33,150,000				2030	
SJ18-3081				Caltrans	SR 99 various locations	Install ramp meters and ITS elements	In San Joaquin County on SR-99 from River North of Turner Road to North of Acampo Road	\$23,400,000				2031	
SJ11-3046	212-0000-0001			Escalon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$17,859,989		various		2042	
SJ11-3047	212-0000-0001			Lathrop	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$42,102,282		various		2042	
SJ11-3048	212-0000-0001			Lodi	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$154,675,759		various		2042	
SJ11-3049	212-0000-0001			Manteca	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$123,977,617		various		2042	

Table 6-10: 2022 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers		Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction				Total		FTIP Programming	NEPA Approval	Open to Traffic
SJ18-3001			Port of Stockton	Rough & Ready Island Rail Bridge	Construct new rail bridge (double-track) to replace existing deficient structure	City of Stockton	\$18,000,000				2040
SJ11-3050	212-0000-0001		Ripon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$36,215,227		various		2042
SJ11-3051	212-0000-0001		San Joaquin County	Various Roadway Rehabilitation	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	Rehabilitate roadway and surrounding streets	\$1,123,060,104		various		2042
SJ11-3042	212-0000-0001		SJCOG	Regional Surface Transportation Program (STP) Lump Sum Projects	Various state highway and transit capital projects	San Joaquin County	\$3,038,998		various		2042
SJ11-3043	212-0000-0001		Stockton	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	City streets, various locations	\$6,369,495		various		2042
SJ11-3044	212-0000-0001		Stockton	Regional Surface Transportation Program (STP) Lump Sum Projects	Operations and Maintenance	City streets, various locations	\$2,073,367		various		2042
SJ11-3052	212-0000-0001		Stockton	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$708,749,034		various		2042
SJ11-CM16	212-0000-0589		Stockton	March Lane Adaptive Traffic Control	Install adaptive traffic control system along March Lane between Feather River drive and Montauban Ave to improve safety and traffic operations	City of Stockton	\$1,322,000		2018		2022
SJ11-CM21	212-0000-0601		Stockton	Miner Ave and Filbert St. Signal	Install new traffic signal at the Miner Ave and Filbert St. intersection including EVP, ADA ramps, signs and striping	City of Stockton	\$686,000		2018		2022
SJ11-CM24	212-0000-0604		Stockton	Swain Rd. and Montauban Roundabout Installation	Construct roundabout at Swain Road and Montauban Ave. including PTZ cameras, ADA ramp, signs, striping, and street lights	City of Stockton	\$837,000		2018		2022
SJ14-CM05	212-0000-0632		Stockton	Thorton Rd at Hammer Ln. and Lower Sac Left Turn Lanes	Add SBL on Thorton(at Hammer), add WBL on Lower Sac(Thorton/Pacific). Retime both signals, as well as adjacent signal (Hammer/Lower Sac). EVP at Pacific/Lower Sac to be upgrade.	City of Stockton	\$918,000		2018		2022
SJ14-CM08	212-0000-0635		Stockton	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	Install roundabout at intersection of Tam O'Shanter Drive and Castle Oaks Drive	City of Stockton	\$603,000		2018		2022
SJ14-CM10	212-0000-0641		Stockton	BRT Phase V	Costs associated with installation of signal prioritization equipment for BRT Phase 5 operations on Weber Ave, Miner Ave, Wison Way, Fremont St., Filbert St and Main St.	Stockton Metropolitan Area	\$2,099,000		2018		2022
SJ14-CM15	212-0000-0642		Stockton	West Lane Traffic Responsiveness Signal Control System	Install new traffic responsiveness signal control system on West Lane between Harding Way and Enterprise Street.	City of Stockton	\$754,000		2018		2022
SJ14-CM16	212-0000-0643		Stockton	BRT Phase 1-B	Costs associated with installation of signal prioritization equipment for BRT operations on Pacific Avenue and Madison Street. Replace signalized intersection at Miner Avenue and San Joaquin Street with a roundabout	Stockton Metropolitan Area	\$1,599,000		2018		2022
SJ11-CM26	212-0000-0606		Tracy	Corral Hollow Road and Valpico Road Traffic Signal	Intersection Signalization	Corral Hollow Road and Valpico Road	\$751,000		2011		2023

Table 6-10: 2022 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers		Project Information		Project Description		Cost to Deliver		Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic
SJ11-3053	212-0000-0001		Tracy	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	\$197,236,934	various		2042
SJ11-CM18	212-0000-0616		Tracy	Corral Hollow Road Adaptive Traffic Signal	Traffic Signal Coordination	West Valley Mall to Schulte Road	\$1,121,625	2011		2023
SJ07-9001	112-0000-0025		Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	San Joaquin County	\$18,000,000	various		2042
SJ07-9002			Various	Park and Ride Lots	Various Locations	San Joaquin County	\$2,000,000	various		2042
SJ07-9003			Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	San Joaquin County	\$5,000,000	various		2042
							\$4,440,753,006			

Transportation Control Measures

Transportation control measures (TCMs) to reduce emissions adequate to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality are identified in the Air Quality Conformity Analysis. A specific project listing is in Appendix D. These TCMs are consistent with the 2022 RTP and the Air Quality Conformity Analysis.

Financial Plan

By Federal law, the FTIP must be a financially constrained document. It must specifically include a financial plan that demonstrates how the projects can be funded while the existing transportation system is being adequately operated and maintained. For the first year, only projects for which funds are available or committed can be shown. For the second, third and fourth years, only projects for which construction and operating funds can reasonably be expected to be available may be included.

The detailed Revenue Forecast is discussed in Appendix G of the 2022 RTP. Appendix I of the 2022 RTP provides a Project Cost Estimation Template and is incorporated into the 2023 FTIP as Appendix M.

The funding charts on the following pages are intended to show currently available revenues to finance the projects contained within the 2023 FTIP. The federal and state revenue projections are based on the best available data from Caltrans. These state and federal programs include:

- State Transportation Improvement Program (STIP)
- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality (CMAQ)
- State Highway Operations and Protection Program (SHOPP)
- Highway Bridge Program (HBP)
- Sec. 130 Railroad Grade Crossing
- Highway Safety Improvement Program (HSIP)

SJCOG has utilized those estimates throughout its project selection process with the aim of fully allocating all available revenue against eligible projects.

The local funds indicated are available and provided by a variety of sources, including the local Measure K half-cent sales tax, transportation sales tax in San Joaquin County, Transportation Development Act funds, gas tax revenues, development impact fees, direct developer contributions and other private funds, special taxing districts, and local general funds. Measure K was renewed in 2006 and funds reflected in the FTIP are drawn from the Measure K Renewal Strategic Plan, which identifies the schedule of Measure K funding disbursements to specific projects by year as adopted by SJCOG. Other local funding commitments are reflected in each entity's local capital improvement program, which is adopted annually by local resolution.

For the transit operators, a financial transactions report is required to assure continued ability to operate. Because the grants they receive are on an annualized grant cycle, projects are sometimes "projections." As

the amounts from the granting agencies become known for each year, the FTIP is formally amended to be consistent with the actual grants. Revenue and Expenditure charts can be found in Financial Plan section. These summarize all the FTIP project costs by mode and program. The public review and comment period and the public involvement activities established for this FTIP satisfy the program of projects (POP) requirements of the FTA 5307 Program.

Project Priority

In accordance with federal transportation legislation, SJCOG establishes priorities to guide the programming of transportation funding in San Joaquin County. The 2023 FTIP represents the 2023-2026 programming period of SJCOG's 2022 RTP, which can be considered the San Joaquin region's 24-year "statement of priorities" for the future transportation system. The goals, policies, objectives and performance indicators for the 2022 RTP are all designed to articulate:

- What the region wants the future transportation system to look like.
- What types of decisions will help the region attain its vision.
- Measures or indicators by which the region can assess its progress. The RTP policies and supportive strategies include: Enhance the Environment for Existing and Future Generations and Conserve Energy; Maximize Mobility and Accessibility; Increase Safety and Security; Preserve the Efficiency of the Existing Transportation System; Support Economic Vitality; Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts; Maximize Cost-Effectiveness; and Improve Quality of Life for Residents.

The RTP policies and performance measures provide an objective criterion to evaluate how well the 2023 FTIP projects, as part of the planned investments in the RTP, will achieve desired outcomes. These performance measurements have been developed through extensive discussion and consensus building during the development of the 2022 RTP. Meetings took place throughout the county to gather input from myriad participants ranging from concerned citizens, government officials, and local business leaders. Appendix K identifies 2022 RTP-specific policies and performance measurements.

The 2023 FTIP achieves SJCOG's 2022 RTP's overall system goals of designing a transportation system that will enhance the quality of life in San Joaquin County.

The 2023 FTIP identifies the 2023 to 2026 project priorities incorporated in SJCOG's 2022 RTP and can be further prioritized as:

- All projects (as a group) shown in the first year of the Quadrennial Element (FY 22-23) shall have first priority.
- All projects (as a group) shown in the second year of the Quadrennial Element (FY 23-24) shall have second priority.
- All projects (as a group) shown in the third year of the Quadrennial Element (FY 24-25) shall have third priority.
- All projects (as a group) shown in the fourth year of the Quadrennial Element (FY 25-26) shall have fourth priority.

The San Joaquin Valley Air Basin is a federally designated air quality nonattainment area and SJCOG programs TCM highway or transportation projects for each year consistent with the approved SIP and documents timely implementation of the TCMs in the Air Quality document.

System Preservation, Operation, and Maintenance Costs

Per CFR 450.324(h), the financial plan must contain estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Included in the programming of the FTIP are projects which address the issues of operation and maintenance of the system.

Appendix Q provides a listing of anticipated expenditures and revenues as derived from California State Controller's Office Local Government Financial Data website at <https://bythenumbers.sco.ca.gov>: Streets and Roads Revenues and Expenditures links using a 3-year average of FY 2018 through FY2020 data. An estimated \$282 million will be cumulatively collected and spent on maintenance in the San Joaquin County Region between FFY 22/23 and FFY 25/26. Within the 2023 FTIP, the SHOPP program dedicates \$138 million of revenue to address maintenance on state managed roadways.

Transit operations and maintenance costs are projected in the Short Range Transit Plans of the Region. The five transit agencies project to cumulatively receive about \$339.9 million in revenue and expenditures on operations over the next four years.

Performance Based Planning

Federal rules require that the FTIP “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of [the FTIP] toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

The Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 established new requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act (IIJA) of 2021, carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the RTP and FTIP.

FHWA Performance Measures

The federal performance measures defined by the FHWA are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety***Motor Vehicle Collisions***

- Number of motor vehicle collision fatalities.
- Rate of motor vehicle collision fatalities per 100 million VMT.
- Number of motor vehicle collision serious injuries.
- Rate of motor vehicle collision serious injuries per 100 million VMT.

Nonmotorized Fatalities and Serious Injuries

- Number of nonmotorized fatalities and serious injuries.

PM 2: National Highway System (NHS) Pavement and Bridge Condition***NHS Pavement Condition***

- Percentage of Interstate System pavement in “good” condition.
- Percentage of noninterstate NHS pavement in “good” condition.
- Percentage of Interstate System pavement in “poor” condition.
- Percentage of noninterstate NHS pavement in “poor” condition.

NHS Bridge Condition

- Percentage of NHS bridges in “good” condition.
- Percentage of NHS bridges in “poor” condition.

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance***NHS Performance***

- Percent of Interstate System mileage reporting reliable person-mile travel times.
- Percent of noninterstate NHS mileage reporting reliable person-mile travel times.

Interstate Freight Movement

- Percent of Interstate System mileage reporting reliable truck travel times.

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita.
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO).
- Percent of nonsingle occupancy vehicle (SOV) travel.

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the FTA established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective Oct. 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines “state of good repair” (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target-setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of nonrevenue vehicles that meet or exceed useful life benchmark.
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark.
- Infrastructure: Share of track segments with performance restrictions.
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱ

Transit Safety

- Number of transit-related fatalities.
- Number of transit-related injuries.
- Number of transit system safety events.

Transit system reliability

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule’s effective date was July 19, 2019, and the compliance date was initially set for July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to Dec. 31, 2020. The MPO’s initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO’s transit safety targets. See FTA’s COVID-19 FAQs page for more information about the notice.ⁱⁱ

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

SJCOG has designed the 2023 FTIP to achieve progress toward achieving the transportation performance measures established pursuant to 23 CFR 450.306(D). It is anticipated that the state and local projects included in the 2023 FTIP will assist in meeting these performance measures by providing investments in projects that will contribute to accomplishing the MAP-21 performance targets for the residents of San

Joaquin County across all modes of transportation. Additional supporting details can be found in Appendix C.

Financial Plan

TABLE 1: REVENUE

MY MPO NAME

2023 ENTER APPROPRIATE MPO TIP NAME

(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$50,510	\$1,943	\$24,906	\$757	\$78,116
	County General Funds		\$14	\$50	\$302	\$66	\$432
	City General Funds		\$32,496	\$1,893	\$24,604	\$691	\$59,684
	Street Taxes and Developer Fees		\$18,000				\$18,000
	RSTP Exchange funds						
Transit							
Transit Fares							
Other (See Appendix 1)							
Local Total		\$50,510	\$1,943	\$24,906	\$757	\$78,116	
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax		\$4,375	\$1,826	\$1,775	\$1,775	\$9,751
Other (See Appendix 2)		\$5,924	\$4,961	\$4,241	\$4,241	\$19,367	
Regional Total		\$10,299	\$6,787	\$6,016	\$6,016	\$29,118	
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$196,403	\$51,996	\$254,087	\$46,458	\$548,944
	SHOPP		\$196,403	\$51,996	\$254,087	\$46,458	\$548,944
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$26,290	\$290	\$291	\$291	\$27,162
	STIP		\$26,290	\$290	\$291	\$291	\$27,162
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$1,716	\$2,972			\$4,688
Highway Maintenance (HM) Program ¹							
Highway Bridge Program (HBP) ¹		\$2,749	\$3,728	\$26,966	\$6,158	\$39,601	
Road Repair and Accountability Act of 2017 (SB1)							
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		\$78	\$78	\$78	\$78	\$310	
Other (See Appendix 3)		\$194,393	\$10,180	\$4,151	\$3,971	\$212,695	
State Total		\$421,629	\$69,244	\$285,573	\$56,956	\$833,400	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$16,109	\$13,305	\$12,825	\$12,825	\$55,064
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$844	\$844	\$844	\$844	\$3,376
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$890	\$180	\$890	\$180	\$2,140
	FTA Transfer from Prior FTIP			\$3,375			\$3,375
	Other (See Appendix 4)		\$20,000				\$20,000
Federal Transit Total		\$37,843	\$17,704	\$14,559	\$13,849	\$83,954	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$10,222	\$10,219	\$10,216	\$10,213	\$40,871
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$641				\$641
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$1,661	\$5,042		\$6,703
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
Surface Transportation Block Grant Program (STBGP/RSTP)		\$9,912	\$9,909	\$9,906	\$9,903	\$39,630	
Tribal Transportation Program							
Other (see Appendix 5)							
Federal Highway Total		\$20,775	\$21,789	\$25,164	\$20,116	\$87,845	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total		\$58,618	\$39,493	\$39,723	\$33,965	\$171,799	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL		\$541,055	\$117,467	\$356,218	\$97,693	\$1,112,433	

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED

MY MPO NAME
 2023 ENTER APPROPRIATE MPO TIP NAME
 (\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total		\$50,510	\$1,943	\$24,906	\$757	\$78,116
REGIONAL	Tolls						
	<i>Bridge Corridor</i>						
	Regional Sales Tax		\$4,375	\$1,826	\$1,775	\$1,775	\$9,751
	Other (See Appendix A)		\$5,924	\$4,961	\$4,241	\$4,241	\$19,367
	Regional Total		\$10,299	\$6,787	\$6,016	\$6,016	\$29,118
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$196,403	\$51,996	\$254,087	\$46,458	\$548,944
	<i>SHOPP</i>		\$196,403	\$51,996	\$254,087	\$46,458	\$548,944
	<i>SHOPP Prior</i>						
	<i>State Minor Program</i>						
	State Transportation Improvement Program (STIP) ¹		\$26,290	\$290	\$291	\$291	\$27,162
	<i>STIP</i>		\$26,290	\$290	\$291	\$291	\$27,162
	<i>STIP Prior</i>						
	State Bond						
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>						
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>						
	Active Transportation Program (ATP) ¹		\$1,716	\$2,972			\$4,688
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$2,749	\$3,728	\$26,966	\$6,158	\$39,601
Road Repair and Accountability Act of 2017 (SB1)							
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		\$78	\$78	\$78	\$78	\$310	
Other (See Appendix B)		\$194,393	\$10,180	\$4,151	\$3,971	\$212,695	
	State Total		\$421,629	\$69,244	\$285,573	\$56,956	\$833,400
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$16,109	\$13,305	\$12,825	\$12,825	\$55,064
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$844	\$844	\$844	\$844	\$3,376
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$890	\$180	\$890	\$180	\$2,140
	FTA Transfer from Prior FTIP			\$3,375			\$3,375
	Other (See Appendix C)		\$20,000				\$20,000
	Federal Transit Total		\$37,843	\$17,704	\$14,559	\$13,849	\$83,954
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$8,831	\$8,993	\$8,623	\$7,943	\$34,390
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$641				\$641
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$1,661	\$5,042		\$6,703
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
Surface Transportation Block Grant Program (STBGP/RSTP)		\$8,812	\$9,909	\$9,906	\$9,903	\$38,530	
Tribal Transportation Program							
Other (see Appendix D)							
	Federal Highway Total		\$18,284	\$20,563	\$23,571	\$17,846	\$80,264
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$56,127	\$38,267	\$38,130	\$31,695	\$164,218
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$538,564	\$116,240	\$354,624	\$95,423	\$1,104,852

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

MY MPO NAME

2023 ENTER APPROPRIATE MPO TIP NAME
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Private Funds Fund Total	\$963				\$963
TDA Fund Total	\$4,961	\$4,961	\$4,241	\$4,241	\$18,404
Regional Other Total	\$5,924	\$4,961	\$4,241	\$4,241	\$19,367

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Future Funds Fund Total	\$3,309				\$3,309
Road Repair and Accountability Act of 2017 Fund Total	\$100,266	\$4,942	\$266	\$86	\$105,560
Senate Bill No. 132 Fund Total	\$86,933				\$86,933
State of Good Repair Formula Grants Fund Total	\$3,885	\$3,885	\$3,885	\$3,885	\$15,540
Transit Security Grant Program Fund Total		\$1,353			\$1,353
State Other Total	\$194,393	\$10,180	\$4,151	\$3,971	\$212,695

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
BUILD--TIGER Discretionary Grants Fund Total	\$20,000				\$20,000
Federal Transit Other Total	\$20,000				\$20,000

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Highway Other Total					

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

MY MPO NAME
 2023 ENTER APPROPRIATE MPO TIP NAME
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	<i>Bridge</i>					
	<i>Corridor</i>					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	<i>SHOPP</i>					
	<i>SHOPP Prior</i>					
	<i>State Minor Program</i>					
	State Transportation Improvement Program (STIP) ¹					
	<i>STIP</i>					
	<i>STIP Prior</i>					
	State Bond					
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>					
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$1,391	\$1,226	\$1,593	\$2,270	\$6,481
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
Surface Transportation Block Grant Program (STBGP/RSTP)	\$1,100				\$1,100	
Tribal Transportation Program						
Other						
	Federal Highway Total	\$2,491	\$1,226	\$1,593	\$2,270	\$7,581
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$2,491	\$1,226	\$1,593	\$2,270	\$7,581
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$2,491	\$1,226	\$1,593	\$2,270	\$7,581

Project Listing by Funding Category

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ07-5055 5307/TDA 0.00 Tracy, City of	Intelligent Transportation System, Planning and Construction \$ 2,800,000 DFTIP Amend 0.00 21200000772	PE	400,000							Carry Over		
		RW							***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 02/18/2021 *****			
		Const		1,200,000	1,200,000							
		Total	400,000	1,200,000	1,200,000						Prior	240,000
									Current	1,440,000	960,000	
SJ07-5055 5307/TDA 0.00 Tracy, City of	Updating to bus shelters/benches at existing bus stops and construction of new bus stops at various locations. \$ 3,000,000 DFTIP Amend 0.00 21200000773	PE								Carry Over		
		RW							***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 02/18/2021 *****			
		Const	1,000,000	500,000	500,000	500,000	500,000					
		Total	1,000,000	500,000	500,000	500,000	500,000				Prior	200,000
									Current	400,000	1,600,000	

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ14-CM11 CMAQ/CITY 4.01 Lodi, City of	Purchase of replacement CNG street sweeper \$ 410,000 DFTIP Amend 0.00 21200000638	PE RW Const Total			410,000						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior Current 205,000 205,000	
SJ18-3005 CMAQ/CITY 4.01 Manteca, City of	Replace three old diesel street sweepers with three new CNG powered street sweepers. \$ 1,050,000 DFTIP Amend 0.00 21200000754	PE RW Const Total			1,050,000						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior Current 120,000 930,000	
SJ18-9008 CMAQ 4.01 Port of Stockton	Replace two existing diesel-powered cargo front end loaders with two new low emission cargo front end loaders. \$ 614,000 DFTIP Amend 0.00 21200000757	PE RW Const Total			614,000						Carry Over Tolls credits apply for this project. ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. Prior Current 614,000	
SJ18-9006 STPL/CITY 5.02 Ripon, City of	In Ripon, at East Main Street and the NB SR 99 ramps. Install traffic signal, ADA improvements, striping, and other intersection enhancements. \$ 240,000 DFTIP Amend 0.00 21200000755	PE RW Const Total		40,000	200,000						Carry Over RSTP Grouped ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Prior Current 240,000	
SJ18-9007 CMAQ/CITY 4.01 Ripon, City of	Replace one diesel solid waste vehicle with one new CNG solid waste vehicle. \$ 375,000 DFTIP Amend 0.00 21200000756	PE RW Const Total			375,000						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior Current 275,000 100,000	
SJ11-9009 CMAQ 4.01 San Joaquin Council of	Throughout San Joaquin and Merced Counties, implement travel demand management program. \$ 3,950,000 DFTIP Amend 0.00 21200000608	PE RW Const Total	150,000	950,000	950,000	950,000	950,000				Carry Over Toll Credits apply for CMAQ funds for this project. ***** Version 1 - 05/10/22 ***** Prior 150,000 Current 3,800,000	

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
				Four Year Element						Local	State	Federal	
				22/23	23/24	24/25	25/26	26/27	27/28				
SJ14-9003 CMAQ/CO 5.01 San Joaquin County	In San Joaquin County, at intersection of State Route 26 and Jack Tone Road. Replace all-way stop intersection with roundabout. \$ 1,525,000 DFTIP Amend 0.00 21200000701	PE RW Const Total	272,000 272,000				1,253,000				Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior 31,199 240,801			
										Current 144,000 1,109,000			
SJ14-9004 CMAQ/CO 5.01 San Joaquin County	In San Joaquin County, at intersection of State Route 4 and Jack Tone Road. Replace all-way stop intersection with roundabout. \$ 1,659,000 DFTIP Amend 0.00 21200000702	PE RW Const Total	282,000 282,000				1,377,000				Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior 32,346 249,654			
										Current 158,000 1,219,000			
SJ18-9009 CMAQ/CO 2.06 San Joaquin County	Near Stockton, at San Joaquin General Hospital. Construct off-grid solar EV charging infrastructure for 20 parking spots, with solar array, battery storage, and renewable diesel backup generator. \$ 840,000 DFTIP Amend 0.00 21200000758	PE RW Const Total			840,000						Carry Over		
										Visually confirmed project in development. Assume to consider removing project in the next FTIP ***** Version 1 - 05/10/22 *****			
										Prior			
										Current 50,000 790,000			
SJ18-9011 CMAQ/CO 5.02 San Joaquin County	East of Stockton, at intersection of Mariposa Road and Jack Tone Road. Install traffic signal. \$ 700,000 DFTIP Amend 0.00 21200000760	PE RW Const Total	125,000 125,000					575,000			Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior			
										Current 80,000 620,000			
SJ14-CM12 CMAQ/CITY 3.02 Stockton, City of	Installation and upgrade of bicycle facilities (Class 2 & 3) citywide. \$ 340,000 DFTIP Amend 0.00 21200000639	PE RW Const Total	86,000 86,000			254,000					Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior 9,870 76,130			
										Current 29,000 225,000			
SJ14-CM15 CITY/CMAQ 5.07 Stockton, City of	Install new traffic responsiveness signal control system on West Lane between Harding Way and Enterprise Street. \$ 1,542,000 DFTIP Amend 0.00 21200000642	PE RW Const Total	135,000 135,000				1,407,000				Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 7 - 09/13/2021 ***** ***** Version 1 - 01/14/21 *****			
										Prior 135,000			
										Current 161,000 1,246,000			

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)				
				Four Year Element						Local	State	Federal		
				22/23	23/24	24/25	25/26	26/27	27/28					
SJ14-9005 CITY/CMAQ 1.07 Stockton, City of	In Stockton, at various intersections along Thornton Road, Pacific Avenue, Pershing Avenue, West Lane, Airport Way, El Dorado Street, Hammer Lane, March Lane, Harding Way, Charter Way, and Dr Martin Luther King Jr. Blvd. Design and \$ 595,000 DFTIP Amend 0.00 21200000707	PE RW Const Total	102,000 102,000		493,000						Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** DFTIP Version 1 - 02/19/2021***** ***** Version 4 - 01/06/2021 *****				
										Prior 11,699 90,301				
										Current 57,000 436,000				
SJ14-9006 CMAQ/CITY 5.01 Stockton, City of	In Stockton, at intersection of Pacific Avenue and March Lane. Install southbound right turn lane. Includes signal systems modification and signal re-timing, pole relocation, sidewalk relocation, corner ramp ADA upgrade re-striping and ROW \$ 650,000 DFTIP Amend 0.00 21200000708	PE RW Const Total	95,000 95,000	34,000	84,000	437,000					Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
										Prior 10,896 84,104				
										Current 64,000 491,000				
SJ14-9007 CMAQ/CITY 5.01 Stockton, City of	In Stockton, install left turn lanes at the following locations: at intersection of West Lane/Bianchi Road install one additional left turn lane on all approaches; at intersection of March Lane/Feather River Drive install one additional WB left turn lane. \$ 2,125,000 DFTIP Amend 0.00 21200000709	PE RW Const Total	319,000 319,000			1,806,000					Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
										Prior				
										Current 244,000 1,881,000				
SJ14-9008 CMAQ/CITY 5.01 Stockton, City of	In Stockton, at intersection of Tam OShanter Drive and Knickerbocker Drive. Replace all-way stop intersection with roundabout. Install Class II Bicycle Lanes between Knickerbocker Drive and Hammer Lane. Upgrade sidewalk corners for ADA standards \$ 966,112 DFTIP Amend 0.00 21200000710	PE RW Const Total	152,000 152,000		814,112						Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
										Prior 17,480 134,520				
										Current 93,624 720,488				
SJ18-9012 CMAQ/STPL/CIT 5.07 Stockton, City of	In Stockton, upgrade Transportation Management Center Equipment. Upgrade Traffic Management System to Advanced Traffic Management System. Upgrade 230 traffic signal controllers and 298 Ethernet switches. \$ 521,000 DFTIP Amend 0.00 21200000761	PE RW Const Total	300,000 521,000		221,000						Carry Over			
										RSTP grouped ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 *****				
										Prior				
										Current 150,000 371,000				
SJ18-9013 CMAQ/CITY 5.02 Stockton, City of	In Stockton, at the intersection of Alpine Avenue and Alvarado Avenue. Install three-way traffic signal, ADA and crosswalk improvements, and additional amenities. Coordinate traffic signal with traffic signals at intersections of Alpine Avenue at West \$ 1,040,000 DFTIP Amend 0.00 21200000762	PE RW Const Total	149,000 149,000		891,000						Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
										Prior 17,000 132,000				
										Current 102,000 789,000				

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Non-transit)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
				Four Year Element						Local	State	Federal	
				22/23	23/24	24/25	25/26	26/27	27/28				
SJ11-CM17 CMAQ/CITY 5.07 Tracy, City of	Install Adaptive Traffic Signal System on 11th Street between Corral Hollow Road to Mac Arthur Drive \$ 910,625 DFTIP Amend 0.00 21200000597	PE RW Const Total	145,625 145,625		765,000					Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior 145,625			
										Current 64,000 701,000			
SJ11-CM18 CMAQ/CITY 5.07 Tracy, City of	Install Corral Hollow Adaptive Traffic Signal System between Schulte Road to the Mall Entry \$ 957,000 DFTIP Amend 0.00 21200000598	PE RW Const Total			957,000					Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior			
										Current 80,000 877,000			
SJ11-CM26 CMAQ 5.02 Tracy, City of	Install Traffic Signal at Corral Hollow and Valpico Road and construct related intersection improvements. \$ 664,000 DFTIP Amend 0.00 21200000606	PE RW Const Total			664,000					Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior			
										Current 664,000			
SJ18-9015 CMAQ/CITY 5.07 Tracy, City of	In Tracy, on Grant Line Road from Byron Road to Naglee Road. Install adaptive signal controllers, detection equipment, and software at six signalized intersections at Byron Road, Gateway Crossing Apartments, Lammers Road, Costco Driveway 1 \$ 925,000 DFTIP Amend 0.00 21200000766	PE RW Const Total	92,500 832,500 925,000							Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.			
										Prior			
										Current 50,000 875,000			
SJ18-9016 CMAQ/CITY 5.02 Tracy, City of	In Tracy, at intersection of Corral Hollow Road and Linne Road. Install traffic signal, traffic signal controller, and software. \$ 690,000 DFTIP Amend 0.00 21200000767	PE RW Const Total	30,000 330,000 360,000		330,000					Carry Over			
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 3 - 08/31/2021 ***** ***** Version 1 - 01/14/21 *****			
										Prior 360,000			
										Current 330,000			

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Transit Projects)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ22-5005 5307-TR/5339/S1 2.10 SJRTD - San Joaquin Regional	Replace aged diesel-electric hybrid buses with new electric buses. Award no. CA-2021-001. \$ 7,774,410 DFTIP Amend 0.00 21200000735	PE RW Const Total	7,774,410 7,774,410							Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 4 - 06/16/2021 ***** ***** Version 1 - 01/14/21 *****		
										Prior		7,774,410
										Current		
SJ14-CM10 CMAQ/CITY 2.06 Stockton, City of	Costs associated with installation of signal prioritization equipment for BRT Phase 5 operations on Weber Ave, Miner Ave, Wilson Way, Fremont St., Filbert St and Main St. \$ 2,100,000 DFTIP Amend 0.00 21200000641	PE RW Const Total	375,000 375,000					1,725,000		Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.		
										Prior		375,000
										Current	241,000	1,484,000
SJ14-CM03 CMAQ/PVT 2.10 Various Agencies	Replace 5 old diesel school buses with new CNG school buses \$ 1,444,500 DFTIP Amend 0.00 21200000630	PE RW Const Total	1,444,500 1,444,500							Carry Over		
										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.		
										Prior		
										Current	963,000	481,500

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Demonstration Project

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)				
				Four Year Element						Local	State	Federal		
				22/23	23/24	24/25	25/26	26/27	27/28					
SJ07-2032 DEMO-ST/CITY/ 0.00 Tracy, City of	Construct new interchange I-205 at Lammers Road/Eleventh Street. Realign and widen Eleventh Street to 6-lanes north of Grant Line Road to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road HR \$ 52,893,000 DFTIP Amend 0.00 21200000227	PE	7,140,803										Carry Over	
		RW	5,080,079										***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 13 - 05/14/2021 ***** ***** Version 1 - 01/14/21 *****	
		Const		40,672,118										
		Total	12,220,882	40,672,118										Prior 5,427,882 6,793,000 Current 40,672,118

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration Section 5307 Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)					
				Four Year Element						Local	State	Federal			
				22/23	23/24	24/25	25/26	26/27	27/28						
SJ07-6005 5307/XSJ/5337 2.01 SJRRRC - San Joaquin Regional	Capital Lease with UPRR for trackage rights agreement \$ 49,490,159 DFTIP Amend 0.00 21200000262	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 30 - 06/17/2021 ***** ***** Version 1 - 01/14/21 *****				
		Const	42,250,159	1,810,000	1,810,000	1,810,000	1,810,000					Prior	9,376,572	32,873,587	
		Total	42,250,159	1,810,000	1,810,000	1,810,000	1,810,000					Current	2,600,000		4,640,000
SJ07-6014 PTMISEA/5309a/ 2.11 SJRRRC - San Joaquin Regional	Construction of ACE Equipment Maintenance Facility in Stockton, CA. \$ 137,353,807 DFTIP Amend 0.00 21200000437	PE	2,112,000								Carry Over				
		RW	9,400,000								***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 22 - 06/17/2021 ***** ***** Version 1 - 01/14/21 *****				
		Const	114,161,807	2,920,000	2,920,000	2,920,000	2,920,000					Prior	64,977,085	10,814,409	49,882,313
		Total	125,673,807	2,920,000	2,920,000	2,920,000	2,920,000					Current	900,000	1,440,000	9,340,000
SJ07-6004 5307/5337/SB1/X 2.01 SJRRRC - San Joaquin Regional	SJRRRC shared costs for preventative maintenance \$ 3,649,995 DFTIP Amend 0.00 21200000690	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
		Const	2,105,995	386,000	386,000	386,000	386,000					Prior	900,000	171,134	1,034,861
		Total	2,105,995	386,000	386,000	386,000	386,000					Current	1,200,000	344,000	
SJ14-6006 5307/XSJ 2.06 SJRRRC - San Joaquin Regional	Implementation of Positive Train Control systemwide. \$ 1,467,241 DFTIP Amend 0.00 21200000691	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
		Const	667,241	200,000	200,000	200,000	200,000					Prior	400,000		267,241
		Total	667,241	200,000	200,000	200,000	200,000					Current	800,000		
SJ18-6002 TDA/5307 5.06 SJRRRC - San Joaquin Regional	Upgrade existing facilities at Tracy ACE Station, including passenger amenities, equipment, parking, and circulation improvements. \$ 1,343,750 DFTIP Amend 0.00 21200000742	PE	300,000								Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 6 - 06/17/2021 ***** ***** Version 1 - 01/14/21 *****				
		Const	1,043,750									Prior		268,750	1,075,000
		Total	1,343,750									Current			
SJ07-6021 5337/TDA/5307 2.09 SJRRRC - San Joaquin Regional	Capital costs with UPRR to fund track/signal maintenance \$ 21,234,207 DFTIP Amend 0.00 21200000753	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 6 - 06/17/2021 ***** ***** DFTIP Version 1 - 02/19/2021*****				
		Const	8,834,207	3,100,000	3,100,000	3,100,000	3,100,000					Prior		1,680,826	7,153,381
		Total	8,834,207	3,100,000	3,100,000	3,100,000	3,100,000					Current		1,400,000	11,000,000

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Federal Transit Administration Section 5310

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ07-5056 5310 2.01 Various Agencies	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies \$ 2,887,364 DFTIP Amend 0.00 21200000717	PE								Carry Over		
		RW								Funding in future years are estimates that will be finetuned via FTIP amendments, as detailed apportionments become available.		
		Const	1,443,576	361,000	361,000	360,894	360,894			Prior	1,443,576	
		Total	1,443,576	361,000	361,000	360,894	360,894			Current	1,443,788	
SJ07-5056 5310 2.10 Various Agencies	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet \$ 3,864,000 DFTIP Amend 0.00 21200000718	PE								Carry Over		
		RW								Funding in future years are estimates that will be finetuned via FTIP amendments, as detailed apportionments become available.		
		Const	1,932,000	483,000	483,000	483,000	483,000			Prior	1,932,000	
		Total	1,932,000	483,000	483,000	483,000	483,000			Current	1,932,000	

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Highway Bridge Replacement and Rehabilitation Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)						
				Four Year Element						Local	State	Federal				
				22/23	23/24	24/25	25/26	26/27	27/28							
SJ07-3002 HBRR-L 1.19 Caltrans	BRIDGE NO. 29C0023, NAVY DRIVE, OVER SAN JOAQUIN RIVER, ROUGH & READY ISL. Replace 2 lane bridge with new 4 lane bridge. \$ 481,048,000 DFTIP Amend 0.00 21200000783	PE RW Const Total	370,846,000 110,202,000 481,048,000													
				***** Version 1 - 07/26/2022 *****												
				Prior								481,048,000				
				Current												
SJ07-3002 HBRR-L/BR-LOC 1.19 Various Agencies	Projects are consistent with 40 CFR part 93.126 Exempt table 2 categories- Widening narrow pavements or reconstructing bridges (no additional lanes). \$ 70,910,423 DFTIP Amend 0.00 21200000272	PE RW Const Total	18,094,579 18,094,579	3,115,649 3,115,649	3,790,167 3,790,167	39,752,028 39,752,028	6,158,000 6,158,000									
								Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 33 - 08/26/2021 ***** ***** Version 1 - 01/14/21 *****								
								Prior							3,780,168	14,314,411
								Current							13,214,844	39,601,000

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Local Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ07-3014 CITY 0.00 Lathrop, City of	Golden Valley Parkway (Construct new roadway parallel to I-5, 4-lanes, from Brookhurst Blvd to Paradise Road. Project connects to the Manthey Road Bridge \$ 12,735,000 DFTIP Amend 0.00 21200000782	PE RW Const Total	545,000 1,190,000 1,735,000			11,000,000 11,000,000					***** Version 1 - 06/22/2022 ***** Prior 1,735,000 Current 11,000,000	
SJ11-2001 PVT 0.00 Stockton, City of	Interchange Improvements In Stockton, at SR 99 and Morada Lane interchange: Project programmed in the FTIP for environmental approval. \$ 660,000 DFTIP Amend 0.00 21200000561	PE RW Const Total					660,000 660,000				Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior Current 660,000	
SJ11-2002 PVT 0.00 Stockton, City of	Interchange Improvements In Stockton, at SR 99 and Eight Mile Rd Interchange: Project Programmed in FTIP for environmental only \$ 645,000 DFTIP Amend 0.00 21200000562	PE RW Const Total	45,000 45,000					600,000 600,000			Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior 45,000 Current 600,000	
205 0.8/2.0 SJ14-2003 10-1E210 DEV/CITY 5.04 Tracy, City of	Reconstruct interchange \$ 52,858,000 DFTIP Amend 0.00 21200000768	PE RW Const Total	1,738,000 11,656,500 39,463,500 52,858,000								Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** DFTIP Version 1 - 02/19/2021***** ***** Version 1 - 07/23/2020 ***** Prior 52,858,000 Current	
580 12.6/14.3 SJ14-2002 10-1E220 DEV/XSJJ/CITY 5.04 Tracy, City of	Reconstruct interchange \$ 49,183,000 DFTIP Amend 0.00 21200000769	PE RW Const Total	2,340,000 2,691,500 44,151,500 49,183,000								Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** DFTIP Version 1 - 02/19/2021***** ***** Version 1 - 07/23/2020 ***** Prior 49,183,000 Current	

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Safety

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ07-4002 STP-RL 1.01 Caltrans	Caltrans managed Non-SHOPP program. Costs associated with railroad grade crossing safety projects. \$ 6,504,300 DFTIP Amend 0.00 21200000378	PE RW Const Total	6,504,300 6,504,300							Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** DFTIP Version 1 - 02/19/2021***** ***** Version 2 - 11/25/2020 ***** Prior 6,504,300 Current		
SJ07-3116 HSIP/LTF/STPL 1.06 Various Agencies	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than \$ 13,145,240 DFTIP Amend 0.00 21200000403	PE RW Const Total	6,442,240 6,442,240		1,661,000	5,042,000				Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior 1,131,970 5,310,270 Current 6,703,000		

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

State Highway Operations and Protection Program

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)					
				Four Year Element						Local	State	Federal			
				22/23	23/24	24/25	25/26	26/27	27/28						
SJ07-1019 SHOPPAC 1.06 Caltrans	Projects are consistent with 40 CFR part 93.126. Exempt tables 2 & 3 Categories - Roadway/Highway Crossing, Safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than \$ 70,820,000 DFTIP Amend 0.00 21200000313	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 46 - 07/02/2021 ***** ***** Version 1 - 01/14/21 *****				
		Const	32,061,000	19,066,000	19,693,000							Prior	32,061,000		
		Total	32,061,000	19,066,000	19,693,000							Current	38,759,000		
SJ07-1021 SHOPPAC 1.06 Caltrans	Grouped Projects for Pavement Resurfacing and or Rehab. Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 - Pavement resurfacing and/or Rehab, Emergency Relief 23(U.S.C 125) widening narrow pavements or reconstructing \$ 212,609,000 DFTIP Amend 0.00 21200000315	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
		Const	78,404,000	113,660,000	3,812,000		16,733,000					Prior	78,404,000		
		Total	78,404,000	113,660,000	3,812,000		16,733,000					Current	134,205,000		
SJ07-3002 SHOPPAC 1.06 Caltrans	Projects are consistent with 40 CFR part 93.126, Exempt Tables 2- Widening narrow pavements or reconstructing bridges(no additional travel lanes) \$ 341,357,000 DFTIP Amend 0.00 21200000432	PE									Carry Over				
		RW									26/27 - SHOPP Future Need ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 31 - 07/02/2021 *****				
		Const	58,301,000	5,322,000	10,126,000	250,000,000	8,508,000	8,000,000	1,100,000			Prior	58,301,000		
		Total	58,301,000	5,322,000	10,126,000	250,000,000	8,508,000	9,100,000				Current	283,056,000		
SJ07-1020 SHOPPAC 1.06 Caltrans	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than \$ 209,844,000 DFTIP Amend 0.00 21200000667	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** DFTIP Version 1 - 02/20/2021***** ***** Version 21 - 07/07/2020 *****				
		Const	128,468,000	51,974,000	13,921,000	4,087,000	11,394,000					Prior	128,468,000		
		Total	128,468,000	51,974,000	13,921,000	4,087,000	11,394,000					Current	81,376,000		
SJ07-1022 SHOPPAC 1.06 Caltrans	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergencv Relief funds or to damages that \$ 750,000 DFTIP Amend 0.00 21200000668	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
		Const	750,000									Prior	750,000		
		Total	750,000									Current			
SJ07-1022 SHOPPAC 1.06 Caltrans	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than \$ 23,395,000 DFTIP Amend 0.00 21200000669	PE									Carry Over				
		RW									***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP.				
		Const	7,256,000	1,872,000	4,444,000		9,823,000					Prior	7,256,000		
		Total	7,256,000	1,872,000	4,444,000		9,823,000					Current	16,139,000		

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

STIP / Regional Choice

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
99 3.1/6.2 SJ18-1003 STPL 0.00 Caltrans	Add braided off ramps from SR 99 and SR 120 to Austin Road; Convert the entrance ramp from Austin Road to northbound SR 99 and to westbound SR 120 to a loop ramp with separate traffic movements to SR 99 and SR 120: relocate \$ 1,800,000 DFTIP Amend 0.00 21200000746	PE RW Const Total	1,800,000 1,800,000							Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior 1,800,000 Current		
SJ030 STIP-AC/LTF 0.00 San Joaquin Council of	Planning, Programming and Monitoring. \$ 5,104,000 DFTIP Amend 0.00 11200000026	PE RW Const Total	3,942,000 3,942,000	290,000	290,000	291,000	291,000		Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior 110,000 3,832,000 Current 1,162,000			
205 L0.0/R13.4 SJ07-1003 10-1H170 CMAQ/STIP-AC/ 0.00 San Joaquin Council of	Near Tracy, from the Alameda County line to Interstate 5. Widen from 6 to 8 lanes with managed lanes, relocate section of existing and construct new soundwalls. \$ 339,164,690 DFTIP Amend 0.00 11200000422	PE RW Const Total	8,508,690 8,508,690	30,656,000				300,000,000 300,000,000	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 5 - 07/01/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 4,000,000 4,508,690 Current 300,000,000 30,656,000			
SJ07-6002 LTF/ST-CASH 2.11 SJRRRC - San Joaquin Regional	The Stockton Regional Rail Maintenance Facility Expansion Project will be located at the site of the existing ACE Rail Maintenance Facility at 1020 E Alpine Ave. Stockton, CA 95204. The facility is located where the IPRR Fresno and IPRR \$ 17,000,000 DFTIP Amend 0.00 11200000444	PE RW Const Total	2,000,000 15,000,000 17,000,000						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP. Prior 2,000,000 15,000,000 Current			
SJ11-6001 ST-CASH/SB132 1.01 SJRRRC - San Joaquin Regional	In the City of Stockton, the two BNSF Stockton Subdivision mainline tracks running in an east-west direction cross at-grade perpendicularly with the two UPRR Fresno Subdivision mainline tracks running in a north-south direction. The at-grade crossing is \$ 239,233,000 DFTIP Amend 0.00 11200000446	PE RW Const Total	19,100,000 13,200,000 32,300,000		206,933,000				Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** DFTIP Version 1 - 02/19/2021***** ***** Version 2 - 11/25/2020 ***** Prior 32,300,000 Current 86,933,000 20,000,000			

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Transit Program (Non-CMAQ)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						Local	State	Federal
				22/23	23/24	24/25	25/26	26/27	27/28			
SJ22-5023 5339/XSJ 2.05 SJRTD - San Joaquin Regional	Upgrades to passenger fare functionality, including mobile ticketing, hardware and software purchases/upgrades, and fare vending machines. Add Integrated Transit Operations System: Include fare technology and technology solutions to \$ 1,333,056 DFTIP Amend 0.00 21200000739	PE RW Const Total	1,333,056 1,333,056							Carry Over		
										Award no. CA-2020-154. ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP. ***** Version 1 - 01/14/21 *****		
										Prior 600,000 733,056 Current		

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

Various

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)			
				Four Year Element						Local	State	Federal	
				22/23	23/24	24/25	25/26	26/27	27/28				
TABLE 6-8 CITY/NO-FUND// 3.02 San Joaquin Council of	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized). \$ 27,698,000 DFTIP Amend 0.00 21200000779	PE	3,472,000	409,000									
		RW	126,000										
		Const	14,001,000	6,268,000	3,422,000								
		Total	17,599,000	6,677,000	3,422,000								
													For RTP info, please refer to Table 6-8 of 2022 RTP Project List - Active Transportation and Community Enhancement Projects Category. Grouped Projects for pedestrian and bicyclist. Prior 14,125,000 3,474,000 Current 4,490,000 5,609,000
TABLE 6-8 XSJ/CITY/ATP-S 3.02 Stockton, City of	In Stockton, on California Street between Alpine Avenue and Eighth Street, and on Eighth Street between California Street and El Dorado Street. Install Class IV, II, and III Bicycle Facilities, including necessary pavement repairs, traffic signal \$ 6,596,000 DFTIP Amend 0.00 21200000751	PE	225,000										
		RW											
		Const	6,371,000										
		Total	6,596,000										
													Carry Over For RTP info, please refer to Table 6-8 of 2022 RTP Project List - Active Transportation and Community Enhancement Projects Category. Prior 2,206,000 4,390,000 Current
TABLE 6-8 ATP-SB1/ATP-S 3.02 Stockton, City of	In Stockton, adjacent to or near 6 high priority elementary/middle (ES) and high schools (HS): Van Buren ES, AG Spanos ES, Dolores Huerta ES, Lincoln ES, Westwood ES, and Edison HS. Construct bike lanes, missing sidewalk segments. \$ 6,997,000 DFTIP Amend 0.00 21200000752	PE	776,000										
		RW											
		Const	6,221,000										
		Total	6,997,000										
													Carry Over Please see Table 6-8 of 2022 SJCOG RTP Project List - Active Transportation and Community Enhancement Projects. Prior 3,159,000 3,838,000 Current

Appendix A

Formal Amendments to the 2021 Federal Transportation Improvement Program

Appendix B

Lump Sum Listings

Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas

Background:

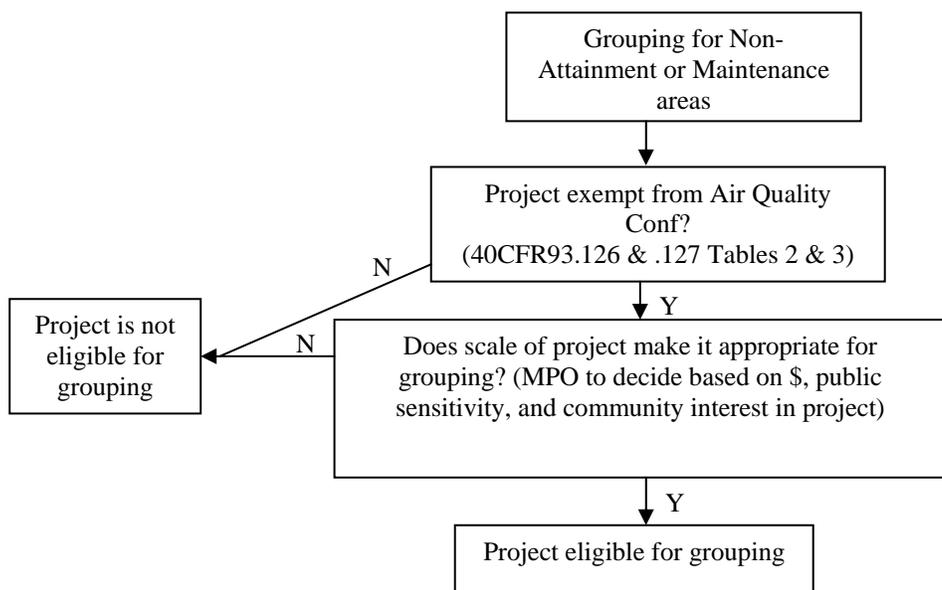
Title 23, Code of Federal Regulations (CFR), Section 450.216 (j) allows projects that are not considered to be of appropriate scale for individual identification in the Federal Transportation Improvement Program (FTIP) to be grouped by function, work type or geographic region using appropriate classifications using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.

MPOs may find grouping projects to offer some advantages and flexibility when amending projects in the FTIP/FSTIP. New projects can be added to an existing grouped project listing through administrative modifications in accordance with the Amendment and Administrative Modification Guidelines. For non-Federal Transit Administration (FTA) funded projects, the detailed project lists may be revised without the need for amendments or administrative modifications if the revisions do not result in changes to the total grouped project costs. However, MPOs must update the detailed project lists to reflect the revision, and furnish them to the respective FTIP/FSTIP Coordinators at Caltrans, Federal Highway Administration (FHWA) and FTA along with a cover letter.

These guidelines are for programming grouped project listings for Metropolitan Planning Organization (MPO) and the rural-nonMPO areas that are classified as either air quality non-attainment or maintenance. The grouped project listings must be consistent with the “Exempt Project” classification contained in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulation (40CFR part 93). It is the MPO’s responsibility to determine the eligibility of projects to be included in grouped project listings. If verification/confirmation is needed, an MPO shall consult with their planning coordinators from FHWA and Caltrans Federal Programming Office to confirm their findings.

Programming Guidelines:

1. Use the flow chart below to determine if a project is eligible for grouping. Projects ineligible for grouping must be programmed individually in the FTIP/FSTIP.



2. The description of the grouped project listings shall include appropriate “Exempt Project” classification per 40 CFR Part 93.126 and 93.127. See “Attachment A” for the “Pre-approved List of Grouped Project Listings”. If the proposed grouped project listing is different from the ones listed in Attachment A, the MPO shall contact their planning coordinators from Caltrans Federal Programming Office, FHWA or FTA prior to programming the new grouped project listing in its FTIP.
3. Projects may be further grouped by grantee/agency or by geographic area provided the grouped listing is consistent with the project listings per Attachment A. Note that projects can not be grouped by a particular fund type or funding program in the FTIP.
4. Detailed project listing (back-up listing) for a grouped project that is programmed or amended in an FTIP, must be included with the transmittal package to Caltrans. The detailed listings shall contain individual project information with sufficient description to accurately identify scope, implementing agency, location, limits of the project (if any), program year and the total cost. See “Attachment B” for the format of the detailed project listing. Total cost of the projects (including funding for all project phases) from the detailed project listing shall be programmed under the “Construction” phase in the FTIP.
5. Projects funded from the Federal Transit Administration (FTA) can be grouped as long as the detailed project list is readily available to the Federal Transit Administration and the public. The detailed project list must be included by MPO in FTIP/ FTIP Amendment when it is circulated for public review.
6. Projects with multiple FTA UZAs and with multiple FTA fund types can be grouped as long as the grouped projects meet the requirements of No. 5 above.
7. For MPO areas classified as air quality attainment (areas that are not classified as “maintenance”), projects that can be classified as “Categorical Exclusion (CE)” per 23 CFR 771.117 (c) and (d) can be grouped together by CE classifications.

Attachments:

Attachment A: Pre-approved list of grouped project listings

Attachment B: Detailed project listings format

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
1	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
2	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
3	Grouped Projects for Safety Improvements - SHOPP Mandates Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
4	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period
5	Grouped Projects for Safety Improvements - SHOPP Mobility Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
6	Grouped Projects for Shoulder Improvements - SHOPP Roadside Preservation Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing, Safety roadside rest areas
7	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)
8	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
9	Grouped Projects for Safety Improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
a	Grouped Projects for Safety Improvements - Safe Routes to School Program (SRTS)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
b	Grouped Projects for Safety Improvements - Safe Routes to School Program (SR2S State Program)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
10	Grouped Projects for Safety Improvements - HSIP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
11	Grouped Projects for Railroad/highway crossing	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Railroad/highway crossing
12	Grouped Projects for Safety Improvements on High Risk Rural Roads - HRRR program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
13	Grouped Projects for Hazard Elimination Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Hazard Elimination Program
14	Grouped Projects for Safer non-Federal-aid system roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
15	Grouped Projects for Shoulder Improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
	a Grouped Projects for Shoulder Improvements on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
	b Grouped Projects for Shoulder Improvements on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
	c Grouped Projects for Shoulder Improvements in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
16	Grouped Projects for Increasing Sight Distance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
	a Grouped Projects for Increasing Sight Distance on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
	b Grouped Projects for Increasing Sight Distance on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
	c Grouped Projects for Increasing Sight Distance in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
17	Grouped Projects for Pavement resurfacing and/or rehabilitation	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	a Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	b Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System - Highway Maintenance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	c Grouped Projects for Pavement resurfacing and/or rehabilitation on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	d Grouped Projects for Pavement resurfacing and/or rehabilitation in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	e Grouped Projects for Pavement resurfacing and/or rehabilitation - ARRA or XXXX funded	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	f Grouped Projects for Pavement resurfacing and/or rehabilitation - AC overlays	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
18	Grouped Projects for Pavement marking demonstration	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement marking demonstration.
19	Grouped Projects for Emergency truck pullovers	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Emergency truck pullovers.
20	Grouped Projects for Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).
	a Grouped Projects for Non Capacity widening (no additional travel lanes)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).
21	Grouped Projects for Truck climbing lanes	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Truck climbing lanes outside the urbanized area
22	Grouped Projects for Skid treatments	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Skid treatments
23	Grouped Projects for Safety roadside rest areas	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safety roadside rest areas
24	Grouped Projects for Railroad/highway crossing warning devices	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing warning devices
25	Grouped Projects for Traffic control devices and operating assistance other than signalization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
	a Grouped Projects for Traffic control devices and operating assistance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
	b Grouped Projects for Traffic control devices	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
26	Grouped Projects for Increasing Sight Distance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
27	Grouped Projects for Fencing	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Fencing
28	Grouped Projects for Lighting improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Lighting improvements
29	Grouped Projects for Ride-sharing and van-pooling	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Continuation of ride-sharing and van-pooling promotion activities at current levels
30	Grouped Projects for Bicycle and pedestrian facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
a	Grouped Projects for Bicycle facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
b	Grouped Projects for Pedestrian facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
c	Grouped Projects for Bicycle and pedestrian facilities funded with xxxx	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
d	Grouped Projects for Bicycle and pedestrian facilities in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
e	Grouped Projects for Bicycle and pedestrian facilities - Motorized	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
f	Grouped Projects for Bicycle and pedestrian facilities - Non - Motorized	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
31	Grouped Projects for Noise attenuation	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Noise attenuation.
33	Grouped Projects for Safety Improvements - Projects that correct, improve, or eliminate a hazardous location or feature.	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Projects that correct, improve, or eliminate a hazardous location or feature.
34	Grouped Projects for Safety Improvements - Safer non-Federal-aid system roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
35	Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
37	Grouped Projects for Directional and informational signs	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
a	Grouped Projects for Directional and informational signs funded with xxxx	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
b	Grouped Projects for Directional and informational signs in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
c	Grouped Projects for Directional and informational signs on the federal aid system	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
d	Grouped Projects for Directional and informational signs on the non-federal aid system	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
38	Grouped Projects for Sign removal	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Sign removal
39	Grouped Projects for Plantings, landscaping, etc.	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Plantings, landscaping, etc.
40	Grouped Projects for Acquisition of scenic easements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Acquisition of scenic easements
41	Grouped Projects for Emergency or hardship advance land acquisitions	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Emergency or hardship advance land acquisitions (23 CFR 710.503).
42	Grouped Projects for Engineering	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action; non-capacity increasing
43	Grouped Projects for Planning activities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
44	Grouped Projects for Grants for training and research programs	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Grants for training and research programs

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
45	Grouped Projects for Planning and technical studies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning and technical studies
46	Grouped Projects for Activities that do not lead to construction	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies, Grants for training and research programs, Planning activities conducted pursuant to titles 23 and 49 U.S.C, Federal-aid systems revisions, Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
47	Grouped Projects for Transportation enhancement activities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
48	Grouped Projects for Emergency Repair	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
49	Grouped Projects for Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.(non-capacity Increasing)
50	Grouped Projects for Reconstruction or renovation of transit buildings and structures	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).(non-capacity Increasing)
51	Grouped Projects for Construction of small passenger shelters and information kiosks	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Construction of small passenger shelters and information kiosks
52	Grouped Projects for Construction or renovation of power, signal, and communications systems	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Construction or renovation of power, signal, and communications systems
53	Grouped Projects for Purchase of operating equipment for vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
54	Grouped Projects for Purchase of office, shop, and operating equipment for existing facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of office, shop, and operating equipment for existing facilities
55	Grouped Projects for Rehabilitation of transit vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Rehabilitation of transit vehicles (In PM10and PM2.5nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan)
56	Grouped Projects for Purchase of support vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of support vehicles
57	Grouped Projects for Operating assistance to transit agencies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies
58	Grouped Projects for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. (Minor changes include changing the number of transit vehicles purchased by 25% or less, and changes to the fuel type of transit vehicles. MPO needs to take the change through an interagency consultation to confirm that the change in scope is minor)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
59	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement resurfacing and/or rehabilitation - Minor Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
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The projects included under following grouped project listings may be exempt from regional emissions analysis. Note that the local effects of the project on CO and PM concentrations must be considered to determine if a hot-spot analysis may be required prior to making a project level conformity determination.

60	Grouped Projects for Intersection Channelization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Channelization Projects.
61	Grouped Projects for Intersection Signalization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Signalization Projects
62	Grouped Projects for Interchange Reconfiguration	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Interchange Reconfiguration Projects
63	Grouped Projects for Changes in Vertical and Horizontal Alignment	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Changes in Vertical and Horizontal Alignment Projects
64	Grouped Projects for Truck Size and Weight Inspection Stations	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Truck Size and Weight Inspection Stations
65	Grouped Projects for Bus Terminals and Transfer Points	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Bus Terminals and Transfer Points

Note: All Grouped listings must be accompanied by detailed back-up listings

GROUPED LISTING FOR - Pavement and Resurfacing (STPBG)
CTIPS ID: 212-0000-0001
Date Last Updated: 07/01/2022
Adoption

FY 2022/23							
Project Sponsor	Project	Project Description and Limits	Phase	RSTP Funds	Local Funds	Other	Total Project Phase Cost
Stockton	Roadway Resurfacing	Location TBD	CON	\$2,541,485	\$0		\$2,541,485
Stockton	Transportation Management Center Equipment Upgrade	In Stockton, upgrade Transportation Management Center Equipment. Upgrade Traffic Management System to Advanced Traffic Management System. Upgrade 230 traffic signal controllers and 298 Ethernet switches.	CON	\$3,535,000	\$150,000	\$371,000	\$4,056,000
Lathrop	Pavement Maintenance & Repair Project	Golden Valley Parkway (Towne Centre Drive – Lathrop Road), River Islands Parkway (Golden Valley Parkway – Lathrop Fire Station 34), Lathrop Road (Interstate 5 – Stanford Xing), Mossdale Area (Various Residential Streets), East Lathrop (Various Residential Streets)	CON	\$1,274,000	\$0		\$1,274,000
Escalon	Mchenry Avenue Widening	In Escalon, on McHenry Avenue between Narcissus Way to Jones Road. Widen and reconstruct roadway to add two-way left turn lane with curb and gutter on east side.	CON	\$800,000	\$300,000		\$1,100,000
Ripon	East Main Street Traffic Signal	In Ripon, at East Main Street and the NB SR 99 ramps. Install traffic signal, ADA improvements, striping, and other intersection enhancements.		\$480,000	\$240,000		\$720,000
TBD	TBD	TBD	CON	\$181,372	\$0		\$181,372
FY 2022/23 Total				\$8,811,857	\$690,000	\$371,000	\$9,872,857
FY 2023/24							
Project Sponsor	Project	Project Description and Limits	Phase	RSTP Funds	Local Funds	Other	Total Project Phase Cost
TBD	TBD	TBD	CON	\$9,908,902	\$0		\$9,908,902
FY 2023/24 Total				\$9,908,902	\$0	\$0	\$9,908,902
FY 2024/25							
Project Sponsor	Project	Project Description and Limits	Phase	RSTP Funds	Local Funds	Other	Total Project Phase Cost
TBD	TBD	TBD	CON	\$9,905,888	\$0		\$9,905,888
FY 2024/25 Total				\$9,905,888	\$0	\$0	\$9,905,888
FY 2025/26							
Project Sponsor	Project	Project Description and Limits	Phase	RSTP Funds	Local Funds	Other	Total Project Phase Cost
TBD	TBD	TBD	CON	\$9,902,814	\$0		\$9,902,814
FY 2025/26 Total				\$9,902,814	\$0	\$0	\$9,902,814

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	PE	RW	CON
SHOPP - Bridge Preservation										
Road Maintenance and Rehabilitation Acc	\$279,216	\$5,260	\$5,322	\$10,126	\$250,000	\$8,508		\$7,791	\$26,306	\$245,119
TOTAL	\$279,216	\$5,260	\$5,322	\$10,126	\$250,000	\$8,508		\$7,791	\$26,306	\$245,119
SHOPP - Collision Reduction										
National Hwy System	\$12,566	\$2,871	\$9,695					\$2,850	\$121	\$9,595
Surface Transportation Program	\$36,802	\$7,738	\$9,371	\$19,693				\$10,046	\$2,173	\$24,583
TOTAL	\$49,368	\$10,609	\$19,066	\$19,693				\$12,896	\$2,294	\$34,178
SHOPP - Mandates										
National Hwy System	\$16,139		\$1,872	\$4,444		\$9,823		\$3,317	\$6,090	\$6,732
TOTAL	\$16,139		\$1,872	\$4,444		\$9,823		\$3,317	\$6,090	\$6,732
SHOPP - Mobility										
National Hwy System	\$58,068	\$8,929	\$49,139					\$8,234	\$1,299	\$48,535
Road Maintenance and Rehabilitation Acc	\$27,554	\$962	\$2,364	\$12,834		\$11,394		\$5,108	\$517	\$21,929
State Cash	\$5,645		\$471	\$1,087	\$4,087			\$1,539	\$31	\$4,075
TOTAL	\$91,267	\$9,891	\$51,974	\$13,921	\$4,087	\$11,394		\$14,881	\$1,847	\$74,539
SHOPP - Roadside Preservation										
National Hwy System	\$5,778	\$1,269	\$4,509					\$1,257	\$12	\$4,509
TOTAL	\$5,778	\$1,269	\$4,509					\$1,257	\$12	\$4,509
SHOPP - Roadway Preservation										
National Hwy System	\$148,523	\$14,318	\$113,660	\$3,812		\$16,733		\$19,271	\$3,606	\$125,646
TOTAL	\$148,523	\$14,318	\$113,660	\$3,812		\$16,733		\$19,271	\$3,606	\$125,646
MPO TOTAL	\$590,291	\$41,347	\$196,403	\$51,996	\$254,087	\$46,458		\$59,413	\$40,155	\$490,723

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	11200000430	SJ	10	1H360	4	Near Discovery Bay, at Old River Bridge No. 29-0045. Remove and replace the deteriorated fender system.	2,912	872	8,220
	11200000440	SJ	10	1H200	4	In Stockton, at San Joaquin River Bridge No. 29-0050. Rehabilitate movable bridge electrical and mechanical systems.	4,389	34	8,478
	11200000464	SJ	10	1N760	4	In Stockton, at Mormon Slough Bridge No. 29-0237L. Apply polyester concrete overlay to bridge deck. (Bridge Deck Preservation)	190	0	2,231
	11200000465	SJ	10	1N770	5	Near Lathrop, at the southbound Route 5 to westbound Route 205 Separation Bridge No. 29-0242L. Apply polyester concrete overlay to bridge deck.	300	0	1,590
	11200000449	SJ	10	0X461	5	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176L. Bridge rehabilitation to address structural and load carrying capacity deficiencies. This is a Construction Manager/General Contractor (CMGC) project.	0	25,400	224,600
SHOPP - Bridge Preservation Total:							7,791	26,306	245,119

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

11200000458	SJ	10	1L260	120	In and near Manteca, from Route 5 to Route 99. Construct median barrier.	2,494	129	5,937
11200000445	SJ	10	1K460	120	Near Manteca, at French Camp Road. Construct signalized intersection.	3,258	1,291	9,518
11200000456	SJ	10	1L280	4	Near Stockton, from east of Del Rey Court to east of South Walker Lane. Widen highway and construct a channelized left-turn lane.	2,152	692	3,249
11200000437	SJ	10	1H530	99	In and near Manteca, Ripon and Salida, from south of Hammett Road to north of Yosemite Avenue. Pave areas behind the gore, construct Maintenance Vehicle Pullouts (MVPs), and slope pave beneath abutments to	1,270	65	3,004
11200000438	SJ	10	1H510	99	In and near Lodi, from south of Harney Lane to north of Turner Road. Pave areas behind the gore, install fence, place vegetation control barriers, slope pave beneath abutments, and construct Maintenance Vehicle Pullouts	1,580	56	6,591
11200000433	SJ	10	1C380	205	In and near Tracy, from Alameda County line to Route 5. Upgrade guardrail to current standards.	2,142	61	5,879
SHOPP - Collision Reduction Total:						12,896	2,294	34,178

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mandates									
	11200000461	SJ	10	1G580	12	In and near Lodi, from Westgate Drive to Stockton Road. Upgrade facilities to Americans with Disabilities Act (ADA) standards.	3,317	6,090	6,732
SHOPP - Mandates Total:							3,317	6,090	6,732

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mobility									
	11200000431	SJ	10	1F960	5	In San Joaquin County, on Routes 5, 4, 12, 26, 33, 88, 99, 120, and 205 at various locations. Upgrade Transportation Management System (TMS) elements.	2,398	183	10,649
	11200000463	SJ	10	1L340	5	Near Tracy, at 0.1 mile south of Linne Road. Replace Weigh-In Motion (WIM) system and construct a Maintenance Vehicle Pullout (MVP).	1,539	31	4,075
	11200000460	SJ	10	1L890	4	In Stockton, from Route 5 to Wilson Road at various locations, and on Route 5 at March Lane. Replace Transportation Management System (TMS) elements, rehabilitate drainage systems and upgrade facilities to Americans	2,710	334	11,280
	11200000413	SJ	10	1F180	4	In Stockton, from Route 5 to Route 99. Install ramp meters, traffic monitoring systems, Closed Circuit Television (CCTV), and synchronize intersection signals with ramp metering.	8,234	1,299	48,535
SHOPP - Mobility Total:							14,881	1,847	74,539

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadside Preservation									
	11200000436	SJ	10	1H650	99	In and near Lodi, from north of Harney Lane to north of Turner Road. Rehabilitate landscaping and irrigation system.	1,257	12	4,509
SHOPP - Roadside Preservation Total:							1,257	12	4,509

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	11200000434	SJ	10	1C050	4	Near Stockton, from Route 99 to Stanislaus County line (PM 38.059); also in Stanislaus County from San Joaquin County line to 0.5 mile east of Dunton Road (PM 0.0/7.2). Rehabilitate pavement, upgrade guardrail, construct	5,361	1,036	0
	11200000435	SJ	10	1M590	88	Near Lockeford, east of Comstock Road to east of Disch Road. Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, reconstruct rumble strips, lengthen merge lanes, replace signs,	4,435	2,136	0
	11200000462	SJ	10	1F320	4	Near Discovery Bay and Holt, from Contra Costa County line to east of South Whiskey Road. Rehabilitate pavement, construct an approach slab, upgrade Transportation Management System (TMS) elements, install lighting, apply	3,214	203	16,577
	11200000432	SJ	10	1E300	5	In and near Stockton, from Hammer Lane to the Sacramento County line (PM 49.819). Rehabilitate roadway, upgrade lighting, guardrail and bridge railing, install Transportation Management System (TMS) elements, replace	6,261	231	109,069
SHOPP - Roadway Preservation Total:							19,271	3,606	125,646

2021-22 Minor Construction Program Project List
 Districts 01 -12

<u>Dist</u>	<u>County</u>	<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>EFIS</u>	<u>Prog Code</u>	<u>Estimated Construction State/Federal</u>	<u>Estimated Right of Way</u>	<u>Estimated Capital Outlay Support (Life of Project)</u>	<u>Total Project Cost</u>	<u>Perforamance Value</u>	<u>Performance Measure</u>
10	San Joaquin	5	3.3/39.9	In San Joaquin and Stanislaus Counties, on Routes 5 and 99. To replace, relocate, remove and install curve warning signs and advisory speed plaques and data collection districtwide.	1J780	1019000065	201.015	\$1,058,000	\$0	\$0	\$ 1,058,000	9	Collision(s) reduced

2020/21-2025/26 Highway Bridge Program

CAUTION -- This is NOT the FTIP/FSTIP. See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the HBP lump sum amounts that should be programmed in the FTIP.

3/22/2022, 7:55 AM

- Notes:
- 1) This report summarizes how much HBP funds should be programmed as lump sum for the MPO.
 - 2) Programmed funds are based on rough estimates provided by local agencies. Guaranteed funding levels are determined at time of authorization for given phase of work.
 - 3) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 4) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 5) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Note id: 13

2020/21-2025/26 Highway Bridge Program

6088

San Joaquin County Council Of Governments

Number of Projects: 17

Project Costs to be programmed under construction:

	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total
Fed \$	31,672,193	1,532,137	447,980	2,748,840	3,727,541	26,965,915	6,157,563	79,750,419	153,002,587
Local Match	2,923,742	32,013	58,040	0	475,049	3,170,013	797,777	8,991,663	16,448,298
LSSRP Bond									
Local AC		2,748,840		-2,748,840					
Total	34,595,935	4,312,990	506,020		4,202,590	30,135,928	6,955,340	88,742,082	169,450,885

San Joaquin Council of Governments
2023 FTIP
Grouped Projects for Active Transportation Projects
CTIP ID: 212-0000-0779

FY 2022 - 23

Project Sponsor	Project	Project Descriptions	Phase	ATP	MK	CMAQ	Local (Other)	Other	Local	Total Project Phase Cost
Stockton	Closing Gaps	In Stockton, at various locations. Construct, curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade drainage, crosswalks, and school approach signage as needed.	CON	\$ 287		\$ 921			\$ 250	\$ 1,458
Stockton	SRTS Sidewalk Gap Closure	In Stockton, at five locations surrounding various schools from South Stockton to North Stockton. Install curb, gutter and sidewalk to close sidewalk gaps, upgrade or install curb ramps, bulb-out and install crosswalks to complete the pedestrian network at various schools.	CON	\$ 1,020				\$ 3,309	\$ 481	\$ 4,810
Stockton	Greater Downtown Bike and Ped Connectivity Project	In Stockton, construct 5.4-miles of bicycle facilities on Lincoln Street, Rose Street, and Aurora Street.	PE	\$ 193						\$ 193
Stockton	Downtown East-West Connection	In Stockton, construct 6-miles of bicycle facilities on Fremont Street, Oak Street, and Park Street between Pershing Avenue and Wilson Way; the first east-west bicycle corridors in downtown.	PE	\$ 216						\$ 216
FY 2022 - 23 TOTAL				\$ 1,716	\$ -	\$ 921	\$ -	\$ 3,309	\$ 731	\$ 6,677

FY 2023 - 24

Project Sponsor	Project	Project Descriptions	Phase	ATP	MK	CMAQ	Local (Other)	Other	Local	Total Project Phase
Stockton	Greater Downtown Bike and Ped Connectivity Project	In Stockton, construct 5.4-miles of bicycle facilities on Lincoln Street, Rose Street, and Aurora Street.	CON	\$ 1,488			\$ 51		\$ 199	\$ 1,738
Stockton	Downtown East-West Connection	In Stockton, construct 6-miles of bicycle facilities on Fremont Street, Oak Street, and Park Street between Pershing Avenue and Wilson Way; the first east-west bicycle corridors in downtown.	CON	\$ 1,484					\$ 200	\$ 1,684
FY 2023 - 24 TOTAL				\$ 2,972	\$ -	\$ -	\$ 51		\$ 399	\$ 3,422

FY 2024 - 25

Project Sponsor	Project	Project Descriptions	Phase	ATP	MK	CMAQ	Local (Other)	Other	Local	Total Project Phase
FY 2024 - 25 TOTAL				\$ -	\$ -	\$ -	\$ -		\$ -	\$ -

FY 2025 - 26

Project Sponsor	Project	Project Descriptions	Phase	ATP	MK	CMAQ	Local (Other)	Other	Local	Total Project Phase
FY 2025 - 26 TOTAL				\$ -	\$ -	\$ -	\$ -		\$ -	\$ -

**Highway Safety Improvement Program (HSIP)
2019 FTIP Back-Up List, sorted by MPO, Agency and Unique Project ID**

MPO:					Statewide (all MPO's)										
2023 Backup List Updated On:					3/6/2022										
Unique Project ID	HR3 Eligibility	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2022/23	Federal Funds Programmed in 2023/24	Federal Funds Programmed in 2024/25	Federal Funds Programmed in 2025/26	Approved Federal Funds (total)
H9-10-006	No	10	Manteca	SJCOG	Main Street from Northgate Drive to Alameda Street	Install Class II bike lanes, raised medians, pedestrian median fencing, curb ramps, and enhanced pedestrian crossings, and modify traffic signal (detector loops) at Main St and Louise Ave.	\$2,149,600	\$1,661,040	\$214,960	\$273,600	\$0	\$1,661,040	\$0	\$0	\$1,934,640
H9-10-007	No	10	Manteca	SJCOG	Yosemite Avenue from Walnut Avenue to Main Street	Install Class II bike lanes, a two way left turn lane, improved curb ramps, and pedestrian crossing enhancements.	\$757,300	\$581,490	\$75,910	\$99,900	\$0	\$0	\$581,490	\$0	\$681,390
H8-10-005	No	10	San Joaquin County	SJCOG	Intersection of Byron Road and Grant Line Road in Tracy.	Install a roundabout.	\$1,367,300	\$1,123,300	\$0	\$244,000	\$0	\$0	\$1,123,300	\$0	\$1,367,300
H8-10-006	No	10	San Joaquin County	SJCOG	Intersection of Duncan Road and Comstock Road in Linden.	Install a roundabout.	\$1,213,900	\$1,013,900	\$0	\$200,000	\$0	\$0	\$1,013,900	\$0	\$1,213,900
H9-10-012	No	10	Stockton	SJCOG	Intersections of El Dorado Street and Robinhood Drive, El Dorado Street and Benjamin Holt Drive, and March Lane and McGaw Street.	Add left-turn lanes, install left-turn phasing, and improve signal hardware at El Dorado Street intersections; install left-turn phasing and improve signal hardware at March Lane intersection.	\$793,800	\$657,270	\$79,380	\$57,150	\$0	\$0	\$657,270	\$0	\$714,420
H9-10-013	No	10	Stockton	SJCOG	Airport Way and Hazellon Avenue.	Add designated left-turn lanes to the intersection of Airport Way/Hazellon Avenue, combined with associated signal modifications and upgrades. Add sidewalk to close gaps and improve access for pedestrians on Airport Way along with other improvements.	\$1,586,000	\$1,172,700	\$158,600	\$254,700	\$0	\$0	\$1,172,700	\$0	\$1,427,400
H9-10-014	No	10	Stockton	SJCOG	Dr. Martin Luther King, Jr. Blvd (E. Charter Way) and S. Aurora St.	Install pathway with bollard or other separation device to avoid vehicles encroaching within the pedestrian walkway along Dr. Martin Luther King, Jr. Boulevard (East Charter Way) at South Aurora Street, and install pedestrian median fencing on Dr. MLK Jr.	\$667,400	\$493,470	\$66,740	\$107,190	\$0	\$0	\$493,470	\$0	\$600,660
Total(SJCOG)							\$8,535,300	\$6,703,170	\$595,590	\$1,236,540	\$0	\$1,661,040	\$5,042,130	\$0	\$7,939,710

Appendix C

Performance Measures

How the FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of [the FTIP] toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark

- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱ

Transit Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was July 19, 2019, and the compliance date was initially set for July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How SJCOG Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

FHWA issued the Safety Performance Management Final Rule (Safety PM) as an implementation of the Highway Safety Improvement Program (HSIP), effective April 15, 2016. The Safety PM identified the core federal safety goal "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." To that end, the Safety PM establishes five performance measures to carry out the HSIP, defined as the five-year rolling averages for: (1) Number of Fatalities; (2) Rate of Fatalities per 100,000,000 VMT; (3) Number of Serious Injuries; (4) Rate of Serious Injuries per 100,000,000 VMT; and (5) Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

The Caltrans target-setting process was guided by the Safety PM, the Caltrans Strategic Highway Safety Plan (SHSP) and Strategic Management Plan (SMP). Caltrans set safety performance targets in August 2021 for the 2022 calendar year as shown in Table below.

Safety Performance Targets

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2022	Annual Percentage Change for 2022
Number of Fatalities	FARS	3,491.8	-3.61%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042	-2.00%
Number of Serious Injuries	SWITRS	16,704.2	1.66%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879	1.66%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4	-3.61% for Fatalities and 1.66% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with Office of Traffic Safety (OTS).

SJCOG Target Setting

MPOs have two options to implement the Federal Performance Management rules: supporting the statewide target or adoption region-specific numerical targets. SJCOG has elected to support the state target rather than establishing a region-specific numerical target. SJCOG will highlight projects and programs in the RTP and RTIP that help the state achieve the statewide targets. Also, SJCOG will continue researching ways of integrating safety performance measures into our planning and programming efforts.

FTIP’s Progress Toward Achieving Federal Performance Targets

FTIP was designed to make progress toward achieving the federal transportation performance targets for safety. SJCOG’s FTIP aligns with the RTP/SCS; including policies/strategies and project list of regional significance. “Increase Safety and Security” policy and associated strategies aligns with the safety performance target. In addition, safety is also built into a goods movement strategy.

Policy: Maximize Mobility and Accessibility

Strategy No. 9: Promote safe and efficient strategies to improve the movement of goods by water, rail, or truck.

Policy: Increase Safety and Security

Strategy No. 10: Facilitate projects that reduce the number and severity of traffic incidents.

Strategy No. 11: Support local and state efforts for transportation network resiliency, reliability, and climate adoption.

SJCOG begins most transportation planning efforts with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG initiates corridor studies (or Project Study Reports-PSRs) that provide details on the types of challenges and system deficiencies found in a portion of the region. Within these reports, SJCOG sets out a goal to improve

overall transportation safety along the corridor. Data analyses focus on identifying intersections, accident information, or existing design features that can benefit from safety enhancements. This is then followed by more detailed investigation of the types of strategies that can be used to reduce the number and severity of accidents. SJCOG's Unmet Transit Needs (UTN) Report provides the general public opportunities to raise any safety and security issues on public transit. Cumulatively, SJCOG's planning studies suggest strategies and recommend capital projects for the long-range Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). Safety and security improvements to major state highway corridors in the region, including but not limited to I-5, SR-99, I-205, and SR-12, were outcomes of this regional planning process.

Communication and Coordination

SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies safety issues critical to their interests. For example, SJCOG works closely with our member agencies (cities and county) and the California Department of Transportation in nominating projects for the State Highway Operation and Protection Program and the Highway Safety Improvement Program. We have an active SJCOG Citizen Advisory Committee that meet regularly. SJCOG planning staff regularly engage with these committees, public health agencies and bicycle coalitions interested in transportation safety issues specific to their missions. We also work closely with public transit operators, the SJCOG Interagency Transit Committee, and the Social Services Transportation Advisory Committee to identify transit safety and security improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Three statewide funding programs dedicated to transportation safety are employed by SJCOG including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations

and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2022 SHOPP Collision Reduction Numbers (Statewide)

A total of 733 projects are included in the 2022 SHOPP that was adopted by the CTC in March 2022. The 2022 SHOPP is valued at \$17.9 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 116 programmed safety projects totaling \$1,447,532,000. The SHOPP reserves \$1,188,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

Table of Safety Programs and Projects

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	65	21%	\$2,836,542,000	23%	\$132,757,000	20%
Non-Safety Projects	239	79%	\$9,687,043,000	77%	\$531,925,000	80%
Total FTIP Investments	304	100.00%	\$12,523,585,000	100%	\$664,682,000	100%

SJCOG’s Funding Programs

Active Transportation Program (ATP)

SJCOG typically issues a call for projects for its ATP regional funding program every 2 years. The guidelines may change from cycle to cycle to reflect the goals and values of SJCOG’s RTP/SCS, to implement goals of the board, and to respond to the comments from the public and potential applicants.

In March 2021, SJCOG released a call for projects for our most recent funding round, the Regional Active Transportation Program of the 2022. We estimate we will be programing \$18.3 million from ATP, CMAQ, and Measure K Smart Growth Incentive Program & Bicycle, Pedestrian, and Safe Routes to School in the competitive program. The 2022 Regional Program, consistent with the 2022 RTP/SCS, achieves the objectives of the “Increase Safety and Security” policy. Applicants seeking funding based on this performance objective must provide qualitative narrative information and quantitative data to support their application.

Measure K

Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than \$735 million in transportation improvements in San Joaquin County. After experiencing the success and

progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

By the year 2041, Measure K is estimated to deliver an additional \$2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. It will protect and enhance our transportation system today and well into the future. Through the Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 35% of the sales tax revenue for local street repairs & roadway safety and 2.5% share for railroad crossing safety projects. In addition, safe routes to school expenditures can be pulled from the 30% share for passenger rail & bus service. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

Safety Project Highlights

- In Manteca, Caltrans District 10 is delivering the SR 99/SR 120 Operational Improvements project (SJ14-1004, SJ18-1002, SJ18-1003), which will improve the capacity and recurring traffic congestion of the eastbound to southbound and northbound to westbound connector ramps and eliminate weaving and merging between SR-99/120 and SR-99/Austin Road interchanges. The SR 99/120 freeway interchange is currently subject to significant congestion, delays, and high accident rates.
- In Lodi, City of Lodi is delivering the SR-99 at Turner Road Interchange Reconstruction project (SJ07-1020), which will reconstruct interchange to provide operational and safety improvements. This interchange has been safety concern for the City of Lodi.
- Near Tracy, San Joaquin County is delivering the Grant Line Road Corridor Improvements project (SJ14-3005), which will realign roadway and widen from two to four lanes with operational and safety improvements between Tracy City Limits to 11th Street.
- Near Tracy, San Joaquin County is delivering the improvements along 11th street between Tracy City Limits and I-5 (SJ11-3027), which will improve operations and safety along the corridor and at intersections.
- In Lathrop, the City of Lathrop is delivering the Roth Road Grade Separation project (SJ11-4002), which will include a four-lane grade separation between Roth Road and UPRR tracks. This project will improve safety at UPRR tracks.

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

The objective of the PM 2 performance measures is to assess the overall health of the transportation system and identify investments to maintain highways, roadways, and bridges in a state of good repair. The benefits of a properly maintained transportation system include multiple direct and indirect effects on safety, economic vitality and quality of life:

- Increased safety, as poor roadways can lead to a higher accident rate.
- A reduction in incident-related congestion leading to greater travel time reliability.
- Reduced maintenance costs over time. Since roadways become increasingly more expensive to repair as the condition deteriorates, investing in continual maintenance is the best approach for long-term fiscal health.
- Less wear and tear on vehicles, resulting in economic benefits for roadway users.

- Indirect reductions in other environmental impacts, including polluted run-off, GHG emissions (due to lower congestion and improved MPG for vehicles), and noise.

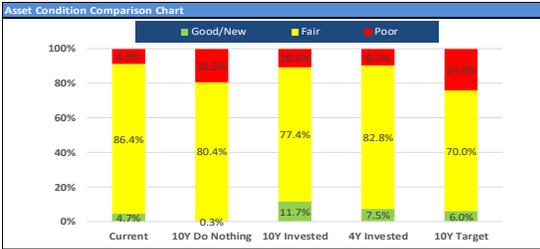
To this end, FHWA published the Bridge and Pavement Performance Management Final Federal Rule establishing performance measures for state DOTs to use in assessing the performance of the Interstate Highway System (IHS) and non-IHS portions of the National Highway System (NHS). The federally mandated performance measures are (1) Percent of IHS pavement in Good condition; (2) Percent of IHS pavement in Poor condition; (3) Percent of non-IHS NHS pavement in Good condition; (4) Percent of non-IHS NHS pavement in Poor condition; (5) Percent of NHS bridges (by deck area) in Good condition; and (6) Percent of NHS bridges (by deck area) in Poor condition. Good condition is defined as, “Suggests no major investment is needed.” Poor condition is defined as, “Suggests major reconstruction investment is needed.” Further guidance on assessing bridge and highway condition is provided in the Final Federal Rule.

To implement the PM 2 framework established by FHWA, Caltrans developed the Draft Transportation Asset Management Plan (TAMP) in December 2021. This second draft TAMP assesses the current conditions of California’s transportation assets, establishes performance measures, and identifies statewide investment strategies to achieve the performance measures. Transportation assets in California subject to the new performance measures include 57,699 lane miles of pavement and 10,936 bridges. As of January 2022, the Draft TAMP is currently under review and is expected to be certified by FHWA in September 2022. Below are Caltrans’s two-year targets, identified in the Draft TAMP, between 1/1/2022 and 12/31/2023.

NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	Target
Percentage of Interstate System pavement in ‘Good’ condition	44.5%
Percentage of non-interstate NHS pavement in ‘Good’ condition	29.9%
Percentage of Interstate System pavement in ‘Poor’ condition	3.8%
Percentage of non-interstate NHS pavement in ‘Poor’ condition	7.2%
Percentage of NHS bridges in ‘Good’ condition	70.5%
Percentage of NHS bridges in ‘Poor’ condition	4.4%

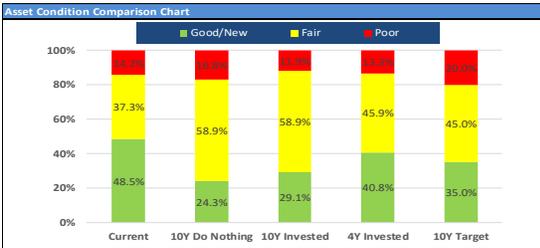
SJCOG along with all other MPOs in California worked with the state on the TAMP process and reported the financial information for pavement and bridges to Caltrans in 2021. This financial information was paired with statewide deterioration rates and statewide unit costs to estimate appropriate targets. Hence the 4 year and 10 years targets were set in 2021. The excel tool developed by Caltrans was used to calculate the necessary funding needed to maintain the pavement and bridge assets. The figures below show the comparison of the asset condition for pavement and bridge respectively. Similarly, the tables below show the needs assessment along with the TAMP targets for pavement and bridge respectively.



Funding Scenarios and Asset Condition of Pavement

Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 8,887,434	\$ 56,246,176	\$ 65,133,611
Fix Poor to Good	\$ 64,961,319	\$ -	\$ 64,961,319
Add New	\$ 22,009,228	\$ -	\$ 22,009,228
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ 10,355,418	\$ -	\$ 10,355,418
Total	\$ 106,213,400	\$ 56,246,176	\$ 162,459,576

10 years Need Assessment for Pavement



Funding Scenarios and Asset Condition of Bridges

Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ -	\$ 65,435,028	\$ 65,435,028
Fix Poor to Good	\$ 26,555,771	\$ -	\$ 26,555,771
Add New	\$ -	\$ -	\$ -
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ -	\$ -	\$ -
Total	\$ 26,555,771	\$ 65,435,028	\$ 91,990,799

10 years Need Assessment for Bridges

FTIP's Progress Toward Achieving Federal Performance Targets

FTIP was designed to make progress toward achieving the federal transportation performance targets for asset management. SJCOG's FTIP aligns with the RTP/SCS; including policies/strategies and project list of regional significance. The "Preserve the Efficiency of the Existing Transportation System" policy and associated strategies aligns with the PM 2 performance targets.

Policy: Maximize Mobility and Accessibility

Strategy No. 6: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments

Policy: Preserve the Efficiency of the Existing Transportation System

Strategy No. 12: Prioritize projects that make more efficient use of the existing road network.

Strategy No. 13: Support the continued maintenance and preservation of the existing transportation system.

SJCOG begins most transportation planning efforts with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG initiates corridor studies (or Project Study Reports-PSRs) that provide details on the types of challenges and system deficiencies found in a portion of the region. Within these reports, SJCOG sets out a goal to improve overall regional pavement and bridge conditions. Data analyses focus on identifying intersections, accident information, or existing design features that can be made safer. This is then followed by more detailed investigation of the types of strategies that can be used to reduce the impact on pavement and bridge conditions. For example, I-205, I-5, SR120 and SR99 Congested Corridor Plan (CCP) is a comprehensive multimodal study that will assess conditions along the I-205, I-5, State Route 120, and State Route 99 corridor, including parallel passenger rail, bus transit, and bicycle and pedestrian

facilities. The plan will identify improvements that will help improve safety, congestion, accessibility, economic development, and air quality.

SJCOG also expands its transportation planning efforts with its regional congestion management program (RCMP), a core program that addresses system reliability, freight movement, and air quality. The most recent update to the RCMP follows steps directly pulled from the federal congestion management process (i.e., federal legislative requirements (23 CFR 450.323 (a) and 450.323 (b)). These steps include (1) Develop Regional Objectives; (2) Define CMP Network; (3) Develop Multimodal Performance Measures; (4) Collect Data/Monitor System Performance; (5) Analyze Congestion Problems and Needs; (6) Identify and Assess Strategies; (7) Program and Implement Strategies; and (8) Evaluate Strategy Effectiveness. One of the key goals of the federal congestion management process is reducing single-occupant-vehicle (SOV) travel while minimizing the need for increasing SOV roadway capacity. SJCOG's RCMP serves as a way of informing the RTP/SCS and programming efforts.

As previously mentioned, SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies asset management issues critical to their interests. For example, SJCOG works closely with our member agencies (cities and county) and the California Department of Transportation in nominating projects for the State Highway Operation and Protection Program (SHOPP) and the Highway Safety Improvement Program. We have an active SJCOG Citizen Advisory Committee that meet regularly. SJCOG planning staff regularly engage with these committees, public health agencies, and bicycle coalitions interested in transportation safety issues specific to their missions. We also work closely with public transit operators, the SJCOG Interagency Transit Committee, and the Social Services Transportation Advisory Committee to identify transit operational improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Many of the projects programmed in the FTIP serve to improve or maintain pavement and bridge condition.

SJCOG agrees that pavement and bridge asset management efforts are critical to our region. Measure K is estimated to deliver an additional \$2.552 billion worth of transportation improvements to the SJCOG region. The Plan calls for street repairs, safety and operational improvements on local streets and roads, projects to reduce congestion on streets and highways, passenger rail and bus service to provide alternatives to the car and improve the air quality of the San Joaquin Valley, and separation of streets from railroads at designated crossings to improve safety. Through our Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 35% of the sales tax revenue for local street repair. In FY 20-21, local jurisdictions spent over \$22 million Measure K funds to repair local streets. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures. Also, SJCOG is continuing to determine guidance for STBG, which will consider the integration of a fix-it-first policy, asset management system, or prioritization scheme.

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the SJCOG region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects.ⁱⁱⁱ Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-

regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to “classified in poor condition,” from existing local highway bridges to keep the traveling public safe.^{iv} The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is “high-cost” bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2022 SHOPP has 306 Roadway Preservation projects totaling \$9,874,173,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2022 SHOPP has 117 Bridge Preservation projects totaling \$2,422,402,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Other Funding Sources

Regional Transportation Impact Fee (RTIF)

SJCOG's Regional Transportation Impact Fee (RTIF) program is one local funding program where the information from the RCMP may help in updating its programming efforts. The RTIF program's objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. Within the RTIF program, there is funding made available for the Jobs Balancing Investment Fund (JBIF), an economic incentive program that provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

Measure K

Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than \$735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

By the year 2041, Measure K is estimated to deliver an additional \$2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. It will protect and enhance our transportation system today and well into the future. Through the Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 35% of the sales tax revenue for local street repairs and roadway safety. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

Surface Transportation Block Program

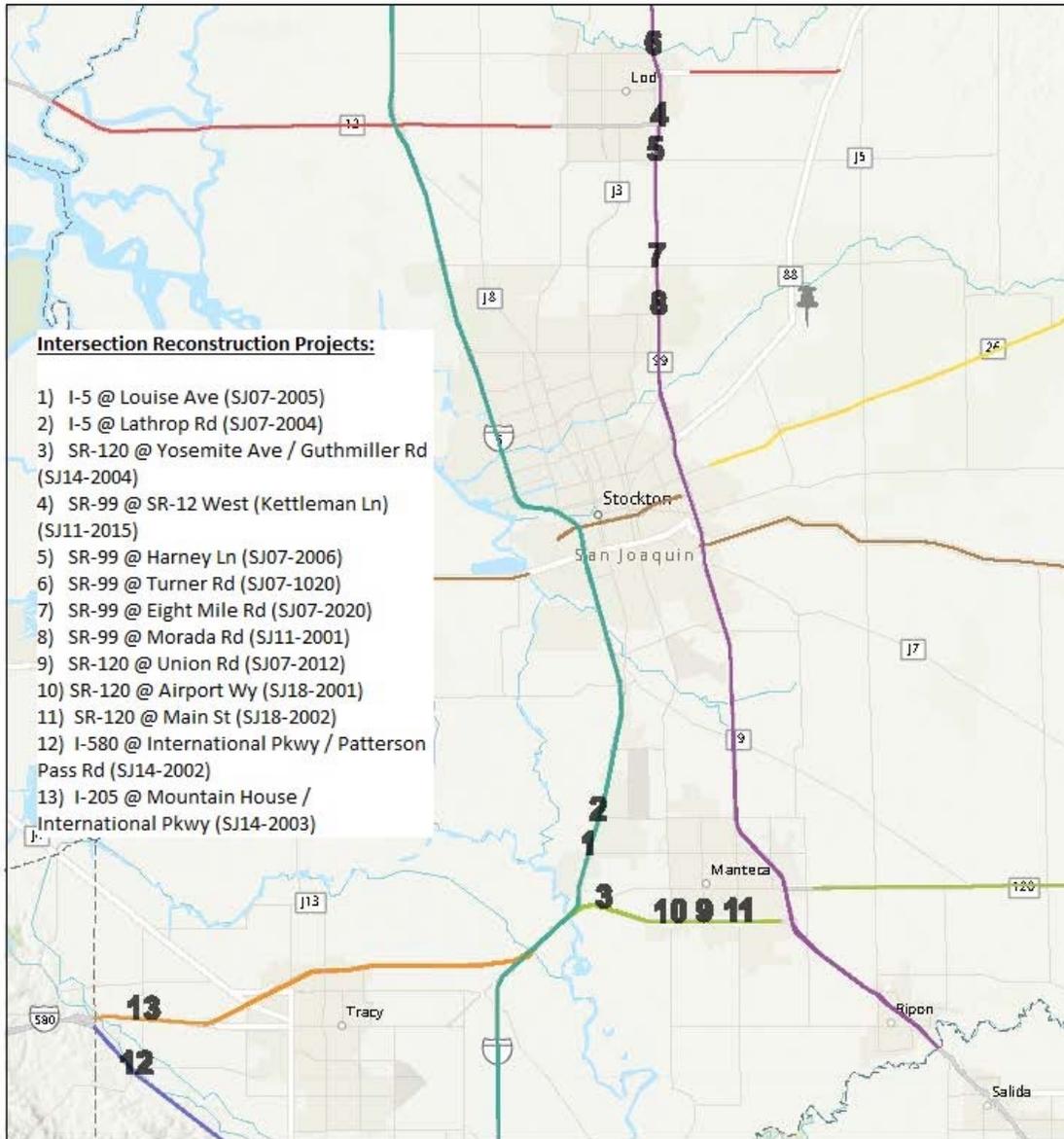
Surface Transportation Block Program (previously known as the Regional Surface Transportation Program) is a federally managed program that can fund roadway and bridge preservation, pedestrian and bicycle infrastructure, and transit capital projects.

Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2023 FTIP

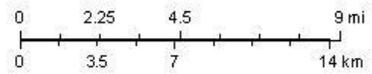
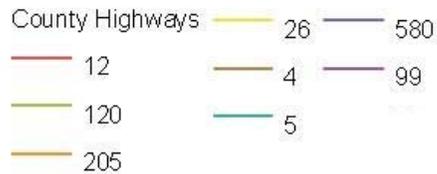
Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	%of Funding in the 4-Year Element
Pavement Condition Projects	112	37%	\$5,771,539,000	46%	\$246,344,000	37%
Bridge Condition Projects	5	2%	\$1,078,000,000	9%	\$25,308,000	4%
Total Pavement and Bridge Condition Projects	117	38%	\$6,849,539,000	55%	\$271,652,000	41%
Non-Pavement and Bridge Condition Projects	187	62%	\$5,674,046,000	45%	\$393,030,000	59%
Total FTIP Investments	304	100%	\$12,523,585,000	100%	\$664,682,000	100%

Pavement and Bridge Condition Project Highlights

There are a multitude of intersection reconstruction projects on the NHS that addresses the applicable federal performance measures for PM 2; include:



5/3/2022



NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

Performance Management 3 (PM 3) consists of NHS performance measures from the National Highway Performance Program (NHPP); a measure of freight performance on the interstate system; and measures to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

Caltrans assembled a PM 3 Technical Advisory Group to meet with MPOs and held in-person and webcast workshops in 2017 and 2018 while preparing statewide targets for the six performance measures. In addition, Caltrans held one-on-one discussions with MPOs with urbanized areas (UA) over 1 million residents on statewide performance measures: (1) annual hours of peak-hour excessive delay per capita; and (2) percent of non-single occupancy vehicle travel. These UA included Sacramento, San Francisco-Oakland, San Jose, Los Angeles-Long Beach-Anaheim, Riverside-San Bernardino, and San Diego. As the Stockton-Lodi UA (the only UA in San Joaquin County) does not include a population over 1 million residents, the two associated performance measures are not referenced in the remainder of this appendix. Caltrans generated two-year and four-year (below) statewide targets.

Statewide PM 3 Performance Targets applicable to SJCOG are:

Performance Measure	Target
NHS Performance	
Percent of Interstate System mileage reporting reliable person-mile travel times	65.6%
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	74.0%
Interstate Freight Movement	
Percent of Interstate system mileage reporting reliable truck travel times	1.67
CMAQ Program Performance	
Total emissions reduction by criteria pollutant (PM10, PM2.5, VOC, NOx, CO)	
PM10 (kg/day)	2,479.83
PM2.5 (kg/day)	922.34
CO (kg/day)	7,000.54
VOC (kg/day)	970.87
NOx (kg/day)	1,788.43

SJCOG Target Setting

SJCOG has elected to support the state target. SJCOG will highlight projects and programs in the RTP and RTIP that help the state achieve the statewide targets. Also, SJCOG agrees to plan and program projects so that they contribute toward the accomplishment of the state DOT system performance target for each respective performance measure.

FTIP's Progress Toward Achieving Federal Performance Targets

FTIP was designed to make progress toward achieving the federal transportation performance targets for asset management. SJCOG's FTIP aligns with the RTP/SCS; including policies/strategies and project list of regional significance. The "Maximize Mobility and Accessibility" policy and associated strategies aligns with the PM 3 performance targets. In addition, PM 3 was also built into one other strategy.

Policy: Enhance the Environment of Existing and Future Generations and Conserve Energy

Strategy No. 3 Enhance the connection between land use and transportation choices through projects supporting energy and water efficiency.

Strategy No. 4: Improve air quality by reducing transportation-related emissions

Policy: Maximize Mobility and Accessibility

Strategy No. 5: Optimize the public transportation system to provide efficient and convenient access for users of all income levels.

Strategy No. 6: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.

Strategy No. 7: Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.

Strategy No. 8: Improve freight access to key strategic economic centers

Strategy No. 9: Promote safe and efficient strategies to improve the movement of goods by water, rail and truck.

Policy: Support Economic Vitality

Strategy No. 19: Encourage and/or strengthen small business while supporting large employer recruitment

Strategy No. 20: Invest in high-speed internet infrastructure to support e-business and reduce commuting

Policy: Improve the Quality of Life for Residents

Strategy No. 30: Enhance public health through active transportation projects.

As previously stated in PM 2, SJCOG begins most transportation planning efforts with its regional congestion management program (RCMP), a core program that addresses system reliability, freight movement, and air quality. The most recent update to the RCMP follows steps directly pulled from the federal congestion management process (i.e., Federal legislative requirements 23 CFR 450.323 (a) and 450.323 (b)). These steps include (1) develop regional objectives; (2) define CMP network; (3) develop multimodal performance measures; (4) collect data and monitor system performance; (5) analyze congestion problems and needs; (6) identify and assess strategies; (7) program and implement strategies; and (8) evaluate strategy effectiveness. One of the key goals of the federal congestion management process is reduce single-occupant vehicle (SOV) travel while minimizing the need for increasing SOV roadway capacity. SJCOG's RCMP serves as a way of informing the RTP/SCS and programming efforts.

Additional transportation planning efforts begin with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually

identifies new issues and feeds them into the planning process. For example, SJCOG initiates corridor studies (or Project Study Reports-PSRs) that provide details on the types of challenges and system deficiencies found in a portion of the region. Within these reports, SJCOG sets out a goal to improve overall congestion levels, freight movement, and air quality along the corridor. Data analyses focus on identifying intersections, accident information, or existing design features that can benefit from safety enhancements. This is then followed by more detailed investigation of the types of strategies that can be used to reduce the number and severity of accidents. SJCOG's Unmet Transit Needs (UTN) Report provides the general public opportunities to raise accessibility gaps in public transit. Cumulatively, SJCOG's planning studies suggest strategies and recommend capital projects for the long-range Regional Transportation Plan and (RTP) for the Transportation Improvement Program (TIP). System reliability improvements to major state highway corridors in the region, including but not limited to I-5, SR-99, I-205, and SR-12, were outcomes of this regional planning process.

SJCOG also operates a transportation demand management program called dibs that covers a three-county area comprised of San Joaquin, Stanislaus and Merced counties. The vanpool program, one of dibs' most successful TDM programs, has over 5,000 members. In San Joaquin County alone, dib's vanpool program reduced an average of 215 VMT per weekday per van between Fiscal Year 2018-19 and FY 2020-21. Combined with alternative modes of transportation, the annual reduction in VMT was approximately 274,000 in 2018-19. Due to the COVID 19 pandemic, dibs could not coordinate in-person events and many businesses established remote work policies to limit commuting to a physical workplace. Expectedly, this resulted in a decrease of logged dib smart trips and lower VMT reduction benefit to 228,330 in 2019-20 and 137,520 in 2020-21. As businesses transition back to the office, it is anticipated that future logged alternative mode trips will begin to increase to 2018-19 levels.

As previously mentioned, SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies asset management issues critical to their interests. For example, SJCOG works closely with our member agencies (cities and county) and the California Department of Transportation in nominating projects for the SHOPP and the Highway Safety Improvement Program. We have an active SJCOG Citizen Advisory Committee that meet regularly. SJCOG planning staff regularly engage with these committees, public health agencies, and bicycle coalitions interested in transportation safety issues specific to their missions. We also work closely with public transit operators, the SJCOG Interagency Transit Committee, and the Social Services Transportation Advisory Committee to identify transit operational improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ program performance.

Examples of recent PM 3 relevant efforts by SJCOG region include:

- SJCOG integration of specific PM 3 performance metrics into its RCMP.
- SJCOG completed their I-205, I-5, SR-120 & SR-99 Congested Corridor Plan, a comprehensive multi-modal study that will assess conditions along the I-205, I-5, SR-120, and SR-99 corridor, including parallel passenger rail, bus transit, and bicycle and pedestrian facilities. The plan will

identify improvements that will help improve safety, congestion, accessibility, economic development, and air quality.

- Integrated Corridor Management Plan (Caltrans D10), an evaluation and development of traffic management strategies in the form of an Integrated Corridor Management system to manage congestion along the I-205, I-5, SR-120, & SR-99 corridor.
- SJCOG Truck Planning Study is currently in development, a study that will assess the existing STAA route network and recommend new/modified STAA routes for jurisdiction consideration.
- SJCOG is one of the key members of a Megaregion Working Group, a collaboration of three MPOs (i.e. SJCOG, SACOG, and MTC) to identify a package of projects that guide and advance the transportation investment principles and strategies that the working group approved. The guiding principles helped narrow to four projects in each region that advance the following investments and strategies: 1) Interregional Functionality; 2) Improved Policy Alignment; 3) Persuasive Leverage; and 4) Strategic Investment.

The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing

accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this SHOPP Mobility program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2022 SHOPP features 65 Mobility projects programmed totaling \$1,748,406,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology

- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

Truck travel mobility, and the goods movement that it provides, is essential to the economic vitality in the central San Joaquin valley. Nearly all freight movement in the Central Valley is provided by trucks. Therefore, a reliable and efficient good movement systems is necessary to support economic vitality in San Joaquin County and the greater San Joaquin Valley. As such, transportation projects that support efficient truck travel, such as shoulder improvements, auxiliary lanes, traffic flow improvement, and intelligent transportation systems (such as signal synchronization of the urban areas) have been included on the 2021 FTIP to support our freight mobility. SJCOG continually looks for ways to prioritize investment improvements and strategies to increase the efficiency and reliability of the region's goods movement system.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	28	9%	\$1,834,602,000	15%	\$40,672,000	6%
Non-Interstate Reliability Projects	36	12%	\$2,339,445,000	19%	\$485,614,000	73%
Truck Travel Time Projects	See Note					
CMAQ Projects	17	6%	\$2,595,675,000	21%	\$65,981,000	10%
Total PM 3 Projects	81	26%	\$6,769,722,000	54%	\$592,267,000	89%
Non-PM 3 Projects	223	74%	\$5,753,863,000	46%	\$72,415,000	11%
Total FTIP Investments	304	100%	\$12,523,585,000	100%	\$664,682,000	100%

Note: Truck Travel Time reliability is an integral part of the overall travel time reliability for the SJCOG region and built into our projects. SJCOG can identify 57 projects (more than \$4.2 billion) have been invested along an existing state, county, or local designated STAA route. In addition, 2 CMAQ projects can support travel reliability along non-interstate NHS network.

Other Funding Sources

SJCOG’s Regional Transportation Impact Fee

SJCOG’s Regional Transportation Impact Fee (RTIF) program is one local funding program where the information from the RCMP may help in updating its programming efforts. The RTIF program’s objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. Within the RTIF program, there is funding made available for the Jobs Balancing Investment Fund (JBIF), an economic incentive program that provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

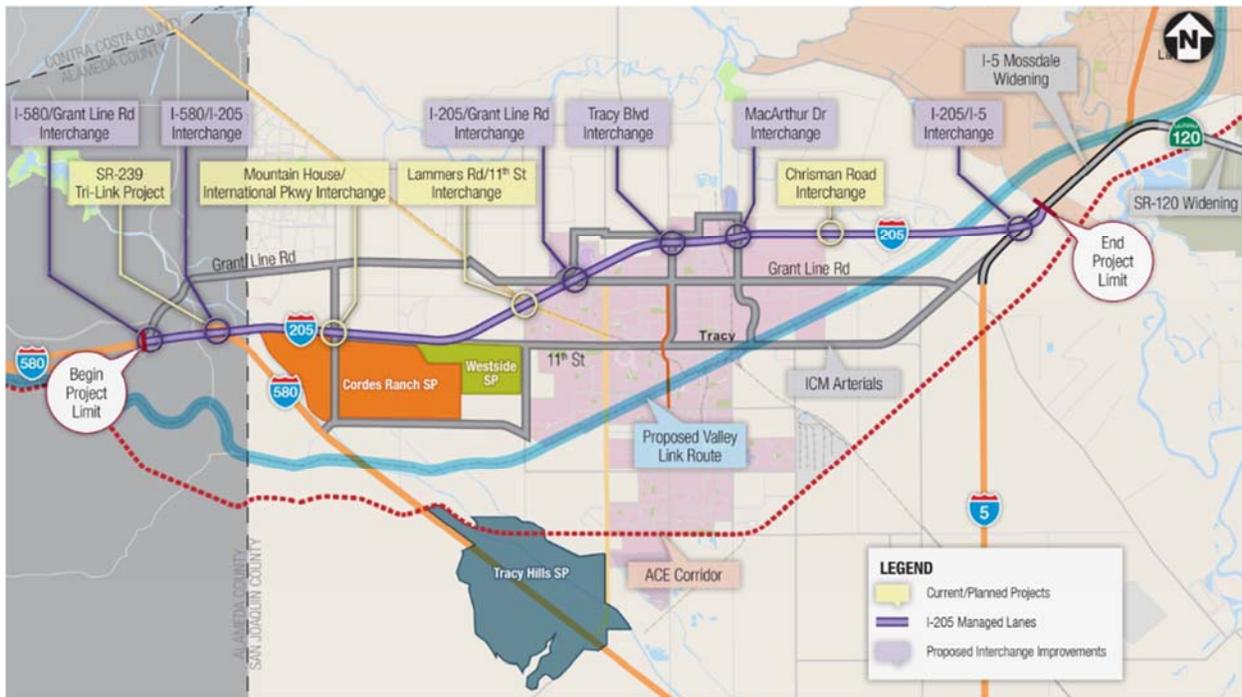
Measure K

Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than \$735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

By the year 2041, Measure K is estimated to deliver an additional \$2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. It will protect and enhance our transportation system today and well into the future. Through the Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 32.5% of the sales tax revenue for congestion relief and 30% share for passenger rail & bus service. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

PM 3 Project Highlights

Caltrans will be delivering the I-205 Managed Lanes Project (SJ07-1003, SJ14-1001, SJ14-1002), which will address congestion along the I-205 between Alameda County to I-5. I-205 Managed Lanes Project widens the I-205 from six to eight lanes with an additional HOV/HOT lane per direction and a median reserved for future transit. This project addresses the growing congestion along the I-205 during peak commute times, keeping cars/trucks on the interstate (NHS) and off city streets.



Other projects on the NHS that address the applicable federal performance measures for PM 3; include:

- I-5 HOV Mossdale (SJ07-1008)– Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120.
- SR-120 (SJ07-1014) – Widen four to six lanes between I-5 and Main Street.
- SR-99 HOV (SJ108-1001) – Widen six to eight lanes, including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing between SR-120 and Stanislaus County Line.
- I-5 HOV (SJ07-1005, SJ07-1006, SJ11-1001) – Widen six to eight lanes between Louise Avenue and north of Eight Mile Road.

Transit Asset Management (TAM)

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

<i>Transit Asset Management Performance Measures</i>		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale.	Stations, depots, administration, parking garages, terminals, shelters

The TAM targets provided below were produced collaboratively with transit agencies based on their agency TAM plans and local targets. In developing the targets, SJCOG reviewed and considered the various local and regional transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

This section presents the TAM performance measures and targets adopted by City of Lodi Grapeline, City of Manteca Transit, City of Tracy Tracer, Regional Transit District (RTD), and Altamont Corridor Express (ACE) in the SJCOG region.

SJCOG will continue to work with the region's transit operators and county transportation commissions to seek ways to improve the methodology, data collection, and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Transit Asset Management (TAM) Targets (RTD)								
Reporting Entity	Rolling Stock				Equipment		Facility	
	% of revenue vehicles > ULB				% of non-revenue vehicles > ULB		% of facilities < TERM scale 3	
	AR - Articulated Bus	BR - Over-the-road Bus	BU - Bus	Cutaway	Automobiles	Trucks & other Rubber Tire Vehicles	Passenger / Parking Facilities	Administrative / Maintenance Facilities
Regional Transit District (RTD)	0%	17.64%	20%	0%	5%	50%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (City of Tracy)					
Reporting Entity	Rolling Stock			Equipment	Facility
	% of revenue vehicles > ULB			% of non-revenue vehicles > ULB	% of facilities < TERM scale 3
	BU - Bus	Cutaway	Minivan	Automobiles	Passenger / Parking Facilities
Tracy Tracer	0%	12.5%	0%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (City of Lodi)				
Reporting Entity	Rolling Stock		Equipment	Facility
	% of revenue vehicles > ULB		% of non-revenue vehicles > ULB	% of facilities < TERM scale 3
	BU - Bus	Cutaway	Trucks & other Rubber Tire Vehicles	Passenger / Parking Facilities
Lodi Grapeline	0%	0%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (City of Manteca)				
Reporting Entity	Rolling Stock		Equipment	Facility
	% of revenue vehicles > ULB		% of non-revenue vehicles > ULB	% of facilities < TERM scale 3
	Cutaway		Automobiles	Passenger / Parking Facilities
Manteca Transit	0%		0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (ACE)							
Reporting Entity	Rolling Stock		Equipment			Facility	
	% of revenue vehicles > ULB		% of non-revenue vehicles > ULB			% of facilities < TERM scale 3	
	RL - Commuter Rail Locomotive	RP - Commuter Rail Passenger Coach	Automobiles	Steel Wheel Vehicles	Trucks & other Rubber Tire Vehicles	Administrative / Maintenance Facilities	Passenger / Parking Facilities
ACE	0%	0%	25%	0%	40%	0%	0%

Source: National Transit Database

The performance measures and their calculations are specified in the TAM Final Rule. Additionally, the asset types that are included in each asset category are established by FTA and detailed in the [FTA Asset Inventory Module](#). The infrastructure asset category assesses performance restrictions on rail segments. A performance restriction exists when the permissible speed is less than the guideway’s full-service speed. For more details on infrastructure performance, refer to the [FTA Performance Restriction \(Slow Zone\) Calculation](#).

SJCOG / Transit Agency Coordination

Each transit agency is required to make its TAM performance targets to MPOs to assist in the planning process and coordinate, to the maximum extent practicable, with SJCOG in selecting its targets for TAM. SJCOG’s Interagency Transit Committee (ITC) was the platform for transit agencies to discuss their TAMs; including targets. In addition, transit agencies provided adequate opportunities for SJCOG to review and comment on their TAM-related materials, with the final product being made available to SJCOG. TAMs for Lodi Grapeline, Tracy Tracer, Manteca Transit, ACE, and RTD are available on [SJCOG’s Transit Planning webpage](#).

The five public transportation reporting entities provided their targets to SJCOG as shown in Tables above. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

SJCOG will continue to work with the region’s transit operators and county transportation commissions to seek ways to improve the methodology, data collection, and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

FTIP’s Progress Toward Achieving Federal Performance Targets

FTIP was designed to make progress toward achieving the federal transportation performance targets for asset management. SJCOG’s FTIP aligns with the RTP/SCS; including policies/strategies and project list of regional significance. Multiple strategies align with the performance targets for TAM.

Policy: Maximize Mobility and Accessibility

- Strategy No. 5: Optimize the public transportation system to provide efficient and convenient access for users of all income levels
- Strategy No. 6: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments
- Strategy No. 7: Provide transportation improvements to facilitate non-motorized travel, including incorporation of complete streets elements as appropriate

Policy: Preserve the Efficiency of the Existing Transportation System

- Strategy No. 12: Prioritize projects that make more efficient use of the existing roadway network.
- Strategy No. 16 Promote electric power, alternative fuels, and autonomous technologies for public transit

Transportation planning efforts begin with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG’s Unmet Transit Needs (UTN) Report provides the general public opportunities to raise accessibility gaps in public transit. Integrated Ticketing Feasibility Study led to the development of EZ Hub, a “one-stop shop” for residents desiring to purchase tickets from transit agencies in the SJCOG region. Cumulatively, SJCOG’s planning studies suggest or help identify strategies and recommend capital projects for the long-range Regional Transportation Plan and (RTP) for the Transportation Improvement Program (TIP). RTD Van Go or RTD service to the San Francisco Bay Area were outcomes of this regional planning process.

Additionally, SJCOG’s Regional Transit System Plan (RTSP) helps guide SJCOG in recommending near-term projects for our RTP. In collaboration with the transit providers in the SJCOG region, SJCOG has prepared the RTSP. The RTSP is long-range transit plan that looks at bus and rail transit needs, their related costs, and details a financial forecast of anticipated funding through year 2024.

As previously mentioned, SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies transit asset management issues critical to their interests. For example, SJCOG works with transit operators, the region’s transportation planning agencies, and the California Department of Transportation (Caltrans) to develop goals, objectives, plans, and policies to provide effective and sustainable transit options for the region. Formal relationships and interactions between the transit agencies are governed by a set of Memorandums of Understanding (MOUs), describing each party’s roles and responsibilities in carrying out and supporting the metropolitan planning and programming processes. These MOUs were executed pursuant to 23 CFR 450.310(b). We also work closely with the SJCOG Interagency Transit Committee and the Social Services Transportation Advisory Committee to identify transit operational improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Our transit agencies are critical in recommending projects of regional significance to SJCOG while the FTIP is in development. These projects of regional significance were recommended, based on the expectation of preserving or improving the existing inventory of each transit agency.

Lodi Grapeline, Tracy Tracer, Manteca Transit, RTD, and ACE have developed and adopted TAM plans and targets, which are available on SJCOG’s Transit Planning webpage and/or National Transit Database. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the FTIP will enable Lodi Grapeline, Tracy Tracer, Manteca Transit, RTD, and ACE.

Summary of Transit Asset Management Projects in the 2023 FTIP

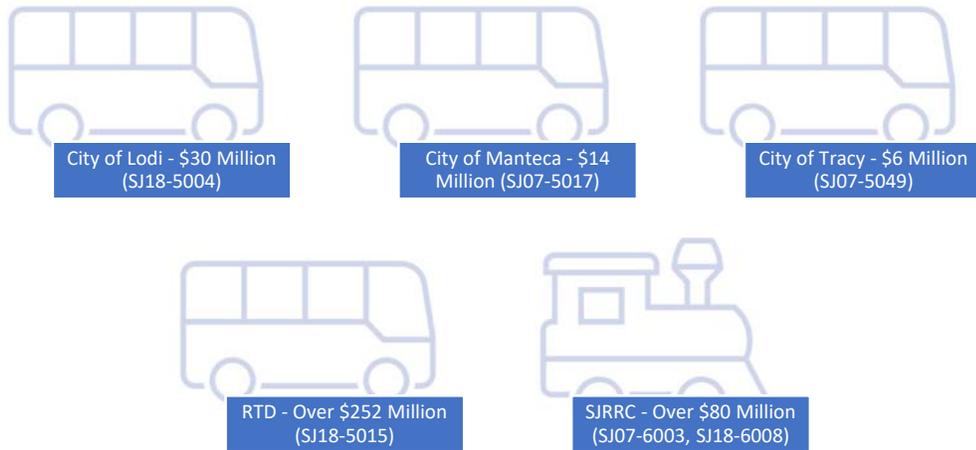
Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	77	25%	\$3,224,048,000	26%	\$109,340,000	16%
Non-Transit Asset Projects	227	75%	\$9,299,537,000	74%	\$555,342,000	84%
Total FTIP Investments	304	100%	\$12,523,585,000	100%	\$664,682,000	100%

There are 77 projects in the 2023 FTIP with \$700 million in available FTA funds, up to \$2.9 billion in local funds, and up to \$271 million in CMAQ funds available that support the maintenance or replacement of transit assets.

Transit Asset Management Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, track and rail yard maintenance and improvements and maintenance of passenger facilities. For the SJCOG region key projects that address TAM include:

Rolling Stock Programmed throughout San Joaquin County



Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the MPO Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers’ safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by transit operators in the SJCOG region. RTD, City of Lodi’s Grapeline, City of Manteca’s Transit, and City of Tracy’s Tracer each provided their PTASP targets. SJRRC falls under the Federal Railroad Jurisdiction’s Safety Jurisdiction designation; thus, is exempt from establishing a PTASP.

Public Transportation Agency Safety Plan (PTASP) Targets (Lodi Grapeline)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	14,648
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	6,258

Source: Grapeline PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Manteca Transit)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (MB)	0	0	0	0	0	0	4.51 per 100,000 miles
Demand Response / Paratransit (DR)	0	0	0	0	0	0	4.12 per 100,000 miles

Source: Manteca Transit PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Tracy Tracer)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	40,329
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	22,807

Source: Tracer PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (RTD)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (Fixed Route)	0	0	12	97	171	1,385.1	6,094.4
Commuter Bus (Commuter Service)	0	0	0	0	13	22.8	387,539
Mobility Response (Mobility on Demand)	0	0	0	0	3	192	155,915.8
Demand Taxi (ADA / Paratransit)	0	0	1	47.4	1	47.4	211,191.9

Source: RTD Agency Safety Plan

The performance measures and their calculations are specified by FTA's National Public Transportation Safety Plan. Additional information on calculation processes is included in FTA's PTASP Technical Assistance Center. The data used is from the National Transit Database. Performance measure relating

to fatalities, injuries, and safety event include all reportable incidents with the exceptions of trespass and suicide. System reliability is the mean distance between major mechanical failure by mode.

SJCOG / Transit Agency Coordination

Each transit agency, except SJRRC, is required to make its PTASP performance targets to MPOs to assist in the planning process and coordinate, to the maximum extent practicable, with SJCOG in selecting its targets for TAM. SJCOG's Interagency Transit Committee (ITC) was the platform for transit agencies to discuss their PTASPs; including targets. In addition, transit agencies provided adequate opportunities for SJCOG to review and comment on their PTASP-related materials, with the final product being made available to SJCOG. PTASPs for Lodi Grapeline, Tracy Tracer, Manteca Transit, and RTD are available on SJCOG's Transit Planning webpage, <https://www.sjco.org/119/Transit-Planning>.

FTIP's Progress Toward Achieving Federal Performance Targets

FTIP was designed to make progress toward achieving the federal transportation performance targets for safety along public transportation. SJCOG's FTIP aligns with the RTP/SCS; including policies/strategies and project list of regional significance. Multiple strategies align with the performance targets for PTASP.

Policy: Maximize Mobility and Accessibility

- Strategy No. 5: Optimize the public transportation system to provide efficient and convenient access for users of all income levels
- Strategy No. 6: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments
- Strategy No. 7: Provide transportation improvements to facilitate non-motorized travel, including incorporation of complete streets elements as appropriate

Policy: Increase Safety and Security

- Strategy No. 10: Facilitate projects that reduce the number and severity of traffic incidents

Policy: Preserve the Efficiency of the Existing Transportation System

- Strategy No. 12: Prioritize projects that make more efficient use of the existing roadway network.
- Strategy No. 16: Promote electric power, alternative fuels, and autonomous technologies for public transit

Transportation planning efforts begin with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG's Unmet Transit Needs (UTN) Report provides the general public opportunities to raise accessibility gaps in public transit. Integrated Ticketing Feasibility Study led to the development of EZ Hub, a "one-stop shop" for residents desiring to purchase tickets from transit agencies in the SJCOG region. Cumulatively, SJCOG's planning studies suggest or help identify strategies and recommend capital projects for the long-range Regional Transportation Plan and (RTP) for the Transportation Improvement Program (TIP). RTD Van Go or RTD service to the San Francisco Bay Area were outcomes of this regional planning process.

Additionally, SJCOG's Regional Transit System Plan (RTSP) helps guide SJCOG in recommending near-term projects for our RTP. In collaboration with the transit providers in the SJCOG region, SJCOG has

prepared the RTSP. The RTSP is long-range transit plan that looks at bus and rail transit needs, their related costs, and details a financial forecast of anticipated funding through year 2024.

As previously mentioned, SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies transit-related safety issues critical to their interests. For example, SJCOG works with transit operators, the region’s transportation planning agencies, and the California Department of Transportation (Caltrans) to develop goals, objectives, plans, and policies to provide effective and sustainable transit options for the region. Formal relationships and interactions between the transit agencies are governed by a set of Memorandums of Understanding (MOUs), describing each party’s roles and responsibilities in carrying out and supporting the metropolitan planning and programming processes. These MOUs were executed pursuant to 23 CFR 450.310(b). We also work closely with the SJCOG Interagency Transit Committee and the Social Services Transportation Advisory Committee to identify transit operational improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Our transit agencies are critical in recommending projects of regional significance to SJCOG while the FTIP is in development. These projects of regional significance were recommended, based on the expectation of preserving or improving the existing inventory of each transit agency.

Summary of Transit Safety Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	17	6%	\$95,846,000	1%	\$22,169,000	3%
Non-Transit Safety Projects	287	94%	\$12,427,739,000	99%	\$642,513,000	97%
Total FTIP Investments	304	100%	\$12,523,585,000	100%	\$664,682,000	100%

There are 17 projects in the FY 2023 FTIP with \$483 million in \$5307 and up to \$270 million in CMAQ funding that specify the maintenance or replacement of transit assets.

Transit Safety Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail

crossing improvements, train control, grade separations. For the SJCOG region key projects that address transit safety include:

- SJRRC - Altamont Corridor Express Speed and Safety Upgrades project (SJ07-6035) - Signal upgrades to automatic train stop increase train speed from 79 to 90 mph and several track realignment projects.
 - City of Lodi – \$900,000 programmed to transit facilities safety and security system costs for the Grapeline system (SJ18-5002)
 - City of Manteca – \$3 million programmed to safety, security, and ITS costs for the Manteca Transit system (SJ07-5016)
 - RTD – Over \$3.2 million programmed to purchase and install safety and security devices related to buses and facilities (SJ14-5028)
-

Appendix D

Transportation Control Measures Project List

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	A	B	C	D	E	F	G	H	J	K
1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2021 FTIP, Conformity Analysis</u>	<u>2023 FTIP, Conformity Analysis</u>
2									(as of 6/20)	(as of 7/20)
3										
4	SJC TCM 3	SJCOG	Rideshare Program	On going	STIP	2002, 2004, 2006	1120000025	Stockton, Regional Rideshare Program	On going	On going
5										
6	SJC5.17	SJCOG	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)		Measure K	2002	1120000039	SR 99 Widening	Complete	Complete
7						2002 2004	1120000054 1120000102	Hammer Ln and SR120 interchange improvement projects	Complete	Complete
8						2004	1120000040	I-205 Widening project	Complete	Complete
9										
10	SJC6.1	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
11										
12	SJC6.2	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
13										
14	TCM4	SJCOG	Bicycle Programs		Measure K; STIP TE	2006	2120000339	Jack Tone Class I bikeway in Ripon	Complete	Complete
15										
16	SJC 9.3	Escalon	Bicycle and Pedestrian Program	Complete	TCSP, Local			State Route 120, McHenry Ave, and Main St pedestrian features; High School Linkage Program; sidewalk on First St	Complete	Complete
17										
18	TCM4	Escalon	Construct bicycle lane along McHenry Avenue	FY02/03	STIP TE \$221,000	2002, 2004,2006	2120000146	Construct Escalon Gateway	Complete	Complete
19				2002-2003	TEA and CMAQ	2004	1120000154	Class I bike lane along McHenry Ave	Complete	Complete
20										
21	SJC5.2	Escalon	Coordinate Traffic Signal Systems		Local	2000	2120000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
22										
23	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	2000	2120000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
24										
25	SJC 5.2	Lathrop	Coordinate Traffic Signal Systems	starting in 2004	Not specified			Coordinate traffic signals along Louise Avenue/Gold Rush Blvd.	Complete	Complete
26										

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2									(as of 6/20)	(as of 7/20)
27	SJC 5.3	Lathrop	Reduce Traffic Congestion at Major Intersections	next 5 to 10 years	STIP and Local	2006	11200000155	Two grades separations on major arterial at railroad; reconstruct one intersection; require developers to signalize major arterial intersections	Complete	Complete
28										
29	SJC 10.4	Lathrop	Development of Bicycle Travel Facilities	ongoing	Not specified			Construct Class 1 and Class 2 bike lanes on all new arterial and collector streets	Complete	Complete
30										
31	SJC 15.2	Lathrop	Pedestrian and Bicycle Overpasses where Safety Dictates	2003	Not specified	2006	11200000155	Lathrop Road/UPRR grade separation to include a sidewalk and Class 2 bike lane	Complete	Complete
32										
33	TCM 4	Lathrop	Bicycle Programs		CMAQ and TEA			bike lanes on Fifth Street	Complete	Complete
34										
35	SJC 5.2	Lodi	Design Lodi Avenue Signal Interconnect Project	complete in 2006	CMAQ	2002	21200000143	Lodi Ave. signal installation and interconnect from Cherokee Ln to Lower Sacramento	Complete	Complete
36										
37	SJC5.3	Lodi	Reduce Traffic Congestion at Intersections		STIP, Measure K	2002	11200000159	Improve congestion at Kettleman Lane Gap Closure, Hwy 12/Mills Avenue, and Hwy 12/Tienda Drive	Complete	Complete
38										
39	SJC5.16	Lodi	Adaptive traffic signals and signal timing		CMAQ	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
40										
41	TCM1	Lodi	Traffic Flow Improvements		Local	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
42										
43	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections		Local, Measure K	2004	11200000102	SR99/120 Improvements	Complete	Complete
44						2004	21200000271	South Union Widening		
45						2004	21200000214	Industrial Park Drive Improvements	Complete	Complete
46										
47	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	2004	11200000102	SR99/120 improvements	Complete	Complete

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									(as of 6/20)	(as of 7/20)
1										
2										
48										
49	TCM1	Manteca	Traffic Flow Improvements		Local, Measure K	2004	21200000271	South Union Road Widening	Complete	Complete
50						2004	21200000214	Industrial Park Drive	Complete	Complete
51										
52	TCM4	Manteca	Bicycle Programs		Local, Measure K	N/A	N/A	Tidewater Bikeways project	Complete	Complete
53										
54	TCM 1	Ripon	Traffic Flow Improvements	within 1-2 years	CMAQ			South Frontage Road	Complete	Complete
55										
56	SJC5.2	Ripon	Coordinate Traffic Signal Systems		Not specified	N/A	N/A	Install synchronized traffic signal systems on 4 locations	Complete	Complete
57										
58	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Wilma & Fulton. Left turn pockets at Frontage and Pine Street.	Complete	Complete
59										
60	SJC5.4	Ripon	Site Specific Transportation Control Measures		STIP/Measure K	2006	11200000162	Main and Stockton Street project. Signal synchronization along Main Street.	Project complete.	Project complete.
61										
62	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading		Not specified	N/A	N/A	The City will provide bus pullouts in curbs as part of Jack Tone Road Improvements Projects between Main and 4th Streets.	Complete	Complete
63										
64	SJC9.3	Ripon	Bicycle/Pedestrian Program		STIP	2004	21200000298	1.5 mile Class 1 bikeway between Doak Blvd and Canal Blvd.	Complete	Complete
65										
66	SJC15.2	Ripon	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local	N/A	N/A	Construct ADA accessible sidewalk over the Main Street Overpass	Complete	Complete
67										
68	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase II and West Lane widening project. Added dual left turn lane pockets.	Complete	Complete
69					HES/Local			Pershing Ave widening project. Adding a left turn pocket at Harding.	Complete	Complete
70										
71	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signal installed at Rosemarie/Precissi	Complete	Complete
72								New traffic signal installed and Montauban/Lorraine Streets	Complete	Complete

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2									(as of 6/20)	(as of 7/20)
73										
74	SJC9.2	Stockton	Encouragement of Pedestrian Travel		Local	N/A	N/A	Traffic calming treatments along Pacific Avenue in Miracle Mile commercial area	Complete	Complete
75										
76	SJC9.3	Stockton	Bicycle/Pedestrian Program		Local	N/A	N/A	Hammer Lane/March Lane Class 2 Bike Lane project	Complete	Complete
77										
78	SJC10.4	Stockton	Development of Bicycle Travel Facilities		Local	N/A	N/A	Bear Creek Bike Path	Complete	Complete
79								Weston Ranch Bike Path	Complete	Complete
80										
81	SJC-TCM 4	Stockton	Bicycle Program		Local	N/A	N/A	Class 1 Bike paths at Pixley Slough Bike Path	Complete	Complete
82										
83	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	N/A	N/A	Bicycle/pedestrian facilities included on grade separation project on march Lane and UPRR	Complete	Complete
84										
85	TCM1	Stockton	Traffic Flow Improvements		Local, Measure K	N/A	N/A	traffic flow improvements on Hammer Lane and El Dorado Street	Complete	Complete
86										
87	SJC 1.5	Tracy	Expansion of current fixed route to Wal-Mart	2002	Federal and State Transit	2002	21200000149	Operations assistance	Complete	Complete
88										
89	SJC 1.6	Tracy	Multi-Modal station	2004	STIP	2000/2002/2006	11200000104	Construct multi-modal station	Complete	Complete
90										
91	SJC 5.2	Tracy	Interconnect existing traffic signals on major corridors	on-going	partially CMAQ	2002	21200000114, 21200000145	11th St and MacArthur Dr traffic signal installation and interconnect project, Tracy Blvd traffic signal coordination project	Complete	Complete
92										
93	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		Not specified	N/A	N/A	11th St/MacArthur improvements	Complete	Complete

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2	<u>Commitment</u>		<u>Description</u>	<u>Schedule</u>					(as of 6/20)	(as of 7/20)
94								Tracy Blvd between Central Ave and Clover Street	Complete	Complete
95										
96	SJC5.4	Tracy	Site-Specific Transportation Control Measures		Not specified	N/A	N/A	Implement traffic control improvements on Byron/Corral Hollow Roads	Complete	Complete
97								Implement traffic control improvements on Grant Line/Corral Hollow Roads	Complete	Complete
98										
99	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading		TDA, FTA	N/A	N/A	Bus Pullouts in curbs for passenger loading on East St N/E of 10th Street	Complete	Complete
100								Bus Pullouts in curbs for passenger loading on Tracy blvd N/O Beverly Street	Complete	Complete
101										
102	SJC 7.3	Tracy	Involve school districts to encourage walking/biking to school		Not specified			print and distribute bike maps to schools	Complete	Complete
103										
104	SJC9.3	Tracy	Bicycle/Pedestrian Program		Local, Measure K	N/A	N/A	bike lane project on 11th Street west of Corral Hollow Road.	Complete	Complete
105										
106	SJC 10.2	Tracy	Bike Racks on Buses	2002	Not specified			Install bike racks on all city-owned buses	Complete	Complete
107										
108	SJC 10.4	Tracy	Development of Bicycle Travel Facilities	ongoing	Not specified			bike lockers at various locations and multi-modal station	Complete	Complete
109										
110	TCM 2	Tracy	Public Transit	ongoing	CMAQ, FTA, TDA			Transit improvements: purchase CNG buses; expanding transit service to Wal-Mart; printing material in Spanish	Complete	Complete
111										
112	TCM 4	Tracy	Bicycle Programs	ongoing	CMAQ and TEA			bike route signage; updated bicycle map for Tracy; bike racks on all TRACER buses	Complete	Complete
113										
114	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems		Local, Measure K	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
115								Pershing Ave/Thornton Road	Complete	Complete
116								Wilson Way/Alpine Avenue	Complete	Complete
117										

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2	<u>Commitment</u>		<u>Description</u>	<u>Schedule</u>					(as of 6/20)	(as of 7/20)
118	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local, Measure K	N/A	N/A	SR88 and Elliott Road	Complete	Complete
119								SR12 and Victor Road	Complete	Complete
120										
121	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures		Local	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
122								Pershing Ave/Thornton Road	Complete	Complete
123								Wilson Way/Alpine Avenue	Complete	Complete
124										
125	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel		Local	N/A	N/A	Woodbridge Main Street Sidewalk Improvements	Complete	Complete
126										
127	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bike Route on Armstrong Road	Complete	Complete
128										
129	TCM1	San Joaquin County	Traffic Flow Improvements		Local, Measure K	N/A	N/A	Lower Sacramento Road	Complete	Complete
130								Hammer Lane	Complete	Complete
131								SR88 Improvements PSR	Complete	Complete
132								Traffic Signal at Ham Lane and West Lane	Complete	Complete
133										
134	SJC 1.1	SJRTD	Regional Express Bus Program		Federal and Measure K			purchase vehicles and operate interregional commuter service	Complete	Complete
135										
136	SJC 1.9	SJRTD	Downtown Stockton Transit Center	2 years after ground-breaking	Federal funds	2004	21200000236	Construct Downtown Transit Center	Complete	Complete
137										
138										
139	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Duck Creek Class I bicycle path gap closure	Project complete.	Project complete.
140										
141	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Corral Hollow Rd/Lowell Ave Class I bikeway in Tracy	Complete	Complete
142										

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2	<u>Commitment</u>		<u>Description</u>	<u>Schedule</u>					(as of 6/20)	(as of 7/20)
143	TCM4	San Joaquin County	Bicycle Programs		Measure K	N/A	N/A	Lower Sacramento Rd Class III Bikeway in SJ County	On going	On going
144										
145	TCM4	Escalon	Bicycle Programs		Measure K	N/A	N/A	Install bike racks on buses in Escalon	Complete	Complete
146		Escalon						Improvements to McHenry Ave. corridor which included Class 2 Bicycle lanes NB and SB		
147										
148	SJC 5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	City implemented new turn lane and median divider at St. John and BNSF rail road crossing.	Complete	Complete
149										
150	SJC5.2	Lodi	Coordinate Traffic Signal Systems		Local	N/A	N/A		No further updates are required.	No further updates are required.
151										
152	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Maple Ave & Garrison Way.	Complete	Complete
153										
154	SJC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack Tone Class I Bike Path	Complete	Complete
155										
156	SJC5.2	Stockton	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-03101	Traffic Signal Controller Upgrade/Retiming March Lane, Wilson Way, and Harding Way	Complete	Complete
157										
158	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase III.	Project complete.	Project complete.
159					CMAQ/Local	2007	212-0000-0376	Installation of traffic signal at Tam O'Shanter Drive	Complete	Complete
160										
161	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signals to be installed (2): Turnpike @ Lincoln, Filbert @ Myrtle	Complete	Complete

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2	<u>Commitment</u>		<u>Description</u>	<u>Schedule</u>					(as of 6/20)	(as of 7/20)
162					Local	N/A	N/A	Upgrade left turn lanes to include protected left turn signals at three locations: Wilson @ Fremont, Pacific @ Alpine, and Pacific @ Bianchi	Complete	Complete
163										
164	SJC9.2	Stockton	Encouragement of Pedestrian Travel		CMAQ/Local	2007	212-0000-0373	Installation of sidewalks on streets in unincorporated south Stockton	Complete	Complete
165										
166	SJC9.3	Stockton	Bicycle Pedestrian Program		CMAQ/Local	2007	212-0000-3099	Class II Bike Lane on Tam O'Shanter Drive	Complete	Complete
167										
168	SJC5.2	Tracy	Coordinate Traffic Signal Systems		Local	N/A	N/A	Coordinate/synchronize traffic signals along Coral Hollow Rd and 11th Street	Complete	Complete
169										
170	SJC5.2	Tracy	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-0365	Coordinate/synchronize traffic signals along Grant Line Road	Complete	Complete
171										
172	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		CMAQ/Local	2007	212-0000-0377	Installation of traffic signal at Byron Road and Lammers Road	Complete	Complete
173										
174	SJC 5.8	Tracy	On Street Parking Restrictions		Local	N/A	N/A	Parking restrictions on North side of Eaton Avenue East of Tracy Boulevard.	Complete	Complete
175								Parking restrictions on South side of Grant Line Road West of Tracy Boulevard.	Complete	Complete
176										
177	SJC9.3	Tracy	Bicycle/Pedestrian Program		Measure K	N/A	N/A	Gap closure projects to upgrade to Class I at two locations: Lowell Ave between Coral Hollow & Valley View; Corral Hollow between 11th St & Byron Rd	Complete	Complete
178										
179	SJC 9.5	Tracy	Encouragement of Bicycle Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local bicycle routes in 2007.	Complete	Complete
180										
181	SJC 15.1	Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2007	Complete	Complete
182		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2008	Complete	Complete

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2	<u>Commitment</u>		<u>Description</u>	<u>Schedule</u>					(as of 6/20)	(as of 7/20)
183		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2010	Complete	Complete
184										
185	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	SR-12 and Davis Road.	Complete	Complete
186					CMAQ/Local	2007	212-0000-0368	New traffic signals at LinneRoad at Chrisman Drive	Complete	Complete
187					CMAQ/Local	2007	212-0000-0369	New traffic signal at Howard Road at Tracy Boulevard	Complete	Complete
188					CMAQ/Local	2007	212-0000-0370	New traffic signal at Byron Road at Grant Line Road.	Complete	Complete
189										
190	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bikeway on Austin Road from Louise Ave to French Camp Rd.	Complete	Complete
191					CMAQ/Local	2007	212-0000-0371	Class III Bikelane on Armstrong Road	Complete	Complete
192					CMAQ			South Stockton Sidewalks Phase I	Complete	Complete
193										
194	SJC1.5	SJRTD	Expansion of Public Transportation System		CMAQ/Local	2007	212-0000-0360	Purchase vehicles and operate intercity bus service	Complete	Complete
195					CMAQ/Local	2007	212-0000-0362 0364	Purchase vehicles and expansion of BRT service.	Complete	Complete
196										

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	<u>RACM</u>	<u>Agency</u>	<u>Commitment</u>	<u>Commitment</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>2021 FTIP, Conformity Analysis</u>	<u>2023 FTIP, Conformity Analysis</u>
2	<u>Commitment</u>		<u>Description</u>	<u>Schedule</u>					(as of 6/20)	(as of 7/20)
197	ADDITIONAL PROJECTS IDENTIFIED									
198										
199	SJC 9.2	Manteca	Encouragement of Pedestrian Travel		Local	N/A	N/A	Pedestrian crossing/crosswalk on Woodward Avenue	Complete	Complete
200	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		CMAQ	2015	212-0000-0632	Install left turn lane on Thornton Rd at Hammer Lane	On going	On going
201	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		CMAQ	2015	212-0000-0635	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	On going	On going
202	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0641	BRT Phase 5: Adaptive Signal on Weber Avenue, Miner Avenue, Wilson Way, Fremont St, Filbert Street, and Main St Corridors	On going	On going
203	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0642	West Lane Traffic Responsiveness Signal Control System	On going	On going
204	SJC5.16	Stockton	Adaptive traffic signals and signal timing		CMAQ	2015	212-0000-0643	BRT Phase 1B on Pacific Avenue and Madison Street Corners.	On going	On going

Appendix E

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Federal regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allows for the advancement or delay of projects within the active four-year program schedule planning element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed upon by cooperating parties. This document certifies that the San Joaquin Council of Governments (SJCOG) as the Metropolitan Planning Organization (MPO), and the Regional Transportation Planning Agency (RTPA), has in place a formal Expedited Project Selection Process (EPSP) agreed upon by all of the Region's partners.

SJCOG and the California Department of Transportation (Caltrans) have implemented an EPSP for its Federal Transportation Improvement Program (FTIP), as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC). Projects from the first four years of 2015 FTIP have been selected using the approved project selection procedures. An outline of these procedures is identified in the "EPSP Selection Process" table contained within this document.

All partner agencies agree that any project identified within the 4-year program schedule planning element may be advanced or delayed in the existing Federal Statewide Transportation Improvement Program (FSTIP) subject to conditions detailed in the EPSP.

EPSP Eligibility Criteria

1. Projects identified within the State Transportation Improvement Program (STIP) may be advanced or delayed, however the use of the EPSP process is subject to the approval by the California Transportation Commission (CTC).
2. SJCOG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying SJCOG.
3. Projects funded by the Congestion Mitigation and Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP), Public Lands Highway Program (PLH) may be advanced or delayed within the 4-year program schedule planning element of the FTIP at the request of the sponsor agency and subject to the approval of SJCOG.
4. Federal Transit Administration (FTA) administered funds and/or projects may be advanced or delayed within the four-year program schedule planning element of the FTIP at the request of the agency, as long as funding is available and the change does not negatively impact the delivery or availability of funds for other projects ready for obligation.
5. The Caltrans Division of Local Assistance has implemented a project selection process in cooperation with the FHWA, SJCOG, and the implementing Agency for the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-

Railroad Grade Separation Program, the Highway Bridge Program (HBP), and High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP, Program Schedule planning list. Projects funded through the programs listed may be advanced or delayed within the four year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SJCOG.

This process was developed in cooperation and consultation with the implementing agencies, the FHWA, FTA, the MPO, and the HBP Advisory Committee. SJCOG and Caltrans agree that the Caltrans Division of Local Assistance may move projects within those programs identified above within the 4-year FTIP Program Schedule Planning Element without formally amending the FTIP/FSTIP.

EPSP Selection Process

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/Cooperating Agency
MPO: SJCOG	Projects funded with Title 23 and Federal Transit Act funds except: NHS, HBP, IM, and FLHP funded projects	MPO	Consultation	State, Transit Operators (San Joaquin Regional Transit District), San Joaquin Regional Rail Commission (SJRRC), City of Escalon, City of Lodi, City of Manteca, City of Ripon, City of Tracy, and SJCOG
	Projects on the Highway Railroad Grade Separation, NHS, and projects funded under the following programs: HBP, IM, HMP, HSOP, HES, ATP, Local Section 130 Grade Crossings, Recreational Trail, and STIP (subject to amendment approval by CTC)	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

Appendix F

Administrative and Formal Amendment Process

FSTIP/FTIP Administrative Modifications and Amendments

The following procedures are applicable for processing amendments and administrative modifications to the Federal Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Program (FTIP).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the changes does not require air quality conformity determination.

1. Administrative Modification:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through an administrative modification:

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document.
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
 - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
 - b. No limit on adding funds to a grouped project list. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation.
(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)
- iv. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in Section iii.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion provided that programming capacity is available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has adopted EPSP in accordance with 23 CFR 450.

- ix. Split or combine an individually listed project or projects provided that the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on the state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to FTA in a prior FSTIP/FTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in the current FSTIP/FTIP via administrative modification provided the original scope or cost remains unchanged. Use the type "FTA 5307 (FHWA Transfer Funds)" to program in the FSTIP/FTIP.
- xiii. Program a FTA-funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided the original scope or cost remains unchanged. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and prior year fund type.
- xiv. Make minor changes to a FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

2. Amendment:

Amendments are all other modifications to the FSTIP/FTIP that are not included under the administrative modification and amendment procedures. All amendments shall be developed in accordance with the provisions of 23 CFR 450.326 for each metropolitan area in the State, and in accordance with the provisions of 23 CFR 450.218 for non-metropolitan areas.

3. Procedure:

a. Administrative Modification:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, Caltrans approval is not required. If the MPO Board further delegates the authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, FHWA, and FTA. The MPO must submit copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP. The MPO is required to demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Caltrans will conduct periodic review of each MPO's administrative modification process to confirm adherence to guidelines and procedures. Caltrans may revoke an MPO's delegation due to noncompliance with these procedures.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board delegates authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, FHWA, and FTA. The MPO must submit copies of the administrative modification to Caltrans, FHWA, and FTA. The MPO must also demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Once Caltrans approves the administrative modification, changes will be deemed part of the FSTIP since federal approval is not required. Caltrans will notify FHWA and FTA of the approved administrative modification. If Caltrans, FHWA, or FTA determines that changes in an administrative modification are not allowable under these procedures, the MPO must withdraw the administrative modification and process an amendment.

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA/FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA, California Division, and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO must also submit the amendment to FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by FHWA and FTA. FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

c. Consultation:

If a question arises regarding the interpretation of these procedures, Caltrans, the MPO, FHWA and/or FTA will consult to resolve the question. If, after consultation, the parties still disagree, the final decision rests with FTA for transit projects and with FHWA for highway projects.

Any exception to these procedures is allowed only through a consultation process with MPOs, Caltrans, FHWA, and FTA.

Appendix G

Public Involvement Process

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by SJCOG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The FTIP covers a four- or five-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of San Joaquin County surface transportation projects-- including transit, highway, local roadway, bicycle and pedestrian investments-- that:

- Receive federal funds, or are
- Subject to a federally required action, or are
- Regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation air quality conformity mandates.



UPDATING & AMENDING THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that the FTIP be updated at least once every four years. SJCOG adopts a new FTIP every two years and revises it periodically to keep projects current.

In addition to a FTIP update, revisions to the FTIP may occur as Amendments, Administrative Modifications, or Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal legislation, specifically Title 23, CFR part 450.104. The Federal Highway Administration, Federal Transit Administration, and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the FTIP. These procedures are posted online at: www.sjcog.org/DocumentCenter/View/1421

Further explanation about FTP updates, and how the types of amendments are processed are shown in the narrative and tables that follow.

Outside of FTIP updates and revisions, Expedited Project Selection Procedures (EPSP) allow eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. SJCOG staff is federally authorized to utilize EPSP without additional state or federal approval action. SCJOG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP is available from SJCOG staff upon request



» FTIP Update

SJCOG adopts a new FTIP every two years. As part of the adoption, SJCOG removes two prior years and adds two additional years of funding. The FTIP is accompanied by either a new air quality conformity determination and analysis, or a determination that relies on a previous analysis. FTIP updates will be subject to the conformity and interagency consultation procedure.

» FTIP Technical Correction

Technical corrections may be made by SJCOG staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as:

- ✓ Changes to information and projects that are included only for illustrative purposes;
- ✓ Changes to information outside of the FTIP period;
- ✓ Changes to information not required to be included in the FTIP per federal regulations; or
- ✓ Changes to correct simple errors or omissions including data entry errors.

These technical corrections cannot significantly impact the cost, scope, or schedule within the FTIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

» FTIP Amendment Type 1: Administrative Modifications

Administrative modifications include minor changes to project cost, schedule, or funding sources. Administrative modifications do not require published public notices, public review and comment or a public hearing, with the exception of certain types of Federal Transit Administration Projects which must go through a formal amendment process. Administrative modifications only require approval by SJCOG.² State and federal agencies are notified, but do not take approval action on administrative modifications. Administrative modifications do not require re-demonstration of fiscal constraint or conformity determination. These modifications are posted on the SJCOG website at the time of action, and are later posted on the Caltrans website.

» FTIP Amendment Type 2: Formal Amendment - Funding Changes

Type 2 amendments primarily include project cost changes that are greater than minor changes identified under administrative modification procedures. The projects in a Type 2 amendment do not change in design concept or scope, and the conformity analysis years, as assumed for the regional analysis of the currently conforming RTP/SCS and the FTIP, remain unchanged.

² Consistent with the Federal Highway Administration (FHWA) and Federal transit Administration (FTA) letter dated June 7, 2011, SJCOG has the discretion to delegate authority to the Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (STIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures. Such delegation of authority was granted as part of SJCOG Resolution No. 2011-25 which was reaffirmed on April 26, 2012 and approved by Caltrans on May 22, 2012. The following procedures apply to this delegation of authority: SJCOG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once the administrative modification is approved by SJCOG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP). SJCOG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of SJCOG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

Type 2 amendments do not require published public notices or a public hearing, with the exception of certain types of Federal Transit Administration Projects. Type 2 formal amendments require approval by SJCOG, Caltrans, and FHWA/FTA. Publicly accessible notification of a Type 2 formal amendment is posted on the SJCOG website at least 7 days prior to action, and distributed to local agency partners through SJCOG standing committees. SJCOG will consider public comments on the amendment prior to approval action.

» FTIP Amendment Type 3: Formal Amendment - Exempt Projects

Type 3 amendments significantly revise, add or delete exempt or non-regionally significant projects or project phases to/from the FTIP. Type 3 amendments require approval by SJCOG, Caltrans, and FHWA/FTA. Public notification of a Type 3 formal amendment is posted on the SJCOG website at least 7 days prior to action, and distributed to local agency partners through SJCOG standing committees. Type 3 amendments do not require published public notices, or a public hearing, with the exception of certain types of Federal Transit Administration Projects. SJCOG will consider public comments on the amendment prior to approval action.

» FTIP Amendment Type 4: Formal Amendment - Confirmity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the adopted RTP/SCS. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. Type 4 amendments may be accompanied by an RTP/SCS amendment to maintain consistency. The FTIP amendment and RTP/SCS Amendment (if applicable) follow the same public process. Type 4 amendments require approval by SJCOG, Caltrans, and FHWA/FTA.

Public notification of a Type 4 formal amendment includes:

- ✓ Legally noticed 30-day public comment period;
- ✓ Legally noticed public hearing;
- ✓ Posting of amendment information on the SJCOG website during public comment period;
- ✓ Publishing amendment information as part of the following publicly available SJCOG agendas: TAC, M&F, CAC, and SJCOG Board, and
- ✓ Consideration and response to public comments received during comment period.

» FTIP Amendment Type 5: Formal Amendment - Confirmity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality purposes as part of the RTP/SCS. Type 5 amendments require an Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements and a new regional emissions analysis. This type of amendment is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by SJCOG, Caltrans, and FHWA.

Public notification of a Type 5 formal amendment includes:

- ✓ Legally noticed 30-day public comment period;
- ✓ Legally noticed public hearing;
- ✓ Posting of amendment information on the SJCOG website during public comment period;
- ✓ Publishing amendment information as part of the following publicly available SJCOG agendas: TAC, M&F, CAC, and SJCOG Board, and
- ✓ Consideration and response to public comments received during comment period.

REQUIREMENTS FOR UPDATING & REVISING THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT TYPE	PUBLIC REVIEW PERIOD (# OF DAYS)*	PUBLIC HEARING REQUIREMENTS	APPROVAL AUTHORITY**
Type 1: Administrative Modification	n/a	n/a	✓ SJCOG Executive Director
Type 2: Formal Amendment - Funding Changes	14	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 3: Formal Amendment - Exempt Projects	14	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 4: Formal Amendment - Conformity Determination that relies on a Previous Regional Emissions Analysis	30	Yes***	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 5: Formal Amendment - Conformity Determination and New Regional Emissions Analysis	30	Yes***	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA

* All amendments are posted to the SJCOG Website. Hardcopies available upon request.

** Prior to approval action, all amendments are circulated through SJCOG's Technical Advisory Committee, Management & Finance Committee, Citizens Advisory Committee, and SJCOG Board.

*** Notice of Public Hearing published in regional English and Spanish newspapers, as part of the SJCOG Board agenda packet, and on the SJCOG Website.

Appendix H

Public Notices/Proof of Publication

APPENDIX C

Public Notices



**NOTICE OF PUBLIC HEARING ON THE
THE DRAFT 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY,
DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
AND CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold one public hearing at 4 p.m. June 23, 2022, during the SJCOG Board of Directors meeting at the SJCOG office building located at 555 E. Weber Ave., Stockton, CA 95202, regarding the Draft 2022 Regional Transportation Plan and Sustainable Communities Strategy (2022 RTP/SCS), and one public hearing at noon July 22, 2022, during the SJCOG Executive Committee meeting at the SJCOG office building located at 555 E. Weber Ave., Stockton, CA 95202, regarding the Draft 2022 RTP/SCS, the Draft 2023 Federal Transportation Improvement Program (FTIP), and the corresponding Draft Air Quality Conformity Analysis for the 2023 FTIP. If allowed pursuant to Assembly Bill 361, both public hearings may be attended virtually. Virtual links and additional public notice information can be found on the SJCOG public notice webpage: <https://www.sjco.org/270/Press-Releases-Hearings-Public-Notices>. The purpose of the public hearings is to receive public comments on these documents:

- The 2022 RTP/SCS is a long-term coordinated transportation and land use strategy to meet San Joaquin County transportation needs to the year 2046.
- The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in San Joaquin County during the next four years.
- This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program funded with FTA 5307 dollars will be the final program.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2023 FTIP and 2022 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Rosie Gutierrez with SJCOG at 209-235-0600 with three workdays' notice to request auxiliary aids necessary to participate in the public hearing. Translation services are available with three workdays' notice to participants speaking any language with available professional translation services.

A 55-day public review and comment period for the 2022 RTP/SCS will commence on June 7, 2022, and conclude on July 31, 2022.

A concurrent 30-day comment period for the 2023 FTIP and 2023 FTIP conformity document will commence on July 1, 2022, and conclude on July 31, 2022.

The draft documents are available for review at the SJCOG office at 555 E. Weber

Ave., Stockton, CA 95202, at public libraries and on the SJCOG website at <http://www.sjcog.org>.

Public comments are welcomed at the hearings or may be submitted in writing in person, or by mail or email to Tim Kohaya at the address below by 5 p.m. on July 31, 2022.

After considering the comments, the documents will be considered for adoption by resolution by the San Joaquin Council of Governments Board of Directors at a regularly scheduled meeting on Aug. 25, 2022. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Tim Kohaya, Senior Regional Planner
555 E. Weber Ave.
Stockton, CA 95202
209-235-0389
Contact Email: kohaya@sjcog.org
Public Comment Email: rtp@sjcog.org

**NOTICE OF PUBLIC HEARING ON THE
THE DRAFT 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITY STRATEGY,
DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
AND CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold one public hearing on July 22, 2022, at 12:00 pm during the SJCOG Executive Committee meeting through a virtual meeting on Zoom at <https://bit.ly/3QGNfJe> regarding the Draft 2022 RTP/SCS, the Draft 2023 Federal Transportation Improvement Program (2023 FTIP), and the corresponding Draft Air Quality Conformity Analysis for the 2023 FTIP. If allowed pursuant to Assembly Bill (AB) 361, both public hearings may be attended virtually. Virtual links and additional public notice information can be found on the SJCOG public notice webpage: <https://www.sjcog.org/270/Press-Releases-Hearings-Public-Notices>. The purpose of the public hearings is to receive public comments on these documents:

- The 2022 RTP/SCS is a long-term coordinated transportation/land use strategy to meet San Joaquin County transportation needs out to the year 2046
- The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in San Joaquin County during the next four years.
- This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 dollars) will be the final program.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2023 FTIP and 2022 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Rosie Gutierrez (209-235-0600) of SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A 55-day public review and comment period will commence on June 7, 2022 and conclude on August 1, 2022, for the 2022 RTP/SCS.

A concurrent 30-day comment period for the 2023 FTIP and 2023 FTIP conformity document will commence on July 1, 2022 and conclude on August 1, 2022.

The draft documents are available for review at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA 95202, at public libraries and on the SJCOG website at <http://www.sjcog.org>.

Public comments are welcomed at the hearings or may be submitted in writing in person, or by mail or email to Tim Kohaya at the address below by 5 pm on August 1, 2022.

After considering the comments, the documents will be considered for adoption, by resolution, by the San Joaquin Council of Governments at a regularly scheduled meeting to be held on August 25, 2022. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Tim Kohaya, Senior Regional Planner
555 E. Weber Avenue
Stockton, CA 95202
209-235-0389
Contact Email: kohaya@sjcog.org
Public Comment Email: rtp@sjcog.org

AVISO DE AUDIENCIA PÚBLICA SOBRE EL BORRADOR DEL PLAN DE TRANSPORTE REGIONAL/ESTRATEGIA COMUNITARIA SOSTENIBLE 2022, EL BORRADOR DEL PROGRAMA FEDERAL DE MEJORA DEL TRANSPORTE 2023 Y EL CORRESPONDIENTE BORRADOR DEL ANÁLISIS DE CONFORMIDAD

SE NOTIFICA que el Consejo de Gobiernos de San Joaquín (San Joaquin Council of Governments, SJCOG) celebrará una audiencia pública el 22 de julio de 2022, a las 12:00 p. m. durante la reunión del Comité Ejecutivo de SJCOG mediante una reunión virtual en Zoom: <https://bit.ly/3QGNfJe>, con respecto al Borrador 2022 RTP/SCS, el Borrador del Programa Federal de Mejoramiento del Transporte 2023 (2023 Federal Transportation Improvement Program, 2023 FTIP) y el correspondiente Borrador del análisis de conformidad de la calidad del aire para el 2023 FTIP. Si se permite conforme a la Ley de la Asamblea (Assembly Bill, AB) 361, se puede asistir a ambas audiencias públicas de forma virtual. Los enlaces virtuales y la información adicional sobre el aviso público se pueden encontrar en la página web del aviso público del SJCOG: <https://www.sjcog.org/270/Press-Releases-Hearings-Public-Notices>. El propósito de las audiencias públicas es recibir comentarios del público sobre estos documentos:

- El 2022 RTP/SCS es una estrategia coordinada de transporte/uso de la tierra a largo plazo para satisfacer las necesidades de transporte del Condado de San Joaquín hasta el año 2046
- El FTIP 2023 es una lista a corto plazo de los gastos de mejora de capital y operativos que utilizan fondos federales y estatales para proyectos de transporte en el Condado de San Joaquín durante los próximos cuatro años.
- Este aviso público también satisface los requisitos del Programa de Proyectos (Program of Projects, POP) del Programa de fórmula del área urbanizada de la administración federal de tránsito (FTA), Sección 5307. Si no se reciben comentarios sobre el POP propuesto, el programa de tránsito propuesto (financiado con dólares de la FTA 5307) será el programa final.
- El correspondiente Análisis de Conformidad contiene la documentación que apoya la conclusión de que el FTIP de 2023 y el RTP/SCS de 2022 cumplen con los requisitos de conformidad de la calidad del aire para el ozono y las partículas.

Las personas con discapacidades pueden llamar a Rosie Gutierrez (209-235-0600) del SJCOG (con aviso de 3 días hábiles de anticipación) para solicitar apoyos auxiliares necesarios para participar en la audiencia pública. Los servicios de traducción están disponibles (con un aviso previo de 3 días laborables) para los participantes que hablen cualquier idioma que cuente con servicios de traducción profesional.

El 7 de junio de 2022 se abrirá un periodo de revisión y comentarios públicos de 55 días, que concluirá el 1 de agosto de 2022, para el RTP/SCS de 2022.

Se abrirá un periodo de comentarios de 30 días para el FTIP de 2023 y el documento de conformidad del FTIP de 2023, del 1 julio al 1 de agosto de 2022.

Los borradores de los documentos están disponibles para su revisión en la oficina del SJCOG, ubicada en 555 E. Weber Avenue, Stockton, CA 95202, en las bibliotecas públicas y en el sitio web del SJCOG en <http://www.sjcog.org>.

Los comentarios del público son bienvenidos en las audiencias o pueden ser presentados por escrito en persona, por correo o correo electrónico a Tim Kohaya en la dirección indicada abajo antes de las 5 p. m. del 1 de agosto de 2022.

Después de considerar los comentarios, los documentos serán considerados para su adopción, por resolución, por el Consejo de Gobiernos de San Joaquín en una reunión regularmente programada que se celebrará el 25 de agosto de 2022. Los documentos se presentarán entonces a las agencias estatales y federales para su aprobación.

Persona de contacto: Tim Kohaya, Planeador regional senior
555 E. Weber Avenue
Stockton, CA 95202
(209) 235-0389
Correo de Contacto: kohaya@sjcog.org
Correo para Comentarios Públicos: rtp@sjcog.org

Appendix I

SJCOG Adoption Resolution



**RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

R-23-17

RESOLUTION ADOPTING THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE CORRESPONDING CONFORMITY ANALYSIS

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

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

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2018 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction target for the San Joaquin County region is 16% below 2005 per capital emissions levels by 2035; and

WHEREAS, the state law requires that the 2022 RTP/SCS land-use development pattern is consistent with the Regional Housing Needs Assessment (RHNA); and

WHEREAS, the 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2022 RTP/SCS has been prepared in full compliance with federal guidance; and

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

WHEREAS, projects submitted in the 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2023 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration

(FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the San Joaquin Council of Governments forum and general public involvement; and

WHEREAS, the 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, San Joaquin Council of Governments has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, The San Joaquin Council of Governments has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2022 RTP/SCS and 2023 FTIP; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

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

WHEREAS, a public hearing was conducted on July 22, 2022, to hear and consider comments on the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis; an additional public hearing on the 2022 RTP/SCS was conducted on June 23, 2022.

NOW, THEREFORE, BE IT RESOLVED, that the San Joaquin Council of Governments adopts the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments finds that the 2022 RTP/SCS and 2023 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction target of 16% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the San Joaquin Council of Governments this 25th day of August 2022, to wit:

AYES: Councilmember Bellinger, Escalon; Councilmember Canepa, Stockton; Councilmember Jobrack; Vice Mayor Lazard, Lathrop; Supervisor Miller, SJ County; Vice Mayor Restuccia, Ripon; Councilmember Singh, Manteca; Supervisor Winn, SJ County; Councilmember Wright, Stockton; Mayor Young, Tracy.

NOES: None.

ABSENT: Councilmember Kuehne, Lodi.

DocuSigned by:
Robert Rickman
16E74084B29147B...
ROBERT RICKMAN
Chair

I hereby certify that the foregoing is a true copy of a resolution of the San Joaquin Council of Governments duly adopted at a regular meeting thereof held on the 25th day of August 2022.

Signed: *Diane Nguyen*
9C9C748809574FE...
Diane Nguyen
Executive Director

Appendix J

Air Quality Codes

EPA Air Quality Screening Criteria

1.00 Safety Programs

- 1.01 Railroad/highway crossing.
- 1.03 Safer non-Federal-aid system roads.
- 1.04 Shoulder Improvements.
- 1.05 Increasing Sight Distance.
- 1.06 Safety Improvement Program.
- 1.07 Traffic control devices and operating assistance other than signalization projects.
- 1.08 Railroad/highway crossing warning devices.
- 1.09 Guardrails, median barriers, crash cushions.
- 1.10 Pavement resurfacing and/or rehabilitation.
- 1.11 Pavement marking demonstration.
- 1.12 Emergency Relief (23 U.S.C. 125).
- 1.13 Fencing.
- 1.14 Skid treatments.
- 1.15 Safety roadside rest areas.
- 1.16 Adding medians.
- 1.17 Truck climbing lanes outside the urbanized area.
- 1.18 Lighting improvements.
- 1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- 1.20 Emergency truck pullovers.

2.00 Mass Transit

- 2.01 Operating assistance to transit agencies.
- 2.02 Purchase of support vehicles.
- 2.03 Rehabilitation of transit vehicles.
- 2.04 Purchase of office, shop, and operating equipment for existing facilities.
- 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
- 2.06 Construction or renovation of power, signal, and communications systems.
- 2.07 Construction of small passenger shelters and information kiosks.
- 2.08 Reconstruction or renovation of transit buildings and structures.
- 2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way.
- 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
- 2.11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.

3.00 Air Quality

- 3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
- 3.02 Bicycle and pedestrian facilities.

4.00 Landscaping/Signs

- 4.01 Non Construction related activities.
- 4.05 Engineering studies
- 4.06 Noise attenuation.
- 4.07 Advance land acquisitions
- 4.08 Acquisition of scenic easements.

- 4.09 Plantings, landscaping, etc.
- 4.10 Sign removal.
- 4.11 Directional and informational signs.
- 4.12 Transportation enhancement activities
- 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist actgs, except projects involving substantial functional, locational or capacity increase

5.00 Other

- 5.01 Intersection channelization projects.
- 5.02 Intersection signalization projects at individual intersections.
- 5.03 Changes in vertical and horizontal alignment.
- 5.04 Interchange reconfiguration projects.
- 5.05 Truck size and weight inspection stations.
- 5.06 Bus terminals and transfer points.
- 5.07 Traffic signal synchronization projects.

Appendix K

2022 RTP Policies and Performance Measures

CHAPTER 5

Performance of the Sustainable Communities Strategy



FIVE

Performance of the 2022 RTP/SCS reflects a horizon year 2046 in comparison to the 2018 plan. This comparison effectively examines how the plan measures up against previous plans, which were ambitious in their own right. These comparisons will show whether the plan's strategies and investments continue to successfully reduce greenhouse gas emissions, decrease potential impacts on the environment, facilitate efficient public investments, and improve residents' ability to reach the places they want and need to go through even bolder transportation and land use planning strategies.



Performance — How does the Plan Measure up?

Performance indicators, or metrics, are qualitative or quantitative measures of progress toward the plan's overall goals, objectives and policies. They contribute to the decision-making process by providing a basis for determining whether a decision advances the transportation objectives that are valued and held as priorities by the region. In some cases, the plan is making solid progress toward the goals and objectives. In other instances, the plan is slowing the progress of undesirable outcomes or resisting worsening outcomes in the face of rapid population growth. The plan's progress is discussed in the following sections.

Performance indicators are used as one tool to help evaluate how this plan contributes to the quality of

life in the San Joaquin region. Many of these indicators have been carried over from the 2018 RTP/SCS.

The performance indicators were utilized during the public outreach process to help interested citizens, stakeholder groups and advisory committees in understanding the policy choices and tradeoffs inherent in the alternative land use and transportation scenarios that could form the foundation of the plan.

A summary of all performance outcomes can be found in Figure 5.1. The following pages highlight plan performance across a variety of critical focus areas. In addition to this RTP/SCS, there is a Regional Progress Report that discusses historical trends to put the performance of the plan in context. Some indicators and trends are highlighted in the chapter with a full report included as Appendix M.



Figure 5.1

The 2022 RTP/SCS Story



Enhance the Environment for Existing & Future Generations

Prime Farmland Developed: 3,735 fewer acres of Prime Farmland developed over the 2018 Plan
Energy & Water Consumption: Average residential household use decreases 7.6% and 50 gallons of water per household saved daily by 2046 over the 2018 Plan
Reducing Green House Gases: The plan meets and exceeds greenhouse gas reduction targets



Maximize Mobility & Accessibility

Improvements to mobility: Fewer minutes of delay due to congested roadways
Increased Investment in Transit: \$4.73 billion in transit investments, 32.5% increase over the 2018 Plan
Transit Routes: Supports improvements to transit routes and improves frequency and efficiency on intercity and intracity routes with increased investment in transit



Preserve the Efficiency of the Existing Transportation System

Acres of Land Consumed: Urban Footprint decreases by over 5,100 acres over the 2018 Plan
High Quality Transit Areas/TOD: 19% of employment and 10% of housing in High Quality Transit Areas by 2046
Investments on Mainline Highway Systems: I-5 and I-205 carpool lanes, SR 99/120 connector project
Maintenance & Operation Improvements for the Existing Transportation System: Investments increased by 4.3% over the 2018 Plan



Support Economic Vitality

Creation of Jobs: Average of 6,277 Full Time Equivalent jobs created by RTP projects annually
Supporting Goods Movement & Economic Centers: Infrastructure improvements to streamline goods movement



Increase Safety & Security

Transportation System Management Improvements: Freeway auxiliary lanes, modified interchanges, improved shoulders, intersection improvements
Grade Separation Projects: \$197 million for railroad grade separations
Intelligent Transportation Systems: CCTV, changeable message signs, traffic detection equipment



Improve Public Health

Residential Density: Average housing net density increases from 8.0 to 9.9 units per acre over the 2018 Plan
Public Health - Emissions Budgets: Meets Clean Air Act emissions standards



Building on Active Transportation

Active Transportation Investments (bike lanes, ancillary projects): \$379 million, a 18.3% increase over the 2018 Plan
Trip Mode Share: Substantial increase in bike and walk trips, decrease in single-occupancy vehicle trips



Ensuring Social Equity

Housing Mix: Increased diversity of housing options over the 2018 Plan
Transit Accessibility: Communities of concern have higher access to high quality transit than the county as a whole

Enhance the Environment for Existing and Future Generations and Conserve Energy

Reducing Impacts through Environmentally Sustaining Practices

The plan encourages efficient development that maintains agricultural viability and natural resources and enhances the connection between land use and transportation choices through projects supporting energy and water efficiency. The following indicators highlight the plan's aggressive pursuit of environmental preservation and enhancement.

Acres of Prime Farmland Consumed

While a similar measure to the total acres of land consumed, this indicator has its basis in Senate Bill 375's requirement that the metropolitan planning organization consider the best available scientific data on the impacts to resource and agricultural lands. The plan's more compact development footprint encroaches less on prime agricultural land vital to the San Joaquin County economy than the 2018 plan.



Energy Usage and Water Consumption per Household

Energy and water efficiency described here represents a co-benefit of the future resulting from the more compact urban form envisioned and modeled for San Joaquin County household growth. Decreases in energy and water use are both an environmental and a financial benefit through reductions in overall housing costs.

Average new household residential energy use is 7.6% lower in the plan when compared to the 2018 plan. This is the equivalent of powering an additional 9,000 households. Water saved is 50 gallons per new household per day.



Photo Credit: San Joaquin Regional Transit District

Improve Air Quality and Reduce Greenhouse Gases

Greenhouse Gas Emissions per Capita

The Plan meets and exceeds the greenhouse gas targets as set by the California Air Resources Board (CARB) of 12 percent in 2020 and 16 percent in 2035. The 12 percent and 16 percent reductions are from cars and light duty trucks and are measured against a 2005 baseline on a per capita basis.

This performance indicator was developed in direct response to the requirements of SB 375. A full discussion of the greenhouse gas targets and SJCOG's analysis is included in the technical appendix. For consistency with the other measures in this section, 2046 indicators are included here as part of the plan performance discussion. The performance targets for

this measure will be under review by CARB.

Vehicle Miles of Travel per Capita

As the name implies, a vehicle mile is one vehicle traveling one mile on the roadway network, regardless of how many people are occupying the vehicle. Vehicle miles traveled (VMT) for decades has been a consistent measurement of travel efficiencies for both transportation planners and policymakers. It is an important predictor in SB 375's principal target — greenhouse gas reductions from cars and light duty trucks, and other measured vehicle emissions. The unadjusted total daily VMT per capita is 23.63 for the plan in 2046, compared to 23.24 in the baseline condition of 2016. Thus, modeled per capita VMT remains relatively constant. When adjusted for potential induced demand, 2046 VMT shows a slight decrease to 25.53 per capita.

Maximize Mobility and Accessibility

This plan has a true multimodal approach in its investment strategies. The plan continues its commitment to increased investment in bus and rail transit, and active transportation projects such as bikeways or streetscape features to facilitate public health through active communities. The targets in this section are reflective of the plan’s achievements in providing easier and more convenient access to the places to which people need and want to travel. Existing programs supporting demand strategies such as ridesharing also play a significant role, as do investments in “place-making” such as mixed-use areas where destinations are closer to home. The following indicators highlight some of the transportation system efficiencies improved through this investment strategy.

Transit Ridership

Increases in transit ridership can be attributed to improvements in service through direct investments in transit-related capital and operations and increased

ridership attributable to supportive land use patterns. For example, studies indicate that residential densities of approximately seven to eight dwelling units per acre are required to support efficient transit operations.

Transit ridership increases by more than 35% because of the plan’s direct and indirect investments in improving transit accessibility and efficiency.

Bike and Walk Trips

Trips made in the active transportation category, either by walking or biking, show a substantial increase over base conditions (+35%) due to plan investments. Strides are being made both at the local land use level and with the percentage of plan



investments dedicated to active transportation supportive projects.

Increase Safety and Security

Investments that Help to Reduce the Number and Severity of Traffic Incidents

The plan has many targeted investments to improve safety and security. The plan invests in advanced technology applications, often referred to as intelligent transportation systems (ITS). These include closed circuit televisions to monitor and convey real-time travel conditions, changeable message signs, traffic detection equipment, and traveler information systems. These high-tech applications allow motorists to choose the most efficient travel options and allow local and state agencies to respond to incidents more quickly on the roadway. As with other MPOs in the state, SJCOG recognizes the use of performance-based planning targets for safety and supports the state targets for this measure. Additional information on performance-based planning can be found in Appendix N.

The plan increases bike and walk trips from 9.01% in 2016 to 9.08% in 2046 with the plan as a percent of all daily trips. Countywide, this results in over 100,000 more active transportation trips daily.





Support Economic Vitality

Transportation infrastructure construction results in many jobs per dollar of investment for the local economy. This indicator gives a snapshot of potential job creation, including direct construction-related employment and indirect jobs created to somehow support the direct jobs, such as employees hired by suppliers and vendors. Induced jobs are created when direct and indirect employees spend their incomes on consumer goods and services. The calculations are based on an analysis completed for SJCOG by the University of the Pacific Center for Business and Policy Research.

Construction of the projects outlined in the RTP investment strategy and project lists will support an

annual average of 6,277 direct, indirect and induced full-time jobs in San Joaquin County over the life of the plan. The full economic output benefit to the local economy is estimated at \$14.2 billion. An in-depth discussion of job creation potential can be found in Chapter 6 and the full economic analysis report in Appendix R.

Over 125,000 new jobs will be created through the RTP/SCS.



Improve Public Health and Build on Active Transportation

Promoting Active Lifestyles through Improved Linkages between Transportation and Land Use

Now more than ever, the plan with its visionary SCS component concentrates on the ways the future built environment can be enhanced with focused, innovative transportation investments. The plan strives to enhance public health through improving public spaces to provide more opportunities to bike and walk to destinations for work, play or other necessary travel.

For the 2022 RTP/SCS cycle, SJCOG used a methodology that was introduced in the 2018 plan to measure health indicators. Investments in land use and transportation that improve features for pedestrians and cyclists, including transit infrastructure, have been shown to increase the physical activities of walking and biking. SJCOG adopted the National Public Health Assessment Model (NPHAM) to predict travel and land use-related behaviors – such as walking for commuting purposes, leisure walking and recreation – and health outcomes such as body-mass index (BMI) and the percent of population reporting poor health. NPHAM is well integrated with the Envision Tomorrow scenario planning tool already used by SJCOG, controls for

demographics, and provides estimates at the U.S. Census block-group level.

SJCOG used NPHAM to compare the health effects of the current plan with the 2018 Plan, and to establish a baseline. This included a spatially-based equity analysis that focuses on disadvantaged areas in the region. The findings showed that the plan supports modest increases in healthy behaviors, reductions in BMI, and decreases in poor health over the baseline and 2018 plan. The full health indicators report can be found in Section 5.2.1 of Appendix S.

Active Transportation Investments

This indicator shines a light on the plan's commitment to build on recent successes attributable to the level of Measure K bicycle and pedestrian funding and the increasing funding to the Active Transportation category first envisioned in the 2014 plan. In the 2022 plan, funding for active transportation is \$384 million, which represents a 20 percent increase over the 2018 plan. The percent of total investments also increased over the previous plan from 2.9 percent to 3.1 percent. This commitment is enhanced by SB 1 funding for active transportation. The plan assumes the full implementation of the bikeway projects included in the 2012 Regional Bike, Pedestrian, and Safe Routes to School Master Plan, and recognizes that many new projects have been proposed since that master plan was completed.

EQUITY AND ACCESS

A Plan for Everybody

Included in this section are performance indicators that specifically identify the equitability of plan investments across all income and minority groups in San Joaquin County. These indicators compare identified communities of concern with the remainder of the region. The indicators include access to high-quality transit, households within 500 feet of a major transportation facility, housing type mix, roadway expenditure benefits, and health outcomes. The full Title VI and Environmental Justice analyses are included in Appendix P.

Adequate Provision of Housing for a Diverse Population

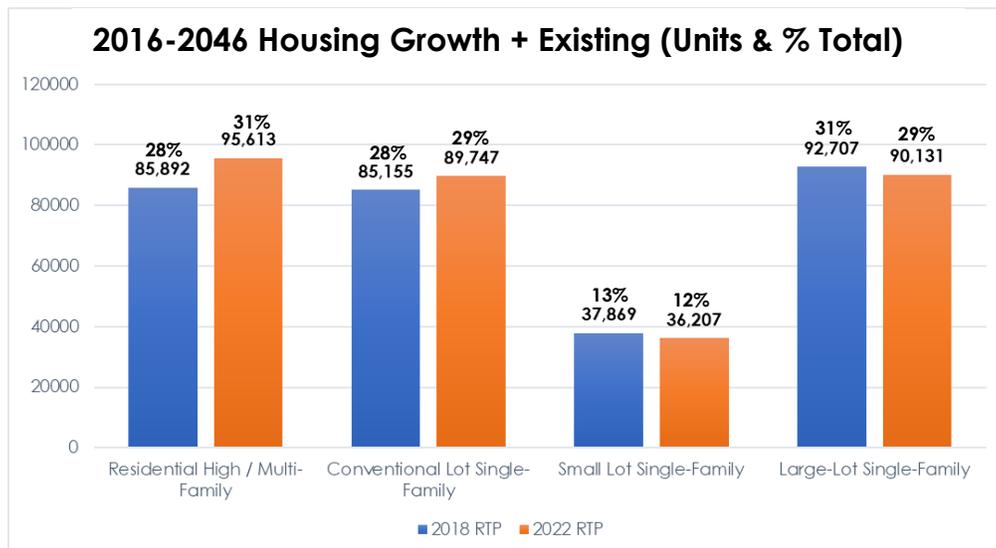
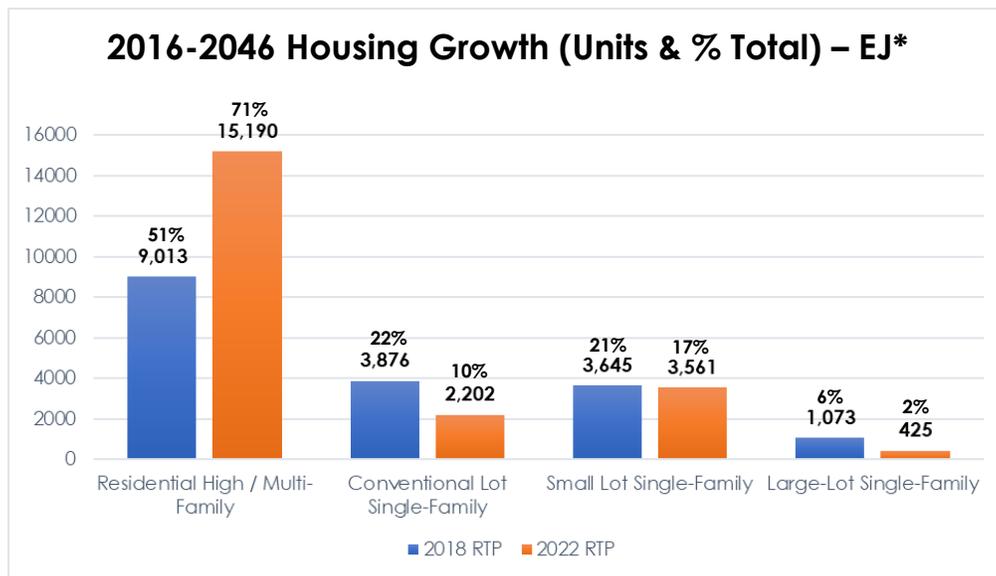
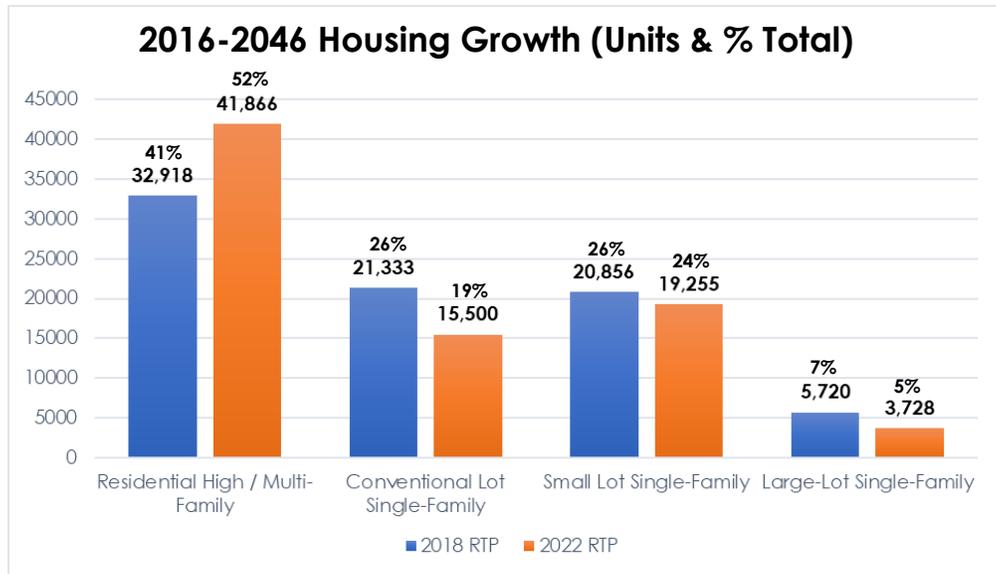
Housing type is a complementary measure to density and an indicator of housing affordability and

availability for all income groups. The projected change in the housing mix demand is related to housing availability for all income groups, demographic changes and economic realities. The housing mix indicator is supported by a study for San Joaquin Valley counties titled Market Demand Analysis for Higher Density Housing in the San Joaquin Valley. Among the study's findings were that appropriate densities need to be provided to ensure adequate rental housing availability and that higher-density housing has been historically underdelivered, particularly for renters. There will be an increase in housing choices for everyone in San Joaquin County when comparing the projected housing mix from the 2018 and 2022 plans (Figure 5.2). The diversity of housing is higher in identified environmental justice communities.

Photo Credit: Captivating Photos



Figure 5.2



*Environmental Justice Communities (Communities of Concern)

Health Equity Metrics

SJCOG partnered with Urban Design for Health (UD4H) to incorporate the NPHAM health model in its scenario evaluation process, during which the 2022 plan was evaluated based on minority and poverty status. The equity analysis clearly demonstrated that the health gains observed would generally increase most in areas with relatively high proportions of low-income and minority households. Details on the analysis can be found in Section 5.2.1 of Appendix S.

Photo Credit: Captivating Photos



Communities of Concern (Environmental Justice) Discussion and Indicators:

The following criteria were used to identify environmental justice communities.

Minority

For purposes of the environmental justice analysis for the plan, SJCOG utilized the U.S. Census Bureau definitions of different racial and ethnic populations to identify minority status among people living in San Joaquin County. Minority people are those who identify as Black or African American, Native American, Asian, Native Hawaiian or Other Pacific Islander, Hispanic/Latino, or a multiple of races.

Low Income

SJCOG defines people as low-income if they are living at or below 150 percent of the federal poverty level

as defined by the Census Bureau. The 150 percent standard was used instead of the 100 percent standard to account for the higher cost of living in California.

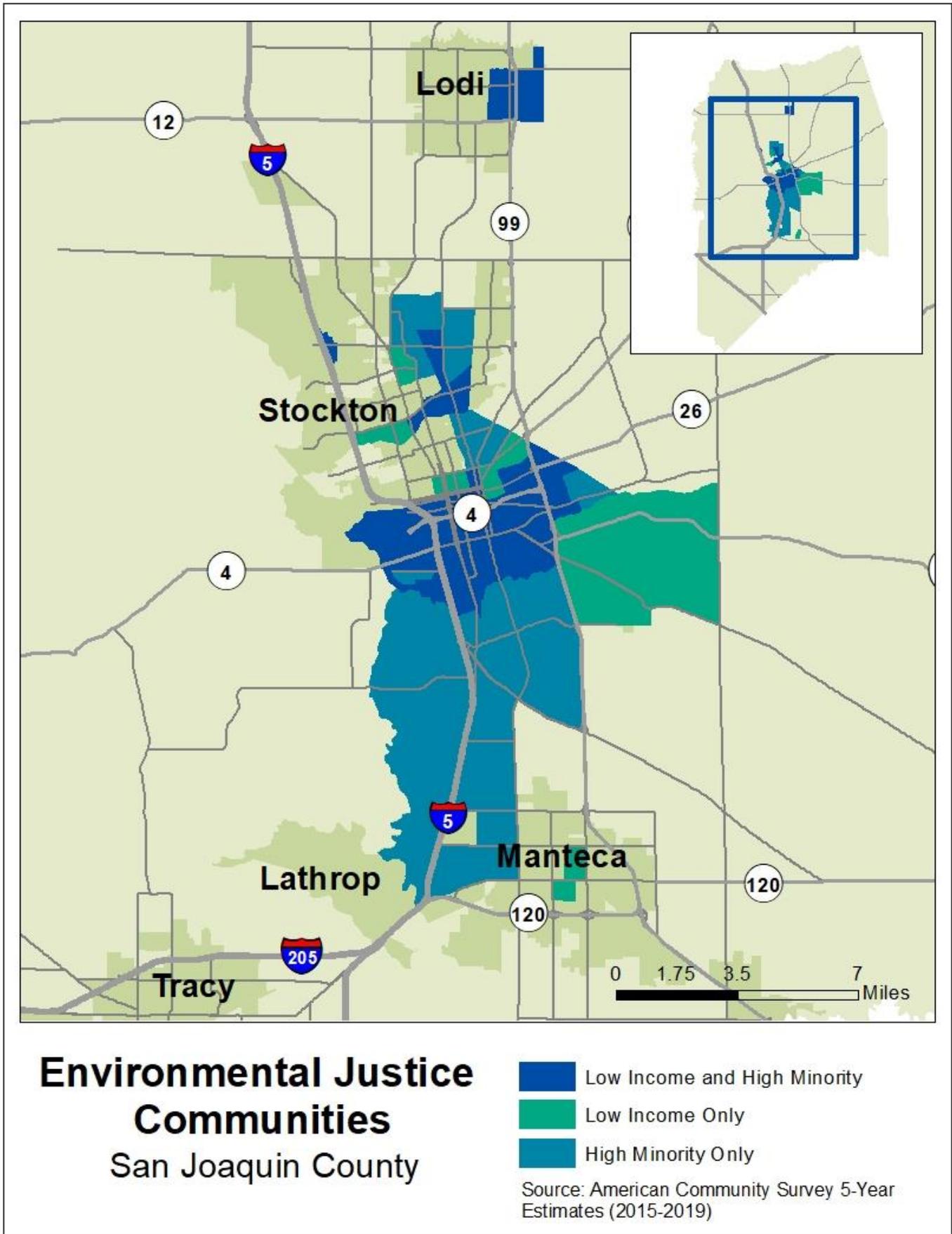


Defined Environmental Justice Areas

To examine the degree to which minority and low-income (i.e., environmental justice) groups benefit from the transportation investments and policies being carried out as part of the plan, environmental justice communities must first be defined and mapped.

The census tract is the smallest level of geography for which both income and racial/ethnic data is reliable. Census tracts and the most recently available American Community Survey 5-Year Estimates (2015-2019) have been used to identify areas of specific concern in San Joaquin County. Census tracts that had at least 80 percent of its residents being minority or had at least 40 percent of its residents living at or below 150 percent of the federal poverty level were considered communities of concern or environmental justice communities. This process identified 51 out of a total 139 census tracts that met one or both criteria. A map of the areas is shown in Figure 5.3.

Figure 5.3



Transit Accessibility

An equity analysis of the plan's bus transit investments as defined by SB 375 was performed comparing new household and employment access to high quality transit areas in environmental justice communities with those in non-environmental justice communities.

The results indicated that people in environmental justice communities, both in terms of households and employment within walking distance of transit, will have significantly better access compared to people in non-environmental justice communities. In the plan, 23.9 percent of households located in environmental justice communities will have access to high-quality transit compared to only 4.2 percent for non-environmental justice communities. These findings are similar for employment access to high-quality transit in environmental justice communities versus non-environmental justice communities, with 30.1 percent of jobs in environmental justice communities being in proximity to high-quality transit versus 11.1 percent for non-environmental justice communities.

Based on these results, equitable if not more favorable benefits resulting from transit investments can be inferred for environmental justice communities. This can be attributed to environmental justice communities being more geographically concentrated in developed areas of the county where transit service provision is the greatest.

Households Within 500 Feet of A Major Transportation Facility

Living nearby major transportation facilities can increase population exposure to health-based emissions and particulate matter from vehicles. An equity analysis was performed on the plan to compare the number and percentage of new households in environmental justice communities that will be located within 500 feet of a major transportation facility with those in non-environmental justice communities. Major transportation facilities included Interstates 5, 205 and 580, and State Routes 4, 99 and 120. Considering environmental justice communities, 6.1

percent of households will be within 500 feet of any major facility versus 5.7 percent for households in non-environmental justice communities. This is due to many environmental justice communities located near or within the urban core where there is a higher density of major transportation facilities.

Roadway Expenditure Benefits

To gauge the extent to which environmental justice communities proportionately benefit from roadway improvement investment compared to the general population, an equity analysis was performed. Using the SJCOG travel demand model, a select link analysis was performed on regionally significant roadways identified for capacity improvements in the plan. Select link analysis provides information on where traffic comes from and goes to on selected roadways. The analysis yielded the percentage of vehicle demand whose origin is in an environmental justice community versus a non-environmental justice community. Results indicated that approximately 40.8 percent of daily vehicle trips utilizing these improved roadways originate from environmental justice communities. This indicates that a significant proportion of environmental justice communities will benefit from future roadway investments resulting from the plan – substantially more than the share of EJ households countywide of 28.8%.





Photo Credit: Wayne Giles

Conclusion

These indicators demonstrate that the plan performs better overall than the 2018 plan and improves current conditions. The performance indicators show real improvements in meeting sustainability. It is also recognized that with some indicators, the plan performance benefit is incremental despite a different approach in both the investment strategy and in the conceptual land use patterns. This is due in large part

to an already well-established built environment. Over time, these incremental improvements will become a substantial part of San Joaquin County's urban environment with increasing benefits. The performance measures included in this plan demonstrate a change for the region that meets the needs of our communities and provides a responsible set of metrics for meeting sustainability objectives.

Appendix L

*SJCOG Congestion Mitigation and Air Quality Program (CMAQ)
Scoring Criteria*

SJCOG 2019 CMAQ APPLICATION

CMAQ Project Submittal Form

Agency Name:

Application Prepared by:

Name:

Title:

Phone:

e-mail:

Application Checklist (please “click” on box):

- Completed application form (i.e., this 2-page document)
- Air quality calculation included (select applicable tool below)
 - CARB Cost Effectiveness Calculation
 - SJCOG Roundabout Quantification Tool
 - Other (Options above do not work for the project type so applicant provided an alternative calculation. Please describe)
- Backup documentation for air quality calculation (e.g., Synchro output, ADT volumes, vehicle specifications, etc.; there is no page limit on back up documentation)
- Project map if roadway project AND checking this box means applicant verified that the roadway project is on the federal-aid system and therefore eligible to receive federal funds.)
- Two hard copies of all application components (submit by 5:00 pm on October 25, 2019)
- One PDF electronic copy of all application components by thumb drive, CD, or email to Niblock@sjcog.org (submit by 5:00 pm on October 25, 2019).
- One electronic copy of the Air quality calculation in MS Access or MS Excel format.

Certification Statement

I have been duly authorized to submit the following project proposal to the San Joaquin Council of Governments for scoring and possible programming. I certify that the information and response contained herein are accurate to the best of my knowledge. I acknowledge that project readiness is a key component of the scoring criteria. By signing this document, I am committing my agency to provide the required non-federal matching funds, and deliver the proposed project within the scope and schedule specified in this application should this project be awarded funding.

Signature: _____ Date: _____

Print Name & Title:

SJCOG 2019 CMAQ APPLICATION

Project Name:	
CMAQ Dollars/pound:	
Air Quality Exempt Code:	
Project Description (overall scope, location and limits, identify CMAQ components if part of a larger project):	

Total Project Funding and Delivery Schedule *(for transit or non-transit vehicle projects, use ROW to report capital. For transit operations, use construction.) Represent \$ in thousands.*

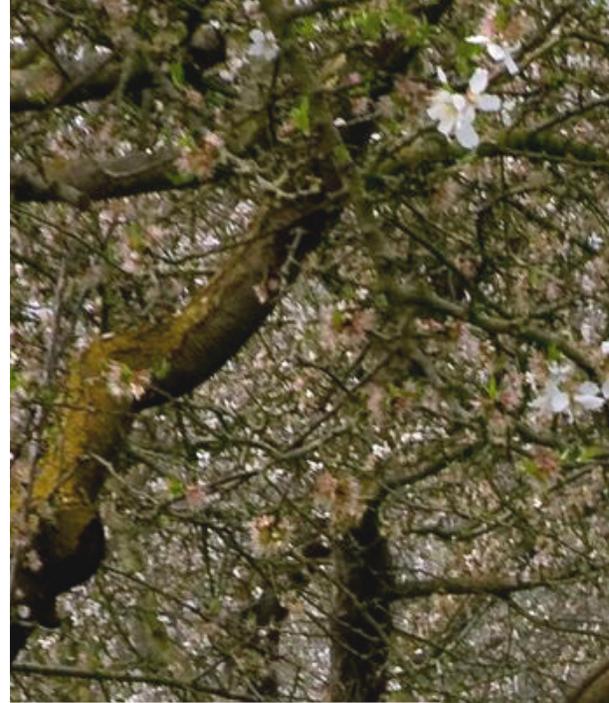
Fund	Work Phase	2019/20	2020/21	2021/22	Beyond	Total
CMAQ						
	PE					
	ROW					
	Const.					
	Total					
Local Match (and other non-CMAQ funds)						
	PE					
	ROW					
	Const.					
	Total					
Project Total						
	PE					
	ROW					
	Const.					
	Total					

Appendix M

Project Cost Estimation Template

APPENDIX I

Project Cost Estimate Template



San Joaquin Council of Governments

SHORT FORM PRELIMINARY PROJECT COST ESTIMATE TEMPLATE

Lead Agency: _____
 MPO ID: _____
 RTP Tier: _____
 Contact Name: _____
 Contact Number: _____

Project Name:

Project Description:

Limits:

Proposed Improvement:
(Scope)

SUMMARY OF PROJECT COST ESTIMATE

PRELIMINARY ENGINEERING (3% of Construction)	3%	\$0
PROJECT APPROVAL & ENVIRONMENTAL STUDIES (4% of Construction)	4%	\$0
DESIGN PHASE (PS &E) (12% of Construction)	12%	\$0
CONSTRUCTION COSTS		\$0
CONSTRUCTION SUPPORT AND ADMINISTRATION (10%CM + 2% Admin)	12%	\$0

ENGINEERING AND CONSTRUCTION COSTS IN 2022 DOLLARS \$0

MIDPOINT OF CONSTRUCTION year ESCALATION RATE PER ANNUM

E and C COSTS ESCALATED TO MIDPOINT OF CONSTRUCTION \$0

RIGHT OF WAY		\$0
Anticipated Date of Acquisition: <input style="width: 100px; text-align: center;" type="text" value="1/0/00"/>		
RIGHT OF WAY SUPPORT		\$0
FINANCING COSTS		
UNALLOCATED CONTINGENCY (10% of costs)	0%	\$0

TOTAL ESCALATED PROJECT COSTS \$0

All costs are escalated to midpoint of construction with the exception of ROW, which is escalated to point of acquisition in "ROW Items" Tab, and "Financing Costs", which is provided by Financial Consultant

Reviewed by _____
Name (Phone) (Date)

Approved by _____
SJCOG Name (Phone) (Date)

San Joaquin Council of Governments

Lead Agency: _____
 MPO ID: _____
 RTP _____ Tier: _____
 Contact Name: _____
 Contact Number: _____

ROADWAY

Description of Roadway Section

Attach reference sketch in Sketches and Pictures tab

	Roadway Length (in miles)	Number of Lanes	Cost per Lane Mile	
ROADWAY ITEMS			\$100,000	\$0
MINOR ITEMS (10% of Roadway Items)			10%	\$0
SUPPLEMENTAL WORK (10% of Roadway Items plus Minor Items)			10%	\$0
MOBILIZATION (10% of Roadway, Supplemental and Minor Items)			10%	\$0
			Subtotal	\$0
CONTINGENCY**			25%	\$0
			GRAND TOTAL ROADWAY	\$0

** Always use at least 45% contingency when Short Form is used

Estimate Prepared By: _____
Name (Phone) (Date)

Estimate Checked By: _____
Name (Phone) (Date)

Lead Agency: _____
MPO ID: _____
RTP Tier: _____
Contact Name: _____
Contact Number: _____

BRIDGES AND RAILROAD ITEMS

BRIDGES

	Structure 1	Structure 2	Structure 3
Bridge Name	_____	_____	_____
Structure Type	_____	_____	_____
Width (out to out) - in feet	_____	_____	_____
Span Length in feet	_____	_____	_____
Total Area - in square feet	_____	_____	_____
Footing Type (pile/spread)	_____	_____	_____
Cost per square foot	_____	_____	_____
Construction cost:	\$0	\$0	\$0
Mobilization @ 10%	\$0	\$0	\$0
Contingency: <input type="text" value="35%"/>	\$0	\$0	\$0
Total Cost Per Structure	\$0	\$0	\$0
SUBTOTAL BRIDGE ITEMS			\$0

RAILROAD RELATED COSTS

Item	Description	Cost
1	_____	_____
2	_____	_____
3	_____	_____
4	_____	_____
5	_____	_____
Construction cost:		\$0
Contingency: <input type="text" value="35%"/>		\$0
SUBTOTAL RAILROAD ITEMS		\$0

TOTAL BRIDGES AND RAILROAD ITEMS \$0

COMMENTS:

Estimate Prepared By: _____
(Print Name)
(Phone)
(Date)

BUS SHELTERS AND STATIONS

Description* Three bus shelters, 20 ft long, with architectural roof and wind screens

* Attach reference sketch showing typical layout plan and elevation of shelter or station

Quantity	Unit of Measure	Unit Price	Cost
Sitework			\$ 0
Superstructure	SQ. FT.		\$ 0
Architectural Finishes	LS		\$ 0
Signage	LS		\$ 0
Fire protection	LS		\$ 0
Utilities			\$ 0
Water			\$ 0
Sewer			\$ 0
Electrical			\$ 0
Communications			\$ 0
Station Furniture			\$ 0
Landscaping			\$ 0
Security			\$ 0
Total Per Station			\$ 0
Number of Stations	_____		Total all Stations
			\$ 0
		Contingency 35%	\$ 0
GRAND TOTAL STATIONS			\$ 0

BICYCLE PATHS

Path Description* 20 miles of two-way blacktop bicycle path, with painted median, five rest stops and vista points

* Attach reference sketch showing typical pavement structural section elements of the path

Path Length in miles	Cost per mile
_____	\$ 1,500,000

Total path	\$ 0
Contingency 25%	\$ 0

When addressing cost per path mile make sure to consider rolling surface, drainage, footbridges striping, signage barriers, furniture, landscaping, and security

TOTAL BICYCLE PATH **\$ 0**

Estimate Prepared By: _____
 (Print Name) (Phone) (Date)

Lead Agency: _____
 MPO ID: _____
 RTP _____ Tier: _____
 Contact Name: _____
 Contact Number: _____

RIGHT OF WAY ITEMS

Enter All Parcel Data on ROW Worksheet

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value
ROW Acquisition, including excess lands, damages to remainders, and good will	\$0	3.50%	\$0
TOTAL RIGHT OF WAY			\$0
Utility Relocation (Agency Share)		3.00%	\$0
Relocation Assistance		3.00%	\$0
Clearance / Demolition		3.00%	\$0
ROW Services - Title and Escrow Fees	\$0	2.00%	\$0
Temporary Easement		3.00%	\$0
Condemnation Costs		3.00%	\$0
TOTAL RIGHT OF WAY SUPPORT			\$0
TOTAL RIGHT OF WAY ITEMS			\$0

Date of Valuation: 1/0/00

Anticipated Date of Right of Way Certification
(Date to which Values are Escalated) _____ Delta Dates (yrs) 0.00

Construction Contract Work

Brief Description of Work

(Costs Included in Roadway and/or Structures Items of Work as Appropriate)

Estimate Prepared By: _____
 (Print Name) (Phone) (Date)

INVENTORY OF ALL POTENTIAL ROW TAKES

DATE OF MOST RECENT UPDATE:

In Order, from South to North or West to East

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition.
Acquisition costs should include excess lands, damages to remainders, and good will. Enter current values.

INCLUDE PARCELS REQUIRED FOR BICYCLE PATHS, STATIONS, BUS SHELTERS, ETC.

Parcel ID	Address	Zoning	Improvements	Use	Size	Percent take	Relocation needed	Demolition required	Assessor's parcel number	Estimated value	Source of estimate	Date of estimate	Comments	
Total Parcels Affected		0	Total Value of all Takes							\$0				

Prepared By: _____
 (Print Name) (Phone) (Date)

SKETCHES AND PICTURES

Use this sheet for importing drawings and sketches that help define items of work and pictures of ROW items

Appendix N

*Environmental Justice Analysis
2022 Regional Transportation Plan*

APPENDIX P

Environmental Justice Title VI Analysis



P1 INTRODUCTION

Freeways, public transit, and other transportation infrastructure have a significant effect on the quality of life of residents throughout the region by shaping access to jobs, education, housing, community services, amenities, and recreational opportunities. Approaching transportation investment with an environmental justice and social equity framework helps to advance the development of a comprehensive transportation system that provides everyone – regardless of color, race, national origin, income, or physical ability – with opportunities to work, shop, study, pray, play, and thrive. Such a system is vital for the sustainability of the region.

Without thoughtful planning and development, transportation systems can degrade the quality of life in communities. Historically, the construction of freeways, roads, and rail transit systems have placed health burdens on many low-income and minority communities throughout the nation. San Joaquin County is no exception. In addition, the lack of transportation investment in low-income and minority communities results in long-lasting social and economic costs. Therefore, it is critical to understand the impacts of transportation investment in our most vulnerable communities to better plan for the future.

With guidance from Title VI of the Civil Rights Act and various federal and state laws intended to promote the equitable distribution of benefits and burdens from transportation projects and programs, SJCOG continually strives to:

- Engage historically underserved and underrepresented communities of the region in the planning and decision-making process; and
- Improve methods for analyzing how the Plan affects these communities.

The concept of environmental justice is about equal and fair access to a healthy environment, with the goal of protecting minority and low-income communities from incurring disproportionate negative environmental impacts. San Joaquin County is a diverse demographic and region, which provides a keen opportunity to promote environmental justice, which affects residents' daily lives. The San Joaquin Council of Governments (SJCOG) 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS or Plan) is designed to create region-wide benefits that are distributed equitably, while ensuring that any one group does not carry the burdens of development disproportionately. It's particularly important that the Plan considers the consequences of transportation projects on low-income and minority communities and minimizes negative impacts. This Appendix will address the potential impacts of the 2022 RTP/SCS on low income and minority population groups and will also examine historical trends related to environmental justice throughout the region.

Environmental Justice Statutory Requirements Overview

Consideration of environmental justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964 42 U.S.C. 2000 d et seq. (Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact

discrimination. In the 1990s, the federal executive branch issued orders on environmental justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (US DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 US DOT guidance memorandum, ordered every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

On August 4, 2011, seventeen federal agencies signed the "Memorandum of Understanding on Environmental Justice and Executive Order 12898." The signatories, including the US DOT, agreed to develop environmental justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the federal agencies to make environmental justice part of its mission and to work with other agencies on environmental justice issues as members of the Interagency Working Group on environmental justice. In response to this MOU, US DOT revised its environmental justice strategy. The revisions reinforce the US DOT's programs and policies related to environmental justice and strengthen its efforts to outreach to minority and low-income populations. Hence, the U.S. Department of Transportation (USDOT) issued its own order, 5680.2, to clarify and reinforce environmental justice policies related to transportation planning. A branch of the USDOT, the Federal Highway Administration (FHWA), has established policies for integrating environmental justice principles into existing operations. There are

three main elements to FHWA's environmental justice policy:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects on minority and low-income populations;
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent reduction or significant delay in the receipt of benefits by minority populations and low-income groups.

In addition, the Federal Transit Authority (FTA) issued two Circulars on Title VI and environmental justice in 2011 and 2012 to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Docket No. FTA2011-0054) provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of state and federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket No. FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize or mitigate these effects.

In addition to Federal requirements, SJCOG must comply with California Government Code Section 11135, which states that, "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual

orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state.” California Senate Bill 115, passed in 1999, also established the definition of “environmental justice” in the California Government Code as “the fair treatment of people of all races, cultures and income with respect to development, adoption and implementation of environmental laws, regulations and policies.” The State of California also provides guidance for those involved in transportation decision-making to address environmental justice. In 2011, Caltrans published a Standard Environmental Reference Handbook, which outlined environmental justice and how it may disproportionately affect communities. Additionally, Chapter 25 under Caltrans Volume 1: Guidance for Compliance, provides additional detail with how RTP’s need to include potential environmental justice issues into their documents.

In May 2012, the California Attorney General’s office released a report titled “Environmental Justice at the Local and Regional Level – Legal Background,” which interprets CEQA to include considerations of environmental justice, although environmental justice is not explicitly mentioned in the State CEQA guidelines. The report defines “fairness” in this context to mean that “the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.”

Finally, under Senate Bill 375 (SB 375), SJCOG is required to include a Sustainable Communities Strategy. The 2022 RTP/SCS represents the collective vision of the San Joaquin County region and provides a framework for the future development of our regional transportation system. Through SB 375, the California Air Resources Board (ARB) established per-capita targets for greenhouse gas emissions reduction for cars and light trucks for

the SCS. The targets for the SJCOG region are twelve percent in 2020 and sixteen percent in 2050, from 2005 levels.

Data related to environmental justice have been updated to the latest available data. Issues of environmental justice impact low-income populations, minority individuals and populations, and low-mobility populations, as defined below, and may include, but are not limited to concerns related to human health and safety, economic development, society and culture, accessibility, and the natural environment. These populations are discussed further below.

Public Outreach and Plan Development Process

In addition to conducting technical analyses to understand the 2022 Plan’s impact on disadvantaged communities, environmental justice also entails designing an inclusive planning process that engages the affected communities. The 2022 Plan was developed with meaningful and extensive participation of key stakeholders that range from community-based organizations to public agencies, civic groups, and individual advocates and residents. Public engagement activities during the development of the 2022 Plan are summarized below.

- **Stakeholder Involvement:** SJCOG has a variety of practices and policies in place to ensure full and fair participation of all residents and stakeholder groups in the 2022 Plan update process, and specifically to identify needs and priorities of low-income, minority and underserved communities. Stakeholder involvement was achieved through standing committee meetings, ongoing coordination with planning and public works staff at member agencies, as well as activities discussed below.
- **SJCOG Public Participation Plan:** The SJCOG Board of Directors adopted the Public Participation Plan in 2016. SJCOG staff updated the Regional Transportation

Plan/Sustainable Communities Strategy PPP Appendix A in 2020. The region's Public Participation Plan guides agency outreach and public engagement efforts throughout the development of the 2022 Plan. This plan outlined several initiatives to support engagement with low-income and minority communities, including:

- Targeted outreach to low-income, minority and other historically underrepresented and underserved communities via partnerships with community-based organizations, both early in the plan development process and again prior to selecting a preferred scenario;
- A new toolbox for implementing inclusive public engagement practices throughout the planning process; and
- An updated Limited English Proficiency Plan to provide meaningful access to planning activities for persons with limited English proficiency.

- RTP/SCS Working Group: The working group brought together stakeholders from around the region representing low-income and minority communities; seniors and persons with disabilities; staff representing local jurisdictions, transit agencies; the public health department; and community-based organizations and advocacy groups. The primary purpose of the group is to advise SJCOG staff throughout the 2022 Plan development process. The Title VI and Environmental Justice analyses, including identifying social equity measures, defining communities of concern and developing the methodology for assessment, were reviewed by the group and revised based on their input. All working group meetings are open to the public.

For additional information regarding SJCOG public engagement activities, please refer to Chapter 2: Civic Engagement in the 2022 RTP/SCS.

P2 METHODOLOGY

The purpose of Appendix P: Environmental Justice, Title VI, and Social Equity Report is to estimate the distribution of benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities, and to assess whether these benefits and burdens are shared equitably across population groups. To achieve these objectives, SJCOG conducted six types of analyses, summarized here:

- Quantitative analysis of potential benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities compared to the balance of the region based on three performance measures, using outputs from the SJCOG Envision Tomorrow land use model;
- Quantitative analysis of the relative benefit received from roadway expenditures by disadvantaged communities using the SJCOG Travel Demand Model;
- Spatial analysis of transit access to low-income jobs by disadvantaged communities;
- Quantitative analysis to estimate health outcomes resulting from proposed changes to the built environment in disadvantaged communities compared to the balance of the region, applying the National Public Health Assessment Model (NPHAM);
- Quantitative analysis of the share of potential benefits of proposed transportation investments that accrue to low-income and minority populations compared to non-low-income and non-minority populations, using available census data;
- Disparate impact analysis to demonstrate compliance with Title VI and Environmental

Justice laws. The results and findings from these analyses are summarized in Appendices P5 and P6.

The following section summarizes the various definitions and methodologies used by SJCOG to identify disadvantaged communities, to assess potential benefits and burdens, and to conduct quantitative and qualitative analyses.

Regulatory Background

Executive Order 12898 commonly referred to as “Environmental Justice” is a follow-up order to Title VI which was part of the 1964 Civil Rights Act. Title VI states that there should be no discrimination based on race, color, national origin, age, sex, disability or religion. Environmental justice included low income and minority populations to avoid disproportionately high and adverse effects of the planning and outreach efforts by Federal agencies and agencies receiving federal monies. It is for this reason that SJCOG staff used low income and high minority as the major criteria to identify Environmental Justice (EJ) communities. SJCOG prepared an environmental justice analysis as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This analysis first identifies EJ communities in San Joaquin County and then measures the transportation-related benefits and burdens these areas experience in comparison to the county average based on the transportation projects identified in the RTP/SCS.

The underlying methodology for conducting an equity analysis for the 2022 Plan relies on a comparison of benefits and burdens of proposed policies and investments on different population groups (minority vs. non-minority and low-income vs. non-low-income populations), and across different geographies (EJ communities vs. the balance of the

region). The section below defines these populations and geographies.

Demographics and Geographies of the Region

Minority Populations

San Joaquin County is a “majority minority” region, where non-Hispanic Whites do not make up an absolute majority (e.g. they make up less than 50 percent of the total population). In fact, this report uses the term “minority” primarily for maintaining consistency with the federal definition of disadvantaged populations.

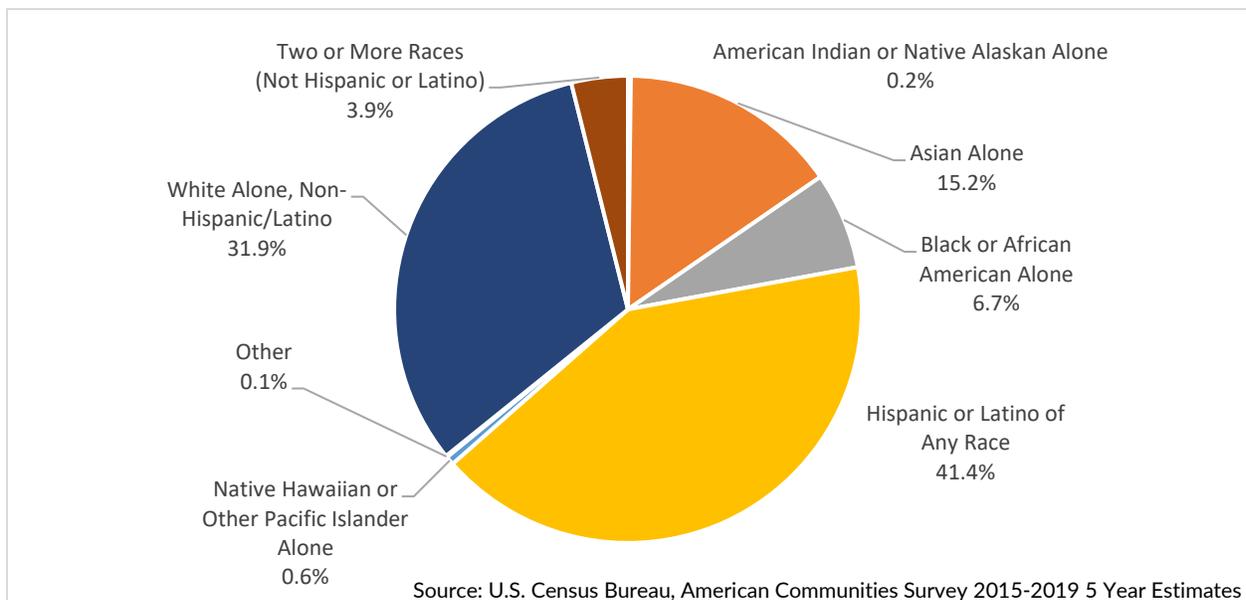
Minority populations include persons who identify as any of the following groups as defined by the Census Bureau: American Indian or Native Alaskan Alone (non-Hispanic/non-Latino); Asian Alone (non-Hispanic/non-Latino); Black or African American Alone (non-Hispanic/non-Latino); Hispanic or Latino of Any Race; Native Hawaiian or Pacific Islander Alone (non-Hispanic/non-Latino); and Other (Some Other Race, Two or More Races). All residents who identify as Hispanic or Latino, even if they also identify with another race, are considered Hispanic or Latino. The “non-minority” population therefore consists of persons who identify as non-Hispanic Whites or “White Alone.”

Table P2-1. Racial and Ethnic Composition of San Joaquin Region

	Estimate	% of Total Pop.
American Indian or Native Alaskan Alone	1,697	0.2%
Asian Alone	112,885	15.2%
Black or African American Alone	50,030	6.7%
Hispanic or Latino of Any Race	307,463	41.4%
Native Hawaiian or Other Pacific Islander Alone	4,055	0.6%
Other	956	0.1%
White Alone, Non-Hispanic/Latino	236,509	31.9%
Two or More Races (Not Hispanic or Latino)	29,008	3.9%
San Joaquin County Total Population	742,603	100.0%

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Figure P2-1 Population by Race (San Joaquin County)



Low Income Persons

For the purposes of the environmental justice analysis, SJCOG defines persons as low-income if they are living at or below 150 percent of the federal poverty level as defined by the Census Bureau. The Census Bureau computes poverty status for individuals based on a combination of an individual's household composition, size and income. The official poverty guidelines are issued annually by the

Department of Health and Human Services. In 2021, the federal guidelines defined the poverty level for individuals living alone at \$12,880 and for a family of four at \$26,500.¹ However, the guidelines do not vary geographically (except for Alaska and Hawaii) and thus do not account for the higher cost of living that exists in California. For this reason, SJCOG has used the 150 percent standard rather than the 100 percent standard for defining persons as low-income.

Table P2-2. Poverty Status in San Joaquin County

	Estimate	% of Total Population
Below 150% of Poverty Level	138,581	18.7%
Above 150% of Poverty Level	604,022	81.3%
San Joaquin Total Population	742,603	100.0%

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Environmental Justice Areas

CalEnviroScreen (CES) is an online tool that agencies use to identify SB 535 disadvantaged communities. According to the CES, disadvantaged communities are census tracts that rank in the top 25th percentile in the state for pollution burden along with several other factors that reveal social and economic vulnerabilities. If the 25th percentile standard is used, the CES would identify 71 census tracts (out of 139) as SB 535 disadvantaged communities and would account for 51.5 percent of the total regional

population. SJCOG staff during the preparation of the 2018 RTP/SCS determined this methodology did not focus enough on those areas that are most disadvantaged and have the greatest needs. Accordingly, SJCOG staff used an alternative methodology for 2018 RTP/SCS that identified areas as EJ that include approximately 30 to 35 percent of the total regional population. For the 2022 RTP/SCS, SJCOG staff used this same standard.

¹ U.S. Department of Health and Human Services, 2021 Poverty Guidelines. See: <https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines/prior-hhs-poverty-guidelines-federal-register-references/2021-poverty-guidelines>

Table P2-3. Population, SB 535 Disadvantaged Communities

	San Joaquin County Total	SB 535 Disadvantaged Communities	Percent of Total
Census Tracts	139	71	51.2%
Population	742,603	382,440	51.5%

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Identifying Environmental Justice Communities (EJ Communities) Using the Major Criteria

To focus on those areas that have the greatest needs and where transportation investments may have a greater impact, SJCOG staff used the following as the major criteria to identify EJ communities.

- Census tracts with at least 40 percent of the population living at or below 150 percent of the federal poverty level as defined by the Census Bureau.
- Census tracts where at least 80 percent of population is minority. The U.S. Census definition was used for minority persons.

The use of these thresholds resulted in selecting census tracts that included approximately 32 percent of the regional population (Table P2-4), which is similar to the resulting percentage from the 2018 RTP/SCS.

Identifying Other Possible Environmental Justice Communities

Staff wanted to identify possible EJ communities that were not identified as such after using the two

major criteria. Five criteria were developed and census tracts that met four of the five criteria will also be considered EJ communities. The criteria are:

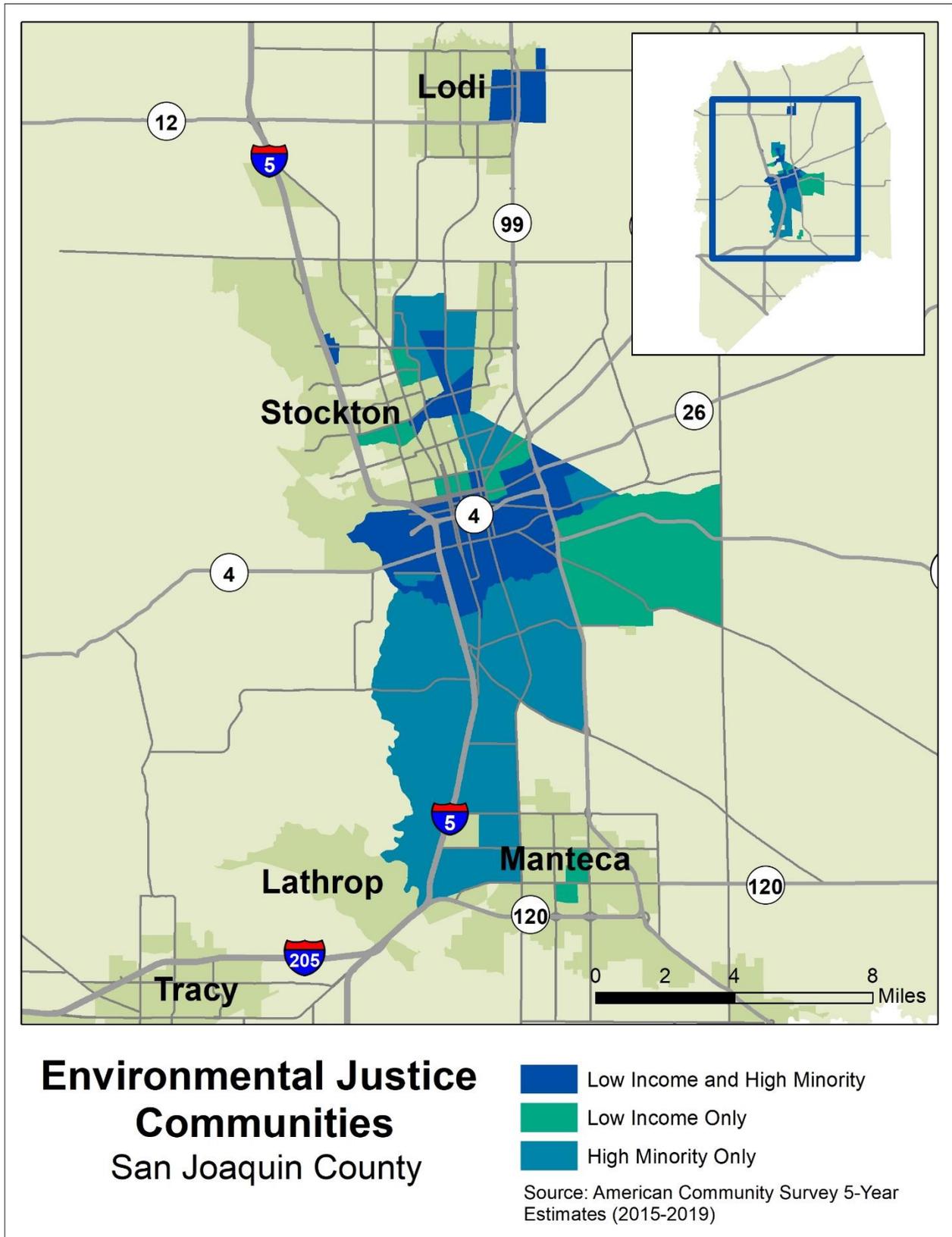
- At least 50 percent above the County average for percentage of population age 5 and over that speak English “less than very well”.
- At least 50 percent above the County average for percentage of population that is age 65 and over.
- At least 50 percent above the County average for percentage of population that has a disability.
- At least 25 percent below the County average for percentage of households that have internet access at home.
- At least 50 percent of the County Average for percentage of population over 18 with no high school diploma.

Four census tracts met four of the five criteria. All of these census tracts have already been identified as Environmental Justice Communities after the two major criteria were used.

Table P2-4. Identified EJ Communities

Methodology	Share of Census Tracts	Share of Population
Low Income Only	8 of 139	4.5%
High Minority Only	16 of 139	13.5%
Low Income/High Minority	27 of 139	13.8%
Total	51 of 139	31.8%

Figure P2-2. Identified Environmental Justice Communities



RTP/SCS Plan Impact on Environmental Justice Areas

In measuring the outcomes of the Plan, SJCOG conducted analysis on all topics to identify any potential disproportionately high and adverse impacts for various environmental justice groups. According to the FTA, Adverse effects are disproportionate when they are:

1. “predominately borne by minority population and/or low-income population”, or
2. “will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or non-low-income population” (Federal Register Volume 77, Issue 137).

To determine if there are disproportionately high and adverse impacts to environmental justice communities (identified in the previous section), SJCOG conducted a regional analysis and drilled down to EJ communities to address the impacts of the 2022 RTP/SCS for a selection of performance areas.

Land Use Performance Measures

The analysis is conducted for the Draft Plan and compared to the 2018 RTP/SCS Plan (2018 Plan) using performance measures identified later in this section. The relative impacts are measured over a defined time period – in the case of the Draft Plan, the time period is 2016 to 2046, where 2016 is considered the baseline year and 2046 the plan horizon year. The 2018 Plan, also analyzed over this time period, refers to a scenario where the Draft Plan is not adopted. This comparison between the Draft Plan and the 2018 Plan is intended to capture the specific impacts of adopting the Draft Plan versus keeping the current plan, as required by state and federal environmental protection laws. To conduct the analysis of benefits and burdens on EJ areas defined previously, SJCOG identified three land use performance measures, which are a subset of performance measures for the entire plan. The

land use performance measures examined in this report include the following:

- Housing and jobs near high quality transit;
- Housing mix (multi-family and single-family); and
- Number and percent of all households within 500 feet of freeways.

SJCOG conducted an analysis using these performance measures at two stages. First, the analysis was conducted during scenario evaluation and then again, with a draft preferred scenario. The underlying methodology for assessing the land use impacts of the 2022 Plan on EJ communities is detailed below:

1. Designate each of the region’s 139 census tracts as either EJ or non-EJ. Based on the EJ definition, this report identifies 51 tracts that are EJ. The remaining 88 census tracts are designated as non-EJ and represent the balance of the region. The process to identify EJ communities is described in detail in the Demographics and Geography section.
2. Using SJCOG’s Envision Tomorrow land use model, calculate the performance measures for both EJ areas and non-EJ areas for each alternative.
3. Evaluate the Draft Plan results relative to the No Build Alternative to assess whether:
 - The alternative has a beneficial effect on EJ areas; and
 - This benefit is similar or greater than the benefit to non-EJ areas.

Roadway Expenditure Benefits Analysis

Using the SJCOG travel demand model, a select link analysis was performed on regionally significant roadways identified for capacity improvement expenditures in the Draft Plan. Select link analysis provides information of where traffic comes from and goes to at selected links. In this case, the regionally significant roadways are the select links. The analysis yields the percentage of vehicle demand

whose origin is an EJ area versus non-EJ area, using the Traffic Analysis Zone (TAZ) as the unit of spatial analysis.

Transit Access to Low Income Jobs

As an additional measure of transit access, an analysis was conducted to determine access to employment for EJ communities. In contrast to the land use performance measure discussed previously, this analysis looks primarily at access to the low-income labor market segment defined in Longitudinal Employer-Household Dynamics (LEHD) data for San Joaquin County. Accordingly, LEHD defines low-income jobs as the labor market segment earning \$1,250 per month or less. The analysis compares existing and future high-quality transit access to low-income jobs by EJ areas compared to the county as a whole.

Health Equity Analysis

For the 2018 RTP/SCS cycle, SJCOG piloted the use of the National Public Health Assessment Model (NPHAM) This pilot included (1) an analysis of predicted regional behavior and health metrics and (2) a spatially-based equity analysis. A summary of the health equity analysis is partially discussed in this report; however, the full health indicators report can be found in the Scenario Development Report (Appendix S).

For a spatially-based equity analysis, NPHAM was applied to predict health-related behaviors for TCAC Opportunity Areas with High Segregation/Poverty and Low Resource opportunity areas mostly consistent with previously identified EJ areas. The health-related behaviors and outcomes examined average body mass index (BMI), percent of population with diabetes, coronary heart disease and hypertension.

The health-related behaviors and outcomes were analyzed for the draft Scenario A (2018 Plan) and Scenario E (draft 2022 Plan) through the year 2046 and compared to 2016 baseline conditions. Results were then used to calculate a percent change impact

of transportation investments on health equity in San Joaquin County.

Transportation Investment Analysis

SJCOG carried out an off-model analysis of the Draft Plan's overall transportation investment strategy. This analysis illustrates the distribution of the investments relative to different population subgroups and communities in the region. The analysis serves two primary functions, including:

- Complying with Title VI regulations (per FTA Circular 4702.1B, issued in October 2012) by conducting an assessment with “charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...” and “an analysis of impacts... that identifies any disparate impacts on the basis of race, color, or national origin...”; and
- Complying with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which directs each federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”

To carry out these functions, the transportation financial analysis relies on two different methodologies described in this section to determine whether the Draft Plan's investments are shared equitably among low-income and minority populations, and to determine whether there is any disparate impact at the regional level on the basis of race, color or national origin. No specific federal standard currently exists for conducting an environmental justice assessment. Similarly, FTA's Title VI guidance for MPOs does not provide any specific benchmarks for the analyses. Therefore, for

this analysis, SJCOG is building on its prior work analysis.²

Population Based Analysis

The population-based investment analysis compares the estimated share of investments that benefit low-income and minority populations in comparison to the share of their respective use of the transportation system and to their respective share of the region's population.

As an example, if a higher share of low-income populations relies on the transit system for their commute needs, and if the Draft Plan invests a higher share of revenues in the transit system, then the low-income population will accrue a bigger share of the benefits. This scenario would therefore be considered equitable to low-income populations. The analysis relies on means of transportation to work data provided by the most recent Census Transportation Planning Package (CTTP).

The steps involved in conducting the population-based analysis include:

1. Using Census data, determine the share of low-income population in the region.
2. Using CTTP data, calculate the share of means of transportation to work by mode for low-income and all other workers.
3. Using the Draft Plan transportation investment strategy, total the investments by modal category.
4. For roadway investments, assign a share of the investment to the low-income population based on their share of work trips by driving alone or carpooling. Repeat for all other workers.
5. For transit investments, assign a share of the investment to the low-income population based on their share of work trips by transit. Repeat all other workers.
6. For bicycle and pedestrian investments, assign a share of the investment to the low-income population based on their share of

work trips by walking or biking. Repeat for all other workers.

7. Sum all the investments by income status.
8. Compare the share of population and trips by mode to the share of assigned investments to assess the level of benefit accrued to low-income populations compared to the remainder of the region.
9. Repeat Steps 1-8 to determine the sum of all investments by minority status.
10. While this approach takes advantage of the available data on work trips for low-income and minority populations provided by CTTP, it is still a rough analysis with the following limitations:
 - Because the data set only captures work trips, it underestimates the share of transportation system usage on all modal categories.
 - The analysis does not account for benefits and burdens at the project level.
 - The analysis assumes that the share of work trips by mode by a particular population group remains the same in future years, regardless of investments that improve efficiency, safety, capacity or access.
 - The analysis does not adjust for the relative size of populations in future years.

Public Transit Funding Financial Analysis - Please see Title VI Analysis for further details on methodology.

Title VI Analysis

As described in Appendix P1, the Federal Transit Administration (FTA) provides guidance specifying how metropolitan planning organizations like SJCOG must demonstrate compliance with Title VI of the Civil Rights Act of 1964 and DoTs Title VI regulations in the metropolitan planning process. This section describes the methodology for conducting the analysis that demonstrates

² 2014 RTP/SCS Environmental Justice Report. See: <http://www.sicog.org/DocumentCenter/View/505>

compliance with these requirements, including the methodology for conducting a disparate impact analysis

SJCOG has the data to distinguish between public transportation investments that receive state and federal funds for the population-based analysis. The state and federal fund sources included in the Title VI analysis are:

- Federal – Congestion Mitigation Air Quality (CMAQ);
- Federal – Federal Transit Administration;
- State – Senate Bill 132; and
- State – State Transit Assistance.

To conduct the disparate impact analysis, the results of the population-based analysis of public transit investments using state and federal funds are assigned to minority and non-minority populations

on a per capita basis. A comparison of the per capita investments for the two groups determines whether there is any disparate impact.

Although FTA does not provide specific guidance or standard benchmarks to determine whether any given result represents a disparate impact, a general practice in such analysis is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact is found to be statistically significant, consideration must then be given to “whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”

Table P2-5. FTA Requirements for Title VI Analysis

Requirement	Related Draft Plan Analysis	See Appendix/Pages
“All general requirements set out in [the general requirements section] of this Circular...”	Table of FTA requirements for Title VI analysis	Appendix P2 Pg. P2-9
“A demographic profile of the metropolitan area...”	Regional trends analysis	Appendix P3 Pgs. P3-1 to 5
“Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data...”	Demographic maps that overlay the location of minority and non-minority populations throughout the region.	Appendix P2 Pg. P2-5 Appendix P3 Pg. P3-3
“...[C]harts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes...”	Population-based analysis of public transit investments using state and federal sources.	Appendix P5 Pgs. P5-1 to 3
“An analysis of impacts identified [in row above] that identifies any disparate impacts on the basis of race, color, or national origin...” ³	Disparate impact analysis comparing Draft Plan investments for minority and non-minority populations.	Appendix P4 Pgs. P4-10 to 14 Appendix P5 Pgs. P5-1 to 3

³ Federal Transit Administration Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients. See: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf

Environmental Justice Analysis

Under Executive Order 12898 and the associated DOT Order on Environmental Justice, SJCOG must assist DOT, FTA, and the Federal Highway Administration (FHWA) in their mission “to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects,” on environmental justice (EJ) populations. For the EJ analysis, adverse effects are estimated using the 3 land use performance measures, as well as the select link analysis, to determine whether minority communities or low-income communities, or EJ areas, share in the benefits of the Draft Plan’s investments without bearing a disproportionate share of the burdens.

To make this determination, this report uses DOT’s definition of a “disproportionately high and adverse effect,” which relies on meeting the following conditions:

- An adverse impact is predominately borne by minority and/or low-income populations, and
- An adverse impact on minority and/or low-income populations is significantly more severe or greater in magnitude than the adverse effect on non-minority and/or non-low-income populations.

To test the first condition, the analysis compares the effect of the 2018 Plan and the 2022 Plan on EJ communities. This analysis shows whether the measure is moving in the right direction for EJ populations. To test the second condition, the analysis compares the effect of the 2022 Plan on EJ populations and non-EJ populations. An EJ population is determined to experience “disproportionately high adverse effect” when this condition is met AND the EJ population is more impacted by the 2022 Plan compared to the 2018 Plan.

Table P2-6. FTA Requirements for Environmental Justice Analysis

Requirement	Related Draft Plan Analysis	See Appendix/Pages
“...[Determine] whether minority populations and/or low-income populations will experience potential environmental or health impacts from a proposed program, project or activity...”	Quantitative analysis of potential benefits and burdens of proposed land use and transportation policies and projects on EJ areas based on 3 land use performance measures and a select link analysis on regionally significant roadways	Appendix P4 Pgs. P4-2 to 4 Pgs. P4-7 to 10
“...[Determine]... whether the activity will result in a ‘disproportionately high and adverse effect on human health or the environment’”	Disparate impact analysis comparing the impacts of the Draft 2022 Plan on EJ areas compared to non-EJ areas	Appendix P6 Pgs. P6-1 to 3

Data Sources

Except where noted, this report primarily uses the Census Bureau's 2015-2019 American Community Survey data and Decennial Census geographies for analysis. This is the most recent data that is also compatible with SJCOG's existing unit for conducting spatial analysis in the travel model – the traffic analysis zone (TAZ). This cross-walk allows demographic characteristics from the Census to be linked to travel characteristics from travel model outputs. This is useful for comparing benefits and burdens of transportation investments in EJ Areas.

This section includes a description of data sources used in this report.

Decennial Census and American Community Survey

The Decennial Census is conducted every 10 years by the U.S. Census Bureau to determine the number of people living in the United States. Data collected includes basic demographic and household characteristics, which are used to plan and determine funding for a wide array of federal, state, local, and tribal programs. The American Community Survey disseminates more current and detailed demographic and household characteristics, based on continuous data collection.

National Public Health Assessment Model

The National Public Health Assessment Model (NPHAM) is a public health impact analysis tool to assist with analyzing the predicted public health outcomes resulting from a change in built environment conditions, as defined by SJCOG in the Envision Tomorrow software. NPHAM establishes baseline conditions by using the National Environmental Database (NED), which provides spatially resolute objectively measured built, natural and social environment conditions from data from various sources including the US Environmental Protection Agency, U.S. Department of Housing and Urban Development and the National Land Cover Database.

SJCOG Forecasts

As the metropolitan planning organization, San Joaquin Council of Governments (SJCOG) is responsible for maintaining the regional population, household, and employment forecasts for the region. The forecasts are developed through a partnership with the Center for Business and Policy Research at the University of the Pacific Eberhardt School of Business. The estimates are important because they are used throughout the plan development process, providing the inputs for land use and transportation modeling applications.

SJCOG Travel Demand Model

The model is a transportation planning application used by SJCOG to analyze how the package of transportation investments included in the Draft Plan will affect a range of indicators related to travel within the San Joaquin region's transportation network.

Envision Tomorrow Land Use Model

Envision Tomorrow (ET) is a scenario planning application used by SJCOG to analyze how current growth patterns and future decisions impacting growth will affect a range of indicators relating to land use, housing, demographics, economic growth, fiscal impacts, transportation, environmental factors, and quality of life.

P3. REGIONAL TRENDS

A discussion of regional trends is important to the understanding of social equity. This section summarizes recent trends in population subgroups. The demographic trends analysis for low-income and minority populations satisfies the requirements for Environmental Justice and Title VI analysis.

Minority Population

San Joaquin County is rich in racial and ethnic diversity. As of the 2000 Census, San Joaquin County became a “majority-minority” region, meaning that its white non-Hispanic/Latino population no longer represented a “majority” of the population. Since 2000, the region has become increasingly diverse (Table P3-1). Accordingly, the region’s minority population increased by 32.1% since 2000 to 68% of the total regional population,

while the white non-Hispanic/Latino population decreased by 10.1% to 32% of the total regional population. Like the rest of California and the United States, San Joaquin County is expected to become even more diverse over time. Based on historical trends, the region’s minority population is forecasted to reach approximately 78% by 2050.

At a local level, between 2000 and 2019, the minority population increased in every community in the region (Table P3-2, Page P3-2). During this time period, the south county communities of Lathrop, Manteca, Tracy, and Ripon experienced the most significant increases in minority populations. Escalon, Lodi, and Stockton observed to have the slowest rates of growth in minority population between 2000 and 2019. Stockton, however, has almost 50% of the region’s minority population as of 2019.

Table P3-1. Change in Population by Minority Status in San Joaquin County, 2000 – 2019

	2000	2010	2019	Change 2000 - 2019 (%)
Minority	383,164	422,532	506,094	+32.1%
White, Non-Hispanic	263,095	251,081	236,509	-10.1%
San Joaquin County	646,259	673,613	742,603	+14.9%

Source: US Census ACS Data and Decennial Census Tables B03002; P004

Figure P3-1. San Joaquin County Minority Population, 2000 – 2019

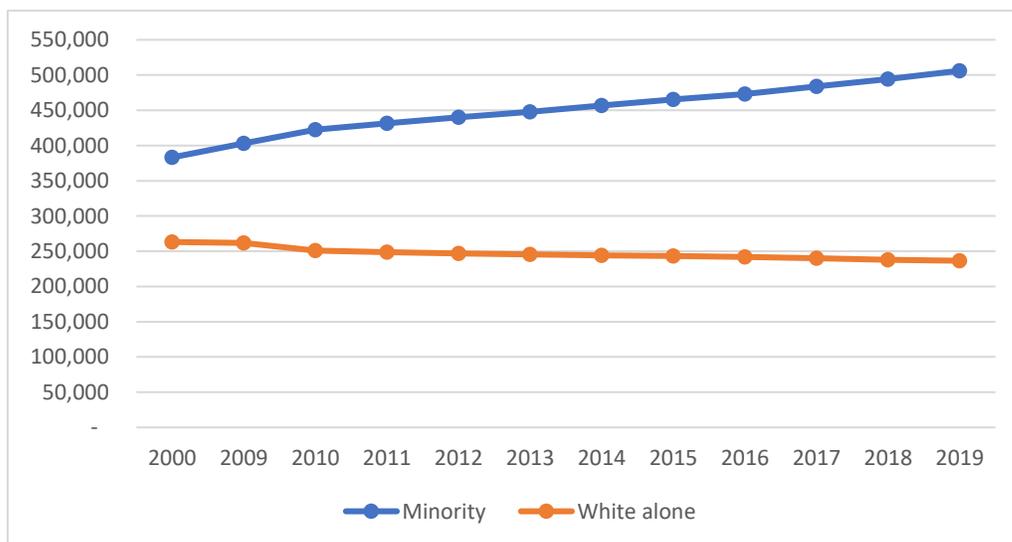
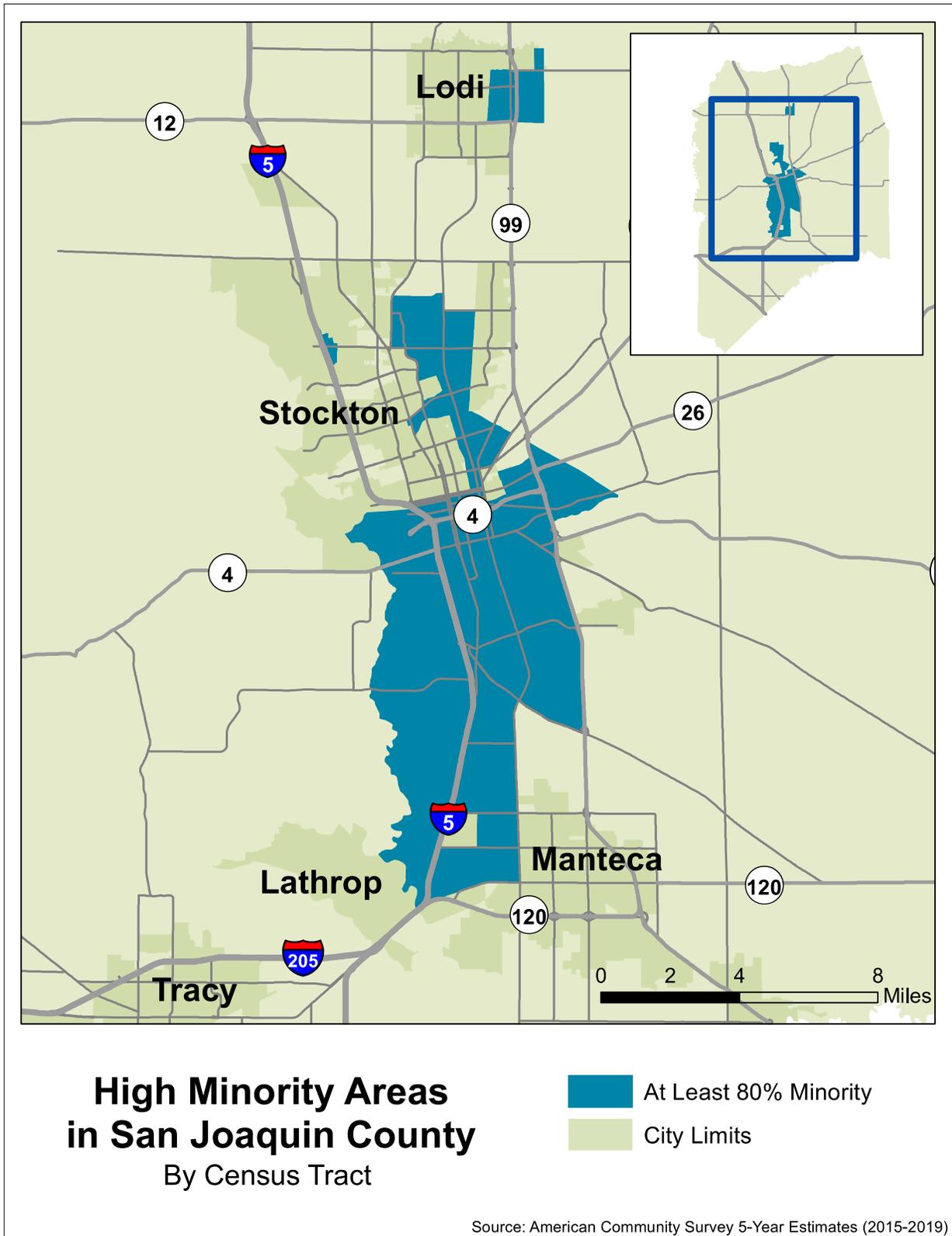


Table P3-2. Minority Population Trends by Jurisdiction, 2000 – 2019

	2000	2010	2019	Change 2000 – 2019 (%)
Escalon	1,398	2,101	2,011	+43.8%
Lathrop	6,456	12,919	17,781	+175.4%
Lodi	20,799	26,494	34,432	+65.5%
Manteca	17,702	33,104	47,529	+168.5%
Ripon	2,302	4,485	5,674	+146.5%
Stockton	165,232	217,650	245,531	+48.6%
Tracy	26,206	51,401	60,681	+131.6%
San Joaquin County	383,164	422,532	506,094	+32.1%

Source: US Census ACS Data and Decennial Census Tables B03002; P004

Figure P3-2. Census Tracts Meeting 80% Minority Threshold



Low-Income Population

Using the federal definition of poverty, nearly 15% of San Joaquin County lives below the poverty threshold. Since 2000, the absolute number of individuals living in poverty in San Joaquin County has increased by 8.6%. In contrast, the number of individuals living above the poverty threshold has increased at a significantly higher rate of 38.1%.

Because it is not possible to predict the share or

location of the low-income population into the future, for the purposes of analyzing future costs and benefits of the Draft Plan, the various spatial analyses included in the report will hold poverty areas constant. Figure P3-3 displays census tracts where at least 40 percent of the population is living at or below 150 percent of the poverty level. This spatial limitation also applies to the minority population displayed in Figure P3-2.

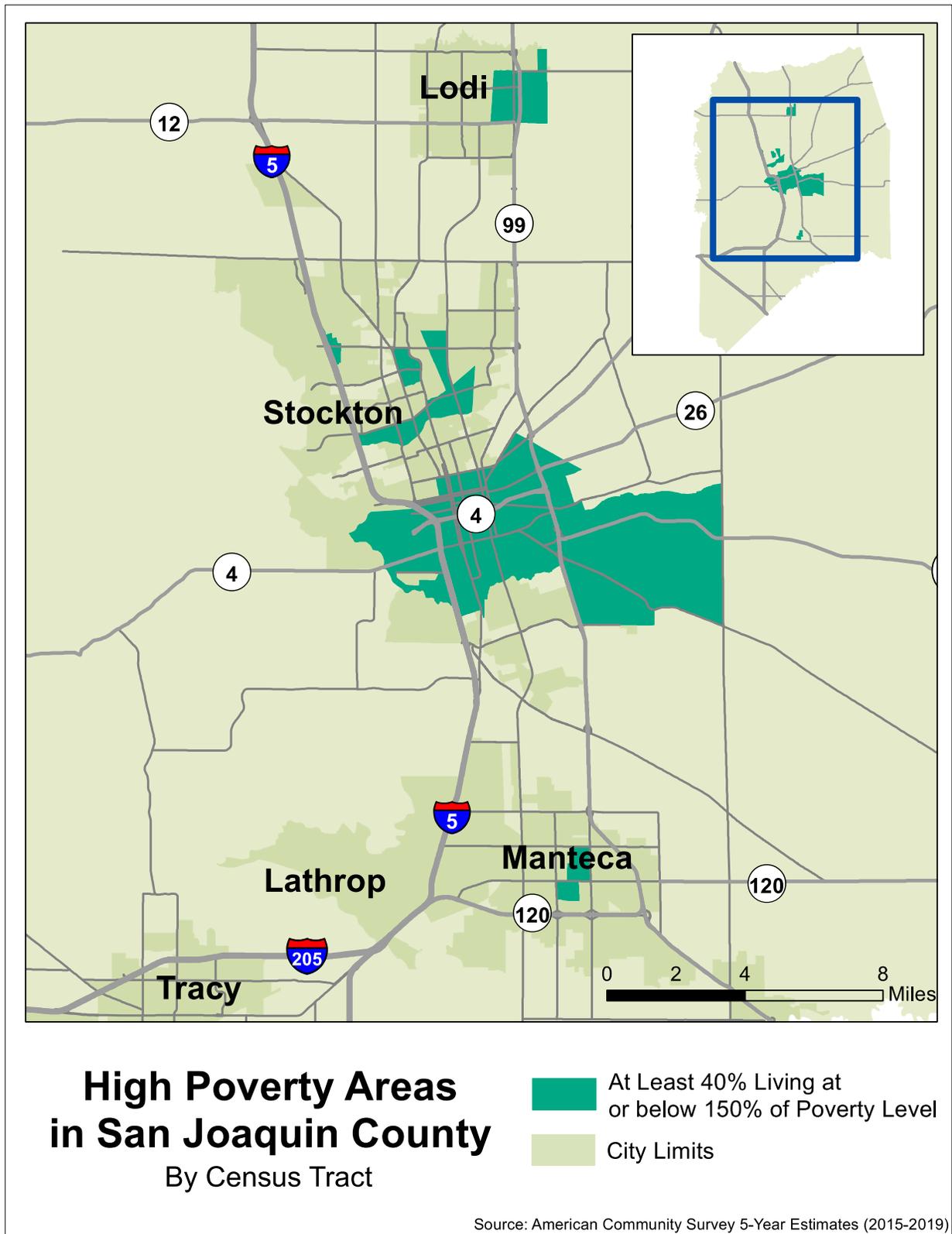
Table P3-3. Change in Population by Poverty Status in San Joaquin County, 2000 – 2019

	2000	2010	2019	Change 2000 – 2019 (%)
Below Poverty	97,105	105,502	105,461	+8.6%
Above Poverty	450,193	552,092	621,533	+38.1%
San Joaquin County*	547,298	657,594	726,994	n/a

Source: US Census ACS Data and Decennial Census Tables C17002, P088

*Total population for whom poverty status is determined

Figure P3-3. Census Tracts Meeting 40% Poverty Threshold



Environmental Justice Areas

SJCOG identifies Environmental Justice (EJ) communities based on the relative concentration of low income or minority population at a census tract level defined in Appendix P2 (see Figure P2-2). The demographic makeup of EJ communities is therefore distinct from the rest of the region (Table P3-4). Overall, San Joaquin County has a minority population of 68.2% and at least 19.1% of residents live below poverty. In EJ communities, there is a slightly higher rate of residents that

identify as minority of at least 68.3% minority compared to outside of EJ communities where at least 68.0% are minority. In EJ communities, there is also a higher rate of residents living in poverty compared to the rest of the region (31.7% versus 19.9%). Because of higher shares of low-income and minority populations, EJ communities represent the communities with some of the greatest needs in San Joaquin County.

Table P3-4: Environmental Justice Areas and Balance of Region, 2019

	Environmental Justice Areas			Balance of Region (BoR)			Region	
	Share within EJ Areas	% of EJ Areas		Share outside of EJ Areas	% of BoR			
Minority	204,556	40.4%	68.3%	301,538	59.6%	68.0%	506,094	68.2%
Low-Income*	94,772	68.4%	31.7%	88,391	63.8%	19.9%	138,581	19.1%*
Total Population	299,328	40.3%	100.0%	443,275	59.7%	100.0%	742,603	100.0%

Source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates

*Share calculated using the percent total for whom poverty status was determined in 2019, which was 726,994 people

Transportation-Disadvantaged Populations

Additional population characteristics were examined due to increased likelihood of experiencing disadvantages in transportation. These characteristics include senior populations, people who have a disability, households with internet access, people with limited English proficiency, and people without a high school diploma. The following section presents a series of maps identifying areas in

In the region where the prevalence of transportation-disadvantaged communities is much higher than the regional average. While no further analysis is conducted on these populations in the report, this information may be used by SJCOG for future consideration, additional studies, and/or to help focus funding opportunities for disadvantaged communities within existing and future plans and programs.

Figure P3-4. Senior Population 65+, San Joaquin County

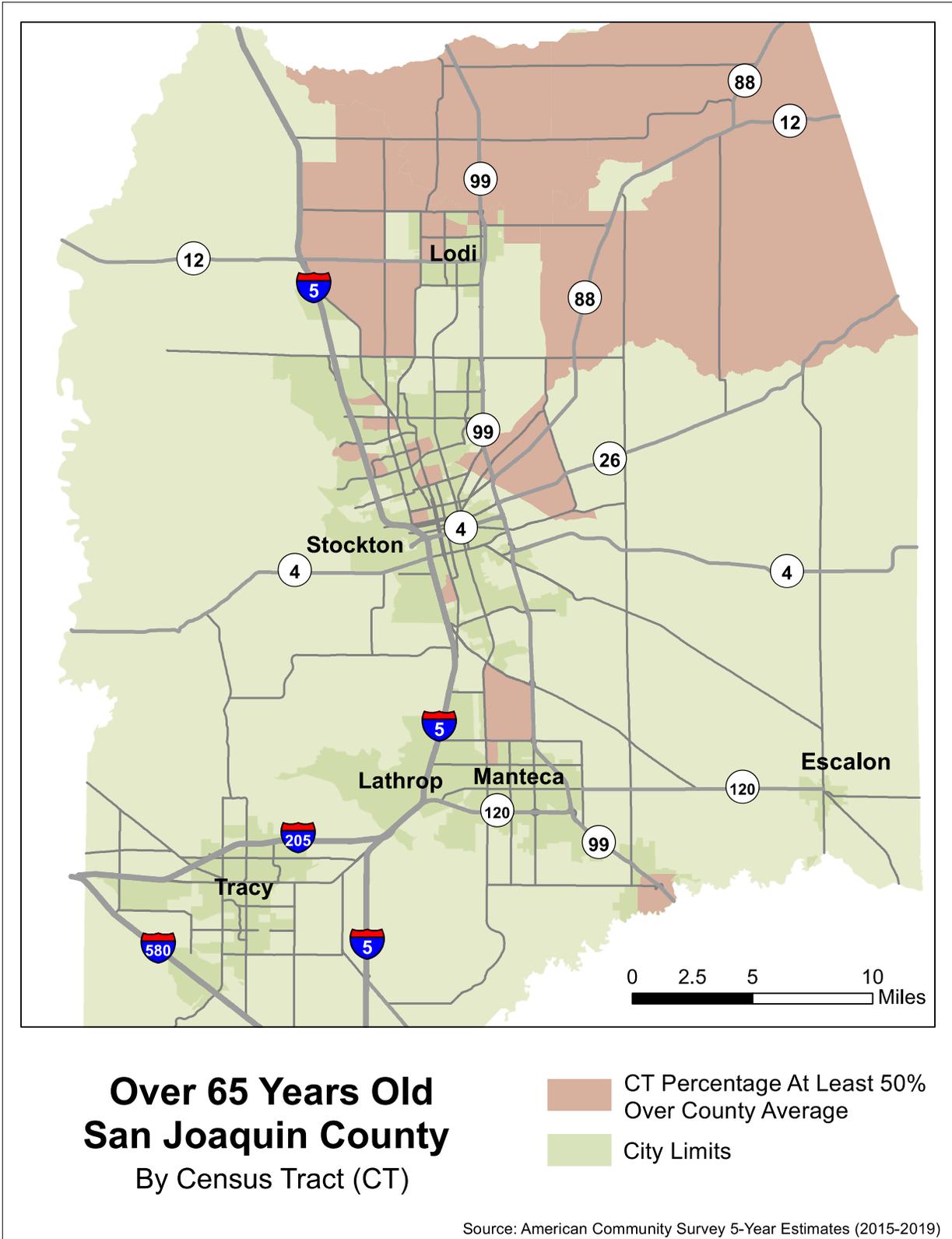


Figure P3-5. Individuals with a Disability

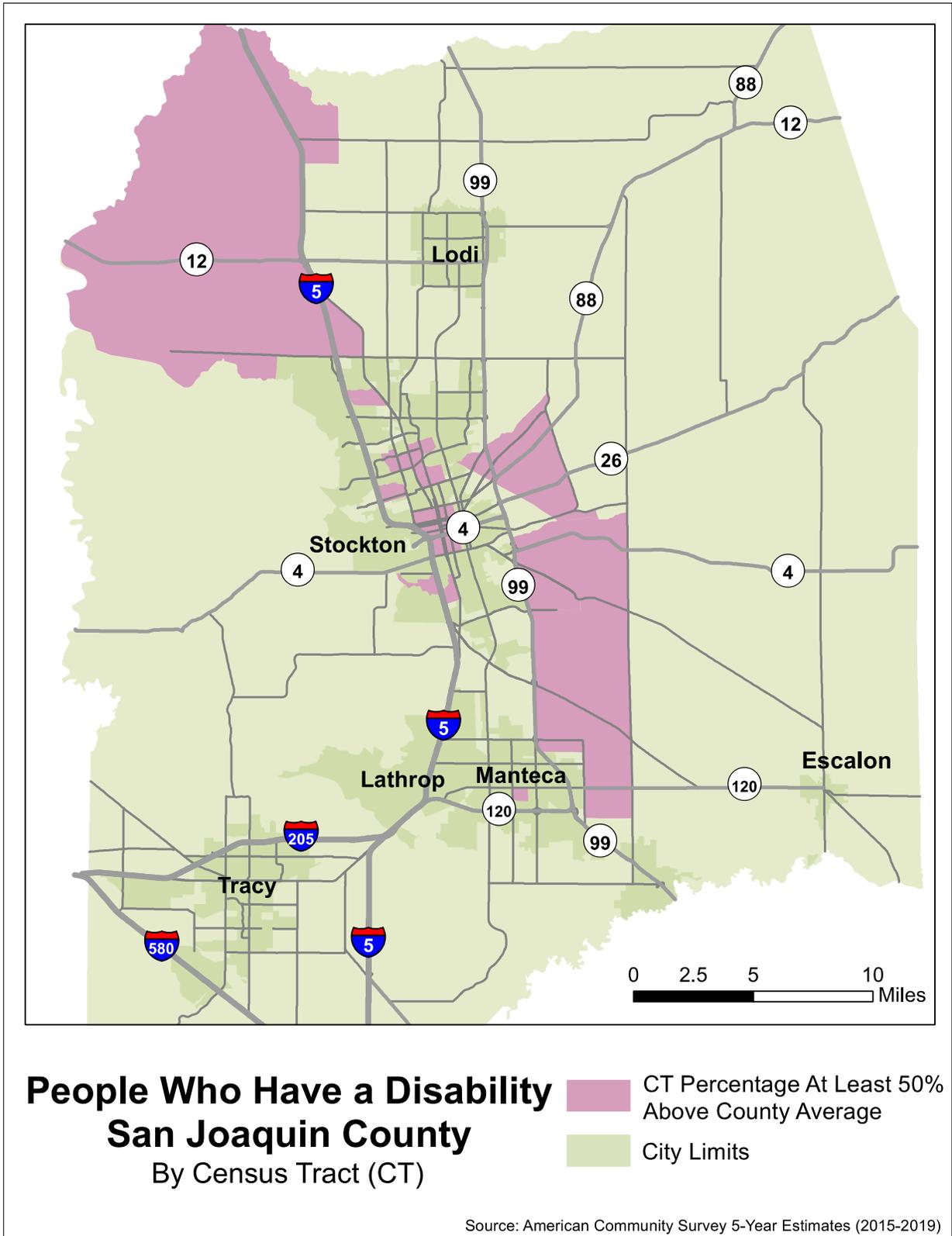


Figure P3-6. Households with Below Average Internet Access

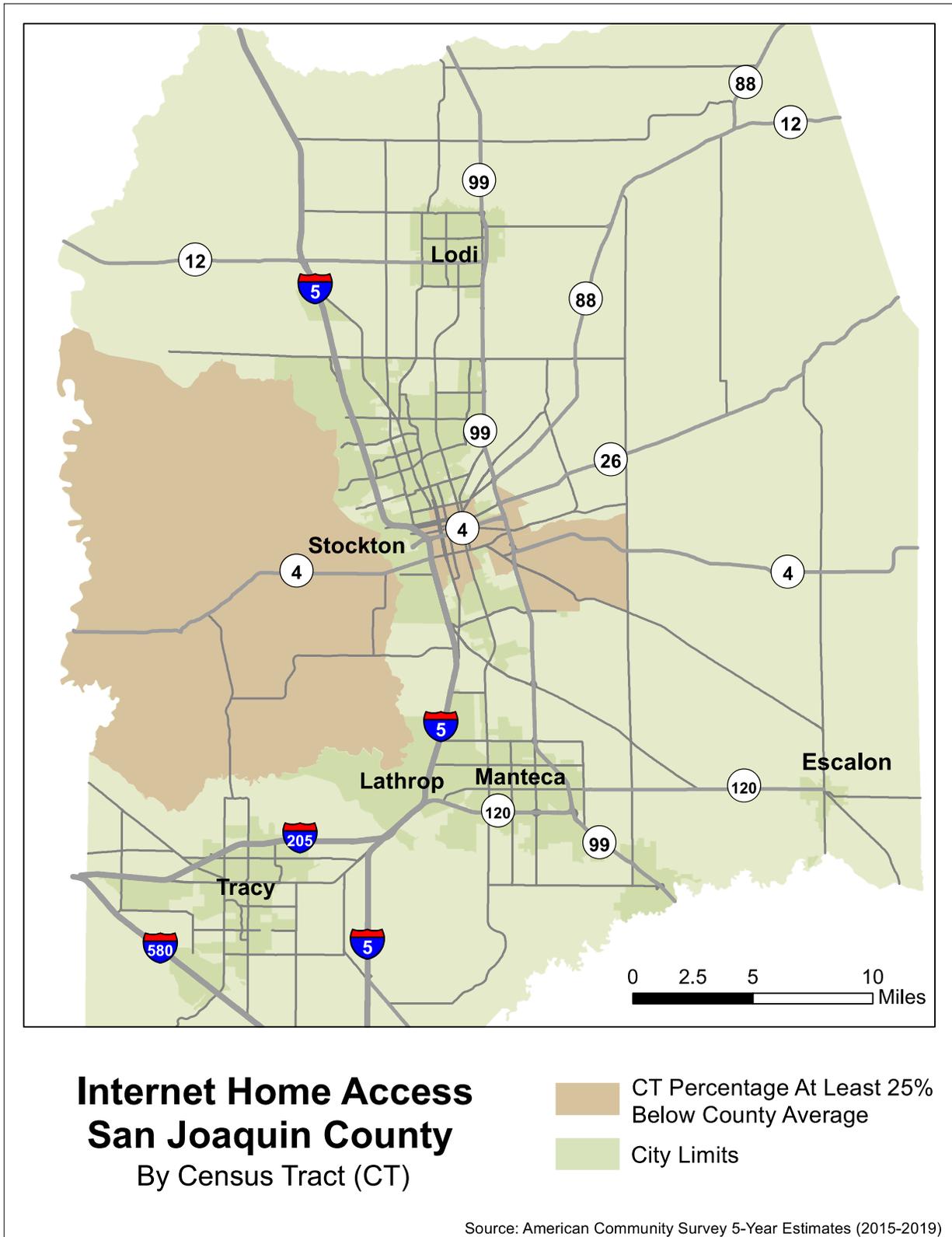


Figure P3-7. People with Limited English Proficiency

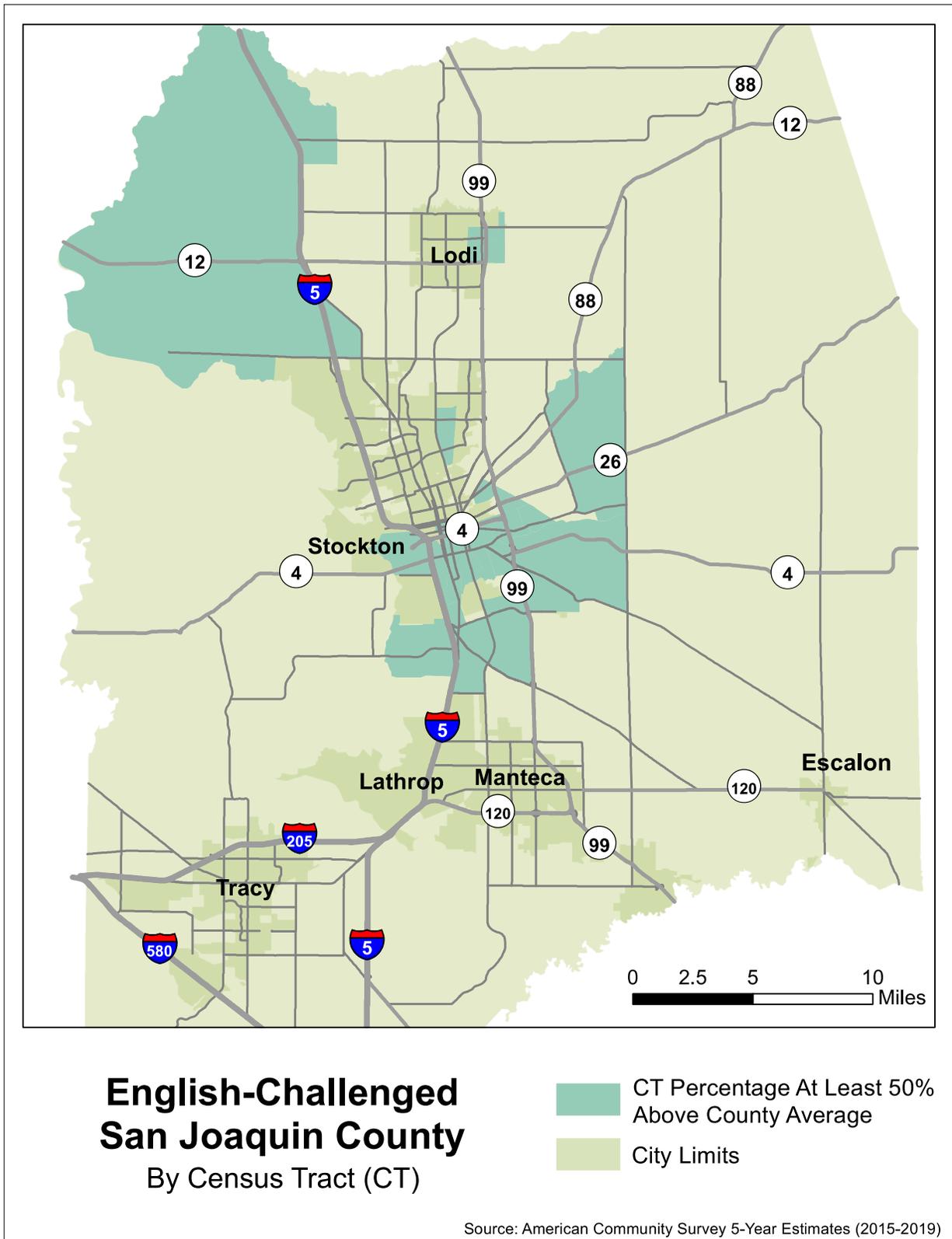
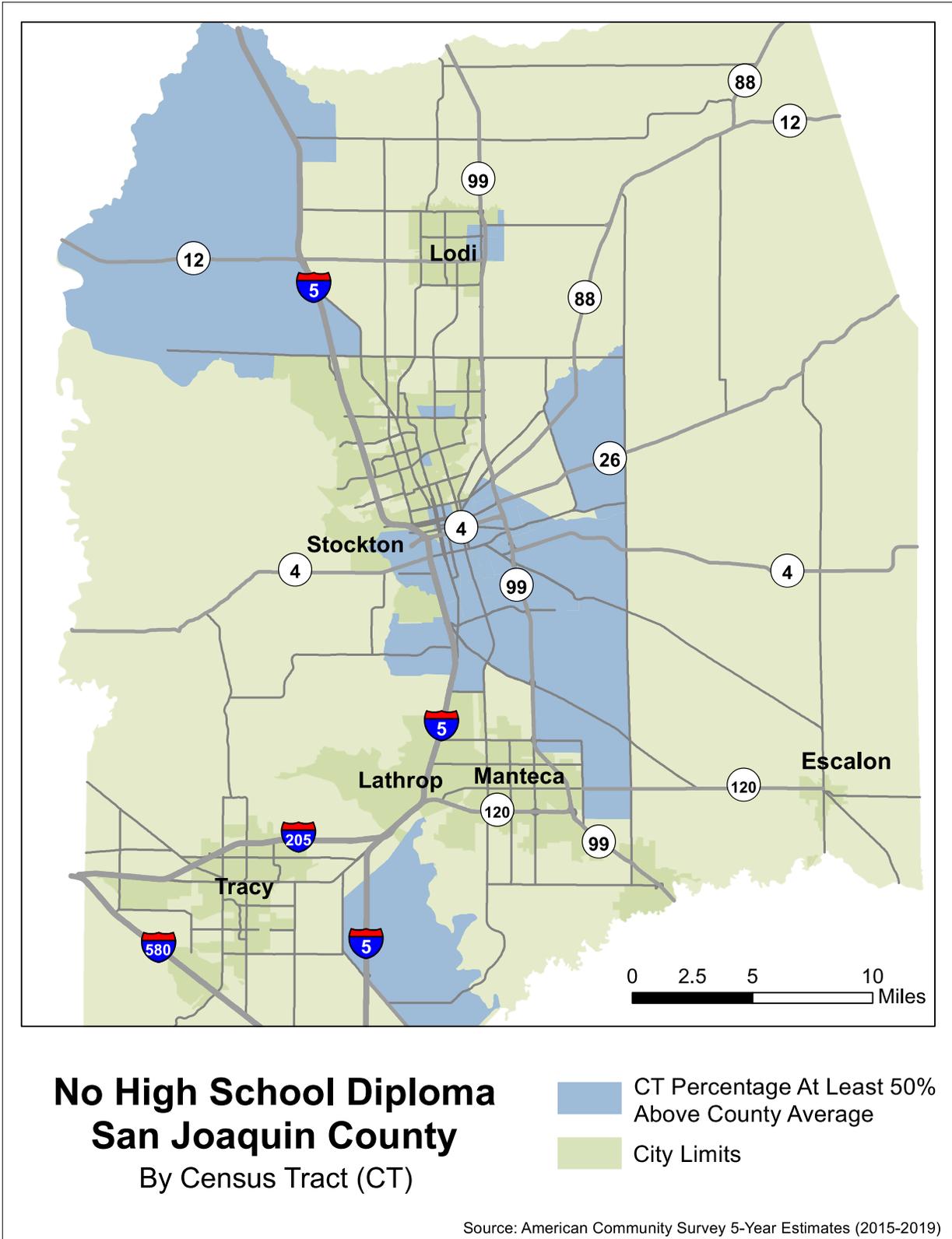


Figure P3-8. People Without a High School Diploma



P4 Analysis Results

Analysis of Performance Areas

In the development of this report, SJCOG identified land use performance measures to analyze existing social and environmental equity in the region.

Detailed analysis is presented for the following land use performance areas:

- Land-use patterns
- Transit access
- Health equity
- Transportation investments
- Population share of investments

The analyses presented in this section includes the following:

- Quantitative analysis of potential benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities (environmental justice (EJ) communities) compared to the balance of the region based on three performance measures, using outputs from the SJCOG Envision Tomorrow land use model;
- Quantitative analysis of the relative benefit received from roadway expenditures by disadvantaged communities using the SJCOG Travel Demand Model;
- Spatial analysis of transit access to low-wage jobs by disadvantaged communities;
- Quantitative analysis to estimate health outcomes resulting from proposed changes to

the built environment in disadvantaged communities compared to the balance of the region, applying the National Public Health Assessment Model (NPHAM); and

- Quantitative analysis of the share of potential benefits of proposed transportation investments that accrue to low-income and minority populations compared to non-low-income and non-minority populations, using available census data.

Analysis of Land Use Performance Measures

To conduct the analysis of benefits and burdens on EJ communities, SJCOG identified three land use performance measures, which are a subset of performance measures for the Draft Plan. The performance measures examined in this section include indicators that impact transit accessibility, air pollution exposure, and housing choice. Using SJCOG's Envision Tomorrow land use model, the performance measures are projected from the base year of 2016 to 2035 and controlled to 2046 numbers to compare the impact of the 2018 Plan and the Draft 2022 Plan.

Table P4-1 summarizes the modeled results for each of the land use performance measures, which was applied to EJ communities and the remainder of San Joaquin County.

Table P4-1. Summary of Results for Land Use Performance Measures¹

Performance Measure	Sub-Geography	Base Year ²	2018 Plan ³	Draft Plan ³
Percent (and number) of <i>total</i> households / employment located within ½ mile of high quality transit stops and centers	EJ Communities	18.9% / 29.9% (12,822 / 26,683)	19% / 25.6% (15,813 / 30,461)	23.9% / 30.1% (20,965 / 36,591)
	Non-EJ Communities	4.6% / 12.9% (7,333 / 19,327)	4.1% / 10.9% (9,011 / 21,064)	4.2% / 11.1% (9,032 / 21,161)
Percent (and number) of <i>total</i> households within 500 feet of freeway	EJ Communities	5.3% (3,557)	5.3% (4,423)	6.1% (5,354)
	Non-EJ Communities	5.4% (8,613)	5.6% (12,300)	5.7% (12,384)
Percent (and number) of <i>total</i> Housing Mix by Single Family / Multifamily Units	EJ Communities	69% / 31% (49,324 / 22,183)	66% / 34% (57,691 / 30,203)	60% / 40% (55,104 / 37,171)
	Non-EJ Communities	81% / 19% (137,256 / 31,856)	76% / 24% (176,531 / 55,689)	74% / 26% (169,457 / 58,442)

¹ Results projected to year 2035 and controlled to 2046 numbers

² Base year is 2016

³ Year 2046 projections

Transit Accessibility

High quality public transit is an important indicator for environmental justice communities (EJ communities), where car ownership rates are statistically lower and thus dependency on other modes of transportation are higher than the general population. Adding housing and jobs that are near high quality transit helps to improve the ability to get around without a car.

An analysis of the percent of total households and employment that are located within ½ mile of a high-quality transit stop and center provides an indication of the impact of Draft Plan investments on the

conditions within EJ and non-EJ communities.

Between the two sub-geographies, the Draft Plan has a much greater percent of total households and employment that are located near high quality transit in EJ communities compared to non-EJ communities (23.9% versus 4.2% and 30.1% versus 11.1%) (Table P4-1). This would indicate an overall positive impact in EJ areas, with the benefit to EJ areas exceeding non-EJ areas. Additionally, in the Draft Plan alternative, EJ communities will have a greater percent of households and employment than the 2018 Plan alternative (23.9 percent versus 18.9% and 30.1% versus 29.9%).

Exposure to Air Pollution

Numerous studies point to the health risks associated with high exposure to air pollution including higher rates of asthma, heart attack, stroke, and lung cancer. Given that living near a major transportation facility can increase population exposure to emissions and particulate matter from vehicles, an equity analysis was performed to compare the number and percentage of countywide households relative to EJ households located within 500 feet of a major transportation facility. In this analysis, a major transportation facility is defined as any roadway within the County that carries more than 500,000 daily vehicle trips. The major transportation facilities include: Interstate 5, Interstate 580, Interstate 205, State Route 99, the Crosstown Freeway (State Route 4), and State Route 120. Figure P3-9 includes the location of these major transportation facilities.

Table P4-2 provides detailed analysis of EJ versus total countywide households located within 500 feet

of the identified facilities. EJ households make up all households near the Crosstown Freeway (State Route 4), 32.97% of the households near Interstate 5, and 24.54% of households near State Route 99. EJ households make up 0.19% of households near State Route 120. There are 0% of EJ households near Interstate 205 and Interstate 580 as these facilities are in outlying parts of the County.

Table P4-1 shows the results of the analysis comparing EJ versus non-EJ communities. For the Draft Plan, EJ households will make up 6.1 % of households within 500 feet of a freeway while households in non-EJ communities will make up 5.7% of households within 500 feet of a freeway. In comparison to the 2018 Plan alternative, the Draft Plan alternative will result in a slightly higher percent of households within 500 feet of a freeway than the 2018 Plan alternative (6.1% versus 5.3%)

Table P4-2. Households within 500 feet of a Major Transportation Facility for San Joaquin County and Environmental Justice Areas, 2046

	Total Households	I-5		SR-99		SR-4 (Crosstown Fwy)		SR-120		I-205		I-580		Any Freeway	
		500'	%	500'	%	500'	%	500'	%	500'	%	500'	%	500'	%
		San Joaquin County	304,178	6,757	2.2%	4,622	1.5%	1,920	1.0%	1,648	0.5%	1,146	0.4%	1,499	0.5%
Escalon	2,990		0.0%		0.0%		0%	317	10.6%		0.0%		0.0%	317	10.6%
Lathrop	18,338	900	4.9%		0.0%		0%	22	0.1%	17	0.1%		0.0%	908	4.9%
Lodi	29,084	0	0.0%	871	3.0%		0%		0.0%		0.0%		0.0%	872	3.0%
Manteca	40,493		0.0%	1,433	3.5%		0%	1,260	3.0%		0.0%		0.0%	2,638	6.5%
Ripon	7,119		0.0%	314	4.4%		0%		0.0%		0.0%		0.0%	314	4.4%
Stockton	129,273	5,743	4.4%	1,246	1.0%		100%		0.0%		0.0%		0.0%	8,786	6.8%
Tracy	40,102		0.0%		0.0%		0%		0.0%	1,107	2.8%	1,474	3.7%	2,581	6.4%
Unincorporated	36,779	113	0.3%	759	2.1%		0%	103	0.3%	21	0.1%	25	0.1%	1,008	2.7%
San Joaquin County Environmental Justice Areas	87,641	2,227	2.5%	1,134	1.3%	1,920	2.2%	3	0.0%	0	0.0%	0	0.0%	5,159	5.9%
Escalon	-		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Lathrop	10,450	661	6.3%		0.0%		0.0%	3	0.0%		0.0%		0.0%	661	6.3%
Lodi	3,287		0.0%	185	5.6%		0.0%		0.0%		0.0%		0.0%	185	5.6%
Manteca	3,155		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Ripon	-		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Stockton	70,259	1,553	2.2%	909	1.3%	1,920	2.7%		0.0%		0.0%		0.0%	4,259	6.1%
Tracy	-		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Unincorporated	488	13	2.6%	40	8.3%		0.0%		0.0%		0.0%		0.0%	53	10.9%
EJ Households as a Percent of Total	28.81%	32.97%		24.54%		100%		0.19%		0.00%		0.00%		29.61%	

Housing Choice

Housing mix by type is an important performance measure in EJ communities, where housing affordability weighs heavily on a household's ability to pay for other necessities, such as health care, food, clothing, and transportation. A more diverse housing mix, which includes multifamily housing, as well as single-family housing, can help to assure that individuals and families at all income levels have a safe place to stay. An equity analysis of the housing mix was conducted to understand the Draft Plan's impact on housing choice throughout San Joaquin County.

Table P4-1 (Page 2) shows the results of the analysis conducted on the mix of single-family and multifamily housing types available in the Base Year and 2046 for both 2018 Plan and Draft Plan alternatives. Of the two alternatives, the Draft Plan will increase housing choice the most in both EJ communities and non-EJ communities. The Draft Plan will also provide more housing choice in EJ communities (60% single family/40% multifamily) than in non-EJ communities (66% single family/44% multifamily).

While these outcomes are optimistic, there is also a growing body of research that indicates providing multifamily and subsidized housing options in all neighborhoods increases household access to opportunity by ensuring residents of all income levels are able to access high-quality schools, jobs and services. While the Draft Plan improves housing choice across the region, SJCOG acknowledges the potential for unintended consequences resulting in worsening conditions of concentrated poverty and segregation in identified EJ communities. Therefore, to promote federal and state fair housing goals, SJCOG will continue to work with local jurisdictions, which directly shape land use and zoning policy, to improve access to opportunity for all residents of San Joaquin County.

Roadway Expenditure Benefits

To gauge to the extent EJ communities

proportionately benefit from roadway expenditures compared to the general population, an equity analysis of the relative benefit received from roadway improvement expenditures was performed. Using the SJCOG travel demand model, a select link analysis was performed on regionally significant roadways identified for capacity improvements in the Draft Plan. The analysis yields the percentage of vehicle demand whose origin is an EJ community (i.e., TAZ) versus non-EJ community (TAZ).

To determine the environmental justice area's share of the use of the improved facilities, a representative list of improved regionally significant roadway facilities was first identified. These facilities are corridor-type facilities with regional significance (e.g., they are expected to carry over 20,000 ADT by 2046 according to the travel demand model) that are also programmed for improvements by 2046 according to the RTP project list. These roadways include:

- 11th Street
- Airport Way
- Arch/Sperry Road
- Byron Road
- Corral Hollow
- Eight Mile Road
- Grant Line Road
- Hammer Lane
- Lathrop Road
- Lower Sacramento Road
- Mountain House/International Parkway
- Thornton Road
- I-205
- SR 120
- SR 99
- I-5

In the travel demand model, the links within the project-limits of these roadway segments were specified by their A nodes and B nodes. Upon running the model with this set of selected links, a select link network file was generated in the model output. From this file, trips generated by EJ areas that also traverse these selected links were traced and the percentage share of these EJ trips in relationship to

the total forecasted traffic that uses these facilities was calculated.

Results indicate that approximately 40.8% of daily vehicle trips utilizing these improved roadways originate from EJ communities. This indicates that a significant proportion of EJ communities will benefit from future roadway investments resulting from the Draft Plan. The analysis shows that the benefit to EJ households from these facilities (40.8% of daily trips) is substantially higher than the overall percentage share of EJ households countywide (28.81%). The difficulty in definitively concluding disproportionate benefit in the analysis for roadway improvements in the RTP/SCS is a result of the difficulty in assessing proximity benefits from operation and maintenance improvements for EJ communities versus the general population as well as the limitation that available data covers only modal difference for work trips. Absent a definitive locational analysis, one might argue that projects in the maintenance category would exhibit an inverse relationship to the regional roadway expansion projects as roads are not slated to be otherwise improved would make up the bulk of the maintenance expenditures. Of additional import to the equity discussion is that while workers in low-income households make up approximately 23% of total work trips by automobile, nearly 90% of low-income households either drove alone or carpooled for their primary means of getting to work. In addition, investments in roadway improvements also benefit transit riders in the County given that transit within San Joaquin County is primarily bus transit.

High Quality Transit Access to Low-Wage Employment

As an additional measure of transit accessibility for EJ communities, a spatial analysis was conducted by overlaying Longitudinal Employer-Household Dynamics (LEHD) data for San Joaquin County on a half-mile walk shed from high quality transit (HQT). High quality transit includes any bus transit line that operates with 15-minute frequency during peak

commute time, as well as any rail transit stations. LEHD data provides information to analyze the location of jobs by income, identifying total employment in three income categories: Low, Medium, and High. For this analysis, low-wage jobs were targeted, which LEHD defines as jobs with earnings that total \$1,250 per month or less. The analysis also identified low wage job categories and used employment sector forecast were used to determine the projected 2046 low wage employment.

As can be seen in Table P4-3, the highest number of accessible low-wage jobs within the region in 2046 will be located primarily within the urban core of San Joaquin County, within the City of Stockton (13,097). Approximately 74% of those jobs are located within Stockton's EJ areas. Outside of Stockton the next highest number of low-income jobs near high quality transit is projected in the City of Lodi (1,408), where approximately 13% of these jobs will be in EJ communities.

The results of the analysis show that of the total low-wage jobs in San Joaquin County, at least 22% of them in 2046 will be located near high quality transit. Additionally, of the low-wage jobs near high quality transit, approximately 62% will be located within the region's EJ communities. Except for rail stations scattered throughout San Joaquin County, existing and future high-quality transit lines are found primarily serving the urban core. Because it is challenging to predict the location of low-wage jobs in the future, this layer was held constant for the analysis. The existing and future high-quality transit lines and stations were then overlaid on the map, inferring improved access to low-income jobs resulting from planned investments in the Draft Plan. While high quality transit may be improving access to jobs within the urban core, access to jobs outside of the urban core will be limited to train station areas and non-high-quality transit service in outlying areas of the County in the future.

Table P4-3 High Quality Transit Access to Low Wage (LW) Jobs for San Joaquin County and Environmental Justice Areas

	1/2 Mile of HQT LW Jobs in EJ Areas		% of LW Jobs near HQT in EJ Areas	Total LW Jobs near HQT in County	% of Total LW Jobs near HQT	Total LW Jobs in County	% of LW Jobs County Total	Total Jobs in County	
	Existing (2016) TOT	Growth 2016-2042	Future (2046) TOT						
San Joaquin County	3,858	6,267	10,125	62%	16,283	22%	75,589	24%	311,427
Escalon	0	0	0	0%	0	0%	581	29%	2,030
Lathrop	32	36	68	70%	97	3%	3,406	24%	14,242
Lodi	169	13	183	13%	1,408	23%	6,136	23%	26,523
Manteca	111	112	223	27%	831	12%	7,089	28%	25,056
Ripon	0	0	0	0%	209	18%	1,156	24%	4,742
Stockton	3,546	6,105	9,651	74%	13,097	33%	39,426	25%	160,457
Tracy	0	0	0	0%	610	7%	9,173	23%	39,454
Unincorporated	0	0	0	0%	32	0%	8,623	22%	38,923

Health Equity Analysis

An additional analysis was conducted to consider the health equity impacts of the land use and transportation policies and projects included in the RTP. SJCOG piloted the use of public health performance metrics during the 2022 RTP/SCS cycle and applied these to conduct a spatially based equity analysis. The results of the analysis for the 2022 Plan are summarized in this section, however, the full health indicators report can be found in the Scenario Development Report (Appendix S).

The health equity analysis focuses on California Tax Credit Allocation Committee (TCAC) High Segregation and Poverty Opportunity Areas and Low Resource Opportunity Areas, which together are approximately equivalent to EJ communities. For more detail, please see Appendix P2. The analysis determines whether the 2018 Plan (Scenario A) and the Draft Plan (Scenario E) will improve health outcomes in the High Segregation/Poverty and Low Resource areas between 2016 and 2046. Tables P4-4 and P4-5 show the results of the analysis.

**Table P4-4 TCAC Opportunity Areas Health Metrics
High Segregation and Poverty Areas**

Health Metric Categories	Percentage in TCAC Opportunity Area of High Segregation & Poverty			Absolute Difference from Baseline			Relative Difference from Baseline		
	Baseline	Scenario A	Scenario E	Baseline	Scenario A	Scenario E	Baseline	Scenario A	Scenario E
Percent of Adults with a BMI>25	68.0%	66.6%	65.6%	-	-1.4%	-2.4%	-	-2.06%	-3.53%
Percent of Adults with a BMI>30	32.4%	31.2%	30.5%	-	-1.2%	-1.9%	-	-3.70%	-5.86%
Percent of population with Type 2 Diabetes	10.7%	10.5%	10.2%	-	-0.2%	-0.5%	-	-1.87%	-4.67%
Percent of population with Coronary Heart Disease	2.6%	2.6%	2.6%	-	0.0%	0.0%	-	0.00%	0.00%
Percent of Population with Hypertension	29.6%	28.8%	28.0%	-	-0.8%	-1.6%	-	-2.70%	-5.41%

**Table P4-5 TCAC Opportunity Areas Health Metrics
Low Resource Areas**

Health Metric Categories	Percentage in TCAC Opportunity Area of Low Resource			Absolute Difference from Baseline			Relative Difference from Baseline		
	Baseline	Scenario A	Scenario E	Baseline	Scenario A	Scenario E	Baseline	Scenario A	Scenario E
Percent of Adults with a BMI>25	67.7%	66.3%	66.1%	-	-1.4%	-1.6%	-	-2.07%	-2.36%
Percent of Adults with a BMI>30	31.8%	30.4%	30.2%	-	-1.4%	-1.6%	-	-4.40%	-5.03%
Percent of population with Type 2 Diabetes	10.3%	9.4%	9.3%	-	-0.9%	-1.0%	-	-8.74%	-9.71%
Percent of population with Coronary Heart Disease	2.8%	2.6%	2.6%	-	-0.2%	-0.2%	-	-7.14%	-7.14%
Percent of Population with Hypertension	30.0%	28.4%	28.3%	-	-1.6%	-1.7%	-	-5.33%	-5.67%

Highlights of the health equity results) are as follows:

- Percent with BMI>25: This is an indicator of community health. Being overweight is a risk factor for other chronic and infectious diseases. Scenarios A and E are expected to reduce the percentage of the population with BMI >25. Scenario E will result in the largest reduction.
- Percent with BMI> 30: Scenarios A and E are expected to reduce the percentage of the population with BMI >25. Scenario E will result in the largest reduction.
- Type 2 Diabetes: The largest reductions in the percentage of the population with diabetes will occur in Low Resource areas for Scenarios A and E, with the largest reduction in Scenario E. High Segregation/Poverty areas will see smaller reductions with the largest reduction in Scenario E.
- Coronary Heart Disease: Scenarios A and E are not expected to significantly reduce the percentage of the population with coronary heart disease in High Segregation/Poverty areas. In Low Resource areas, both scenarios A and E will reduce the percentage of the population with coronary heart disease.

- Hypertension: In High Segregation/Poverty areas, the largest reduction will be in Scenario E . In Low Resource areas, both scenarios are similar in the expected impact.

In general, it was found that both Scenarios A and E will improve health outcomes in both high segregation/poverty and low resource areas with the largest improvements in Scenario E.

Transportation Investment Analysis

This section summarizes the results from an analysis of Draft Plan investments for their relative benefit on minority and low-income populations, compared to non-minority and non-low-income populations. The methodology for conducting the transportation investment analysis is described in more detail in Appendix P2. The legal context for the analysis is provided in Appendix P1.

The transportation investment analysis includes the following components:

- The transportation investment analysis is a population-based analysis, which quantifies the benefits of the region’s transportation investments, and assigns these benefits to low-income and minority populations based on their share of system usage. This share of

benefits is then compared to the overall share of minority and low-income populations in the region.

- A public transit investment analysis, which satisfies Title VI requirements.

Population-Based Analysis

This analysis illustrates the distribution of the investments relative to different population subgroups in the region by comparing the estimated share of investments that benefit low-income and minority populations to the share of their respective use of the transportation system. This evaluation centers on populations of concern, low-income and minorities, to estimate the average distribution of benefits across the region.

To conduct the analysis, the Draft Plan investments were divided into categories matching available data on means of transportation to work. Draft Plan investments were divided into five categories: Regional Roadways and Highways, Roadway Operations and Maintenance, Bus Transit, Rail Transit, and Bicycle and Pedestrian. Overall, the Draft Plan investment strategy is a balanced approach to support the development of a multi-modal transportation system. Table P4-6 displays the funding amounts made available by modal category in the Draft Plan.

TABLE P4-6. DRAFT PLAN FUNDING BY MODAL CATEGORY

Modal Category	Funding (in millions)	Percent of Total Funding
Regional Roadways and Highways	\$2,721	21.8%
Roadway Operations and Maintenance	\$4,638	37.2%
Bus Transit	\$3,247	26.0%
Rail Transit	\$1,485	11.9%
Bicycle & Pedestrian (Active Transportation)	\$384	3.1%
Total	\$12,476*	100%

*Total funding is \$12.670 (billions) with airport projects.

For the population-based analysis, as a first step, share of transportation system usage by income and minority status was determined using the most recent data available from the Census Transportation Planning Package (CTPP). Alongside demographic information, the CTPP data includes detailed estimates of means of transportation to work. Using this data, the share of transportation system usage was determined by calculating the percent of work trips by means of transportation by income and minority status and summarized in Table P4-7.

For this analysis, low-income workers were defined using the Regional Housing Needs Assessment (RHNA) income guidelines, which include extremely low, very low, and low-income households. ¹ Using this definition, households with income below \$51,545 were designated as low-income households for the transportation investment analysis. To match this income limit with available data, workers from households with income below \$50,000 were used for the analysis.

Table P4-7. Share of Transportation System Usage by Income and Minority Status

Means of Transportation to Work	Income Status*		Minority Status	
	Low-Income	All Other	Minority	Non-Minority
Drove Alone or Carpool	26.0%	74.0%	63.2%	36.8%
Bus	38.3%	61.7%	76.9%	23.1%
Rail	12.0%	88.0%	62.5%	37.5%
Bicycle or Pedestrian	45.1%	54.9%	54.3%	45.7%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five Year Estimates. Special Tabulation: Census Transportation Planning Package

*Using 2016 dollars

To determine relative benefits by income status, transportation investments from the Draft Plan were assigned to either low-income households or all other households. Following in Table P4-8, expenditure by modal category was determined by allocating expenditures by the respective share of transportation system usage by low-income population. The share of benefit for all other workers was then calculated by subtracting the calculated share for low-income workers from all expenditures

for each modal category of funding. Overall, project investment totaled to \$3.5 billion for low-income households, while investment totaled \$8.9 billion for all other households. Compared to their share of total population in the region (26.4%), low-income households receive 28.1% of total benefit from Draft Plan investments based on their share of usage of the transportation system.

¹ SJCOG Regional Housing Needs Assessment. See: <http://www.sicog.org/113/Regional-Housing-Needs-Allocation>

Table P4-8. Funding Expenditure by Mode and Income Status

Modal Category	All Expenditures	Low-income Households	All other Households
Share of Total Population		26.4%	73.6%
Regional Roadways & Highways	\$2,721,354,416	\$707,552,148	\$2,013,802,268
Roadway Operations and Maintenance	\$4,638,416,071	\$1,205,988,178	\$3,432,427,893
Bus Transit	\$3,247,248,040	\$1,243,695,999	\$2,003,552,041
Rail Transit	\$1,484,605,791	\$178,152,695	\$1,306,453,096
Bicycle and Pedestrian	\$384,078,224	\$173,219,279	\$210,858,945
Total	\$12,475,702,542	\$3,508,608,300	\$8,967,094,242
Share of Total Benefit		28.1%	71.9%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five Year Estimates. Special Tabulation: Census Transportation Planning Package

Table P4-9 summarizes the calculated benefit by minority status. Overall, Draft Plan investment benefit totaled \$8.3 billion for minority populations, while for non-minority populations the benefit totaled \$4.2 billion. Compared to their share of total

population in the region (62.5%), minority populations receive 66.4% of total benefit of Draft Plan investments based on their share of usage of the transportation system.

Table P4-9. Funding Expenditure by Mode and Minority Status

Modal Category	All Expenditures	Minority	Non-Minority
Share of Total Population		62.5%	37.5%
Regional Roadways & Highways	\$2,721,354,416	\$1,719,895,990	\$1,001,458,425
Roadway Operations and Maintenance	\$4,638,416,071	\$2,931,478,957	\$1,706,937,114
Bus Transit	\$3,247,248,040	\$2,497,133,743	\$750,114,297
Rail Transit	\$1,484,605,791	\$927,878,619	\$556,727,172
Bicycle and Pedestrian	\$384,078,224	\$208,554,476	\$175,523,748
Total	\$12,475,702,542	\$8,284,941,786	\$4,190,760,756
Share of Total Benefit		66.4%	33.6%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five Year Estimates. Special Tabulation: Census Transportation Planning Package

In addition to calculating total benefit to low-income and minority populations based on transportation system usage, a comparison of funding expenditures per household was conducted. To calculate relative benefits for low-income households, the total benefit for each modal category in Table P4-10 was divided by the total estimate of low-income households which results in per household expenditures by

modal category. Using similar methods for the minority population, per capita expenditures by modal category are summarized in Table P4-11.

On a per household basis, the result of the analysis indicates a disproportionate share of Draft Plan expenditures accruing to non-low-income households (Table P4-10). Modal category expenditures

benefitting low-income households are less when compared to all other households except for bicycle and pedestrian. The disparity is most pronounced in the roadway and rail categories.

On a per capita basis, the result of the analysis

indicates that non-minority populations are receiving a disproportionate share of Draft Plan expenditures (Table P4-11) except for bus transit. Modal category expenditures benefiting minority populations are slightly less when compared to non-minority populations.

Table P4-10. Funding Expenditures per Household by Income Status

	All	Low-Income Households	All Other Households
Households	228,567	88,898	139,669
Regional Roadways & Highways	\$11,906	\$7,959	\$14,418
Roadway Operations and Maintenance	\$20,293	\$13,566	\$24,575
Bus Transit	\$14,207	\$13,990	\$14,345
Rail Transit	\$6,495	\$2,004	\$9,354
Bicycle and Pedestrian	\$1,680	\$1,949	\$1,510
Total	\$54,582	\$39,468	\$64,202

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Table P4-11 Funding Expenditures per Capita by Minority Status

	All	Minority	Non-Minority
Population	742,603	506,094	236,509
Regional Roadways & Highways	\$3,665	\$3,398	\$4,234
Roadway Operations and Maintenance	\$6,246	\$5,792	\$7,217
Bus Transit	\$4,373	\$4,934	\$3,172
Rail Transit	\$1,999	\$1,833	\$2,354
Bicycle and Pedestrian	\$517	\$412	\$742
Total	\$16,800	\$16,370	\$17,719

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

An important limitation to this analysis is that it relies on data regarding means of transportation to work, thus only capturing a specific trip purpose. Therefore, the calculated share of transportation system usage may not represent a comprehensive picture of actual system usage by the region's population.

To provide further understanding of benefits to

environmental justice communities, additional analyses are included to assess equity impacts of roadway (see Roadway Expenditure Benefits) and transit projects (see High Quality Transit Access to Low-Income Employment) included in the Draft Plan. For further discussion and analysis of public transit investment, please refer to Appendix P5 for the Title VI Report.

P5 Title VI Report

This section summarizes the results of the Title VI analysis, called out separately to satisfy federal requirements related to nondiscrimination in the metropolitan planning process. For more information on the regulatory framework underlying this analysis, see Appendix P1.

Title VI Analysis and Results

The purpose of this analysis is for SJCOG to demonstrate compliance with federal regulations related to Title VI of the Civil Rights Act of 1964. The U.S. Department of Transportation's (DOT) Title VI regulations prohibit recipients of federal transportation funds from utilizing criteria or methods of administration that have the effect of subjecting persons to discrimination based on their race, color or national origin. As an operating entity within DOT, the Federal Transit Administration (FTA) provides more specific guidance to metropolitan planning organizations on how to demonstrate Title

VI compliance (see Appendix P1 and P2 for more details).

The first step in the analysis is to identify the combined share of federal and state transit investments in the Draft Plan (Table P5-2). The investments included in the plan total \$12.5 billion over a 24-year period, for a wide range of projects that include roadway maintenance, highway projects, active transportation programs and transit operations. Of the total Draft Plan investments, \$4.7 billion are allocated to transit operations, maintenance, modernization and expansion. Therefore, public transit makes up a significant share of investments made in the Draft Plan, approximately 38% of the \$12.5 billion total. Of the total Draft Plan investments made in public transit, 29.6% percent (or \$1.4 billion) comes from various federal and state sources, listed in Appendix P2. The Title VI analysis is conducted on this amount (\$1.4 billion).

Table P5-1. Share of Population and Public Transit Commute by Minority Status

	Total	Minority	Non-Minority
Total Population	742,603	506,094	236,509
Percent of Total Population		68.2%	31.8%
Commute Population	303,147	199,455	103,692
Percent of Commute Population		65.8%	34.2%
Public Transit Commuters	5,055	3,656	1,399
Percent of Total Public Transit Commuters		72.3%	27.7%

Source: U.S. Census Bureau, American Community Survey 2015-2019 Five Year Estimates

This analysis relies on a calculated share of transportation system usage. The share of public transit commuters by minority status was determined by dividing the estimate of minority commuters with the total estimate of commuters by public transit (Table P5-1). Compared to their share of the total commute population (65.8%), minority commuters make up a greater share of total public transit commuters (72.3%).

Next, federal and state investments in transit are allocated to minority and non-minority populations using the same methodology used in the transportation investment analysis found in Appendix

P4. Essentially, federal and state investments in public transit are allocated to minority or non-minority populations based on their respective share of use for means of transportation to work. This allocation of funding to minority and non-minority populations based on their use of the transit system constitutes “benefit.” The results for each subgroup are compared to estimate the relative benefit accrued to minority and non-minority populations. The total state and federal public transit benefit to minority populations is approximately \$999 million, compared to \$382 million to non-minority populations (Table P5-2).

Table P5-2. Disparate Impact Analysis Results, Population and Commuter Based

	Total	Minority	Non-Minority
Total State and Federal Funding for Public Transit	\$1,380,741,432	\$998,613,388	\$382,128,044
Per Capita Benefit		\$1,973	\$1,616
Per Commuter Benefit		\$5,007	\$3,685
Share of Total State and Federal Investment		72.3%	27.7%
Total Draft Plan Public Transit Funding	\$4,663,930,878	\$3,373,161,482	\$1,290,769,396
Per Capita Benefit		\$6,665	\$5,458
Per Commuter Benefit		\$16,912	\$12,448
Share of Total Draft Plan Investment		72.3%	27.7%

Finally, investments are distributed on a per capita basis, so that investment benefits allocated to the region's minority transit commuters can be compared to investment benefits allocated to the region's non-minority commuters. The results from this analysis are summarized in Table P5-2.

Following FTA guidance, SJCOG's disparate impact analysis of Draft Plan investments reveals that, on a per capita basis, minority populations in the region would receive \$1,973 of federal and state public transit investment benefits compared to \$1,616 for non-minority populations. The share of investments based on a per capita basis is proportional to the share of minority (68.2%) and non-minority (31.8%) populations in the region. On a transit commuter basis, minority riders would receive \$5,007 of the federal and state public transit investment benefit compared to \$3,685 for non-minority transit riders. The share of investment benefits based on a per-commuter basis is proportional to the share of

minority (72.3%) and non-minority (27.7%) transit ridership. For additional comparison, the disparate impact analysis was also applied to the total Draft Plan investment in public transit.

Based on this analysis, the minority population of San Joaquin County benefits more from public transit funding than the non-minority population on a per capita basis, as well as a per commuter basis. The minority population subgroup garnering more of the benefit due to higher usage of transit for work commutes. As a result, investments in public transit generally have a greater benefit for minority populations proportionate to their share of use and their share of the regional population. Therefore, based on the results presented in Tables P5-1 and P5-2, SJCOG concludes that the Draft Plan is in compliance with Title VI of the Civil Rights Act of 1964 for the distribution of federal and state transit funds.

P6 Environmental Justice Report

This section summarizes the results of the Environmental Justice analysis, which is called out separately to satisfy federal requirements in the regional planning process. For more information on the policy framework underlying this report, see Appendix P1. For more information about methodology, see Appendix P2.

Environmental Justice Analysis and Results

Under Executive Order 12898 and the associated DOT Order on Environmental Justice, SJCOG must assist DOT, FTA and the Federal Highway Administration (FHWA) in their mission “to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects” on environmental justice (EJ) populations. For this analysis, adverse effects are determined using the results from the three land use performance measures, described in Appendix P2 and discussed in Appendix P4. SJCOG defines EJ communities in Appendix P2 as census tracts in San Joaquin County meeting one or both concentration thresholds for minority population (<80%) or population living below 150% of the federal poverty threshold (40%+). The analysis must determine if EJ communities share in the benefits of the Draft Plan’s investments without bearing a disproportionate share of burdens.

As noted in Appendix P2, to make this determination, this report uses the DOT definition of a “disproportionately high and adverse effect,” which relies on meeting the following two conditions:

- An adverse impact is predominately borne by minority and/or low-income populations, and
- An adverse impact on minority and/or low-income populations is significantly more severe or greater in magnitude than the

adverse effect on non-minority and/or non-low-income populations.

The following discussion includes a duplication of results from an analysis of land use performance measures from Appendix P4. The results provide the basis for demonstrating compliance with federal requirements for the Environmental Justice Executive Order 12898.

Analysis of Land Use Performance Measures

To conduct the analysis of benefits and burdens on disadvantaged communities, SJCOG identified three land use performance measures, which are a subset of performance measures for the Draft Plan. The performance measures examined in this section include indicators that impact transit accessibility, air pollution exposure, and housing choice. Using SJCOG’s Envision Tomorrow land use model, the performance measures are projected from the base year of 2016 to 2035 and controlled to 2046 numbers to compare the impact of the 2018 Plan alternative and the Draft Plan.

Table P6-1 summarizes the modeled results for each of the land use performance measures, which was applied to EJ and non-EJ communities of San Joaquin County.

Table P6-1. Summary of Results for Land Use Performance Measures¹

Performance Measure	Sub-Geography	Base Year²	2018 Plan³	Draft Plan³
Percent (and number) of <i>total</i> households / employment located within ½ mile of high quality transit stops and centers	EJ Communities	18.9% / 29.9% (12,822 / 26,683)	19% / 25.6% (15,813 / 30,461)	23.9% / 30.1% (20,965 / 36,591)
	Non-EJ Communities	4.6% / 12.9% (7,333 / 19,327)	4.1% / 10.9% (9,011 / 21,064)	4.2% / 11.1% (9,032 / 21,161)
Percent (and number) of <i>total</i> households within 500 feet of freeway	EJ Areas	5.3% (3,557)	5.3% (4,423)	6.1% (5,354)
	Non-EJ Communities	5.4% (8,613)	5.6% (12,300)	5.7% (12,384)
Percent (and number) of <i>total</i> Housing Mix by Single Family / Multifamily Units	EJ Areas	69% / 31% (49,324 / 22,183)	66% / 34% (57,691 / 30,203)	60% / 40% (55,104 / 37,171)
	Non-EJ Communities	81% / 19% (137,256 / 31,856)	76% / 24% (176,531 / 55,689)	74% / 26% (169,457 / 58,442)

¹ Results projected to year 2035 and controlled to 2046 numbers

² Base year is 2016

³ Year 2046 projections

In Table P6-2, SJCOG summarizes its analysis of the results from Table P6-1 to show whether there are

any “disproportionately high and adverse effects” resulting from the Draft Plan on EJ communities.

Table P6-2. Summary of Environmental Justice Analysis Results for the Draft Plan

Performance Measure	Does the Draft Plan have an adverse effect on EJ communities?*	Is the adverse effect disproportionately high?**
	<i>Draft Plan versus 2018 Plan Alternative for EJ communities (see Table P4-1)</i>	<i>EJ communities vs. Non-EJ communities (see Table P4-1)</i>
1. Percent of total households / employment located within ½ mile of high quality transit stops and centers	No	No
2. Percent of households within 500 feet of freeway	No	No
3. Percent of total housing mix by single-family / multifamily	No	No

*Compares the analysis results for the 2018 Plan Alternative and the Draft Plan to determine whether the measure is moving in the right direction for EJ populations.

**Compares the analysis results for the Draft Plan relative to EJ and non-EJ communities. An EJ community is determined to experience “disproportionately high adverse effect” when the Draft Plan has an adverse effect on EJ communities AND when the adverse impact from the Draft Plan is greater than the adverse impact of the No Build Alternative.

Using the results summarized in Table P4-1, the environmental justice analysis determined no adverse effects on EJ communities when comparing the impact of the 2022 Plan alternative and the Draft Plan.

In the case of percent total households / employment located within ½ mile of high-quality transit stops and centers, EJ communities would experience a higher benefit under the Draft Plan compared to the 2018 Plan alternative (see Table P4-1) with 23.9% of all households and 30.1% of all employment within ½ mile of high-quality transit stops versus 19% and 25.6 percent) for the 2018 Plan. With the Draft Plan, EJ communities would have a much higher percentage of households and employment within ½ mile of high-quality transit than non-EJ communities (4.2% and 11.1%).

The Draft Plan will have a higher percent (6.1%) of households within 500 feet of a freeway than the

2018 Plan (5.3%) in EJ Communities. The Draft Plan will also have a higher percent in EJ communities than in non-EJ communities (6.1% versus 5.7%). These are the result of the Draft Plan having much higher percentages of infill and redevelopment acres than the 2018 Plan. Infill and redevelopment acres tend to be located within or near the urban core where there is a higher density of freeways. Because the differences are minimal, SJCOG determined that this did not rise to the level of “significantly more severe” or “greater in magnitude”.

For housing mix, the Draft Plan will provide more housing choice in EJ communities than the 2018 Plan alternative. The Draft Plan will result in housing mix of 60% single-family and 40% multifamily while the 2018 Plan will have a housing mix of 66% and 34%.

With the Draft Plan, EJ communities will have more housing choice than in non-EJ communities (60%/40% versus 74%/26%).

P7 NEXT STEPS

In addition to demonstrating compliance with its statutory obligations under Title VI of the Civil Rights Act of 1964 and Executive Order 12898, this report represents a significant effort to consider social equity in a regional planning context. The analyses included in the report explored various Draft Plan benefits and burdens. For instance, an overall positive impact on transit accessibility and housing choice will be felt in Environmental Justice (EJ) communities. Despite these benefits, however, the transportation investment analysis reveals several disparities by income and minority status on per household and per capita total investment in the Draft Plan. Additionally, the burdens associated with exposure to air pollution from living near freeways were found to be slightly more in EJ communities than in the remainder of the region. However, the benefits from roadway capacity investments were found to be proportional to the EJ communities' share of population in the region.

SJCOG again incorporated public health metrics into the regional planning context and deployed the metrics to understand the impact of its investments in environmental justice communities. In many ways, this report represents a snapshot of the region at a fixed point in time and much of what is presented here is limited by elements of the planning process and the methodology used to conduct the analysis.

Moving forward, this section summarizes some of the next steps for SJCOG, which build upon the findings from the Environmental Justice, Title VI, and Social Equity Report. These next steps refer to implementation measures of the 2022 RTP/SCS, as well as refinements to the equity analysis for the next RTP/SCS update.

RTP/SCS Implementation

SJCOG is committed to meeting the mobility and access needs of low-income, minority and other transportation-disadvantaged populations. This

commitment is reflected in the highlighted implementation activities below:

- **Measure K Bicycle, Pedestrian, and Safe Routes to School Program and Smart Growth Incentive Program:** The programs provide funding to expand and enhance pedestrian and bicycle safety and facilities within San Joaquin County, as well as infrastructure improvements that support infill development and neighborhood revitalization. In February 2021, over \$20 million of Measure K funding was approved by the SJCOG Board to move 14 projects and plans forward, several of which are located within identified EJ communities.
- **SB 1 Planning Studies:** SJCOG will use a portion of its allocated SB 1 planning funds for the Active Transportation Plan in Priority Neighborhoods. This study examines existing bike and walking infrastructure across the region to determine barriers communities with higher rates of health disparities may face in accessing opportunities to improve physical health. This study will determine program and project needs for improving public health, reducing congestion, and decreasing greenhouse gas emissions at the neighborhood scale and assist local jurisdictions with pursuing implementation funds.
- **Stockton Mobility Collective:** This program is funded through an awarded \$7 million grant from the California Air Resource Board (CARB) for the Sustainable Transportation Equity Project (STEP). The SJCOG grant, titled the Stockton Mobility Collective, is a bundle of projects including electric bike share, electric car share, mobile ticketing options, and workforce development. This program will result in a pilot project that will introduce

electric carshare and bikeshare services to the South Stockton area, a community of concern.

Refinements to the Social Equity Analysis

To build upon the work presented in this document, SJCOG staff will continue to make improvements to the planning process and methodology to develop a

social equity and environmental justice lens for the San Joaquin region that ensures effective action on behalf of the region’s disadvantaged communities. With input from stakeholders and members of the public, SJCOG may pursue several items in the next RTP/SCS update to enhance efforts to address social equity in the region (Table P7-1).

Table P7-1. Refinements for 2026 RTP/SCS Social Equity Analysis

Planning Process Improvements	Methodology Enhancements
<ul style="list-style-type: none"> • Provide opportunities for advocates and residents of EJ communities to participate in the design of public surveys. • Improve public surveys so that responses from residents from EJ communities could be easily identified. • Provide specific forums or focus groups on Environmental Justice, Title VI, and social equity issues in the San Joaquin region. One such forum would be SJCOG’s Speaker Series. 	<ul style="list-style-type: none"> • Investigate key regional trends that effect low-income and minority communities in greater detail. • Use the RTP/SCS Regional Progress Report to monitor progress made toward the Plan's goals in Environmental Justice communities. • Use the findings of the Gentrification and Displacement Risk Assessment (Described in Chapter 3) to identify gentrification and displacement risk in the region.

Appendix O

FTIP Checklist and Development Guidance

2023 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- ✓ The *Draft* 2023 FTIP at the start of the FTIP public review period but not later than **August 30, 2022**.
- ✓ Upload the final 2023 FTIP, along with any amendments and to the 2023 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2022**.
- ✓ Email web-link to the Final 2023 FTIP and amendments to Caltrans by **September 30, 2022**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2023 FTIPs are not required.

Verify that your draft and final FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Board resolution that addresses the following. Include signed board resolution with your final 2023 FTIP.
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) Part 450
 - Consistency with the Regional Transportation Plan (RTP)____(e.g. RTP 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets air quality conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO’s Public Participation Plan (PPP)
- Federal Performance Measures:
 - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).
 - Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
 - Submit FTIP Performance Measures Reporting Workbook in Excel via email.
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated _____
- Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Web link to the CMAQ and STBGP project selection process

Appendix P

Response to Comments

DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) RESPONSE TO
COMMENTS

After the release of the draft 2023 FTIP for public review, Caltrans and RTD staff supplied comments. No verbal or written comments were received at the Public Hearing at SJCOG's Executive Committee meeting on July 22, 2022. A number of updates and corrections were made to the document to create the final draft for consideration of SJCOG Board adoption on August 25th, 2022.

Organization	Name	Title	Date Received
Caltrans, Division of Financial Planning	Abhijit Bagde	Senior Transportation Engineer	July 14, 2022
RTD	Kenneth Baxter	Government Affairs Director	July 29, 2022

Comments Issued by Caltrans, Division of Financial Planning

General Comments:	
1. Federal/State Planning and Programming Process: Please use the attached updated image.	Updates made, as requested
2. Page 8,9: Operation and Maintenance: Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation for the SJCOG region. Describe the plan to deal with the \$25.3M shortfall identified for bridges in the region.	A "System Preservation, Operation, and Maintenance Costs" section was added. The sentence with the \$25.3 million was formatted incorrectly and will be corrected to highlight the money for bridge improvements.
3. Page 12: Financial Plan: Remove HES and HR3 from the list.	Updates made, as requested
4. Include weblink for the CMAQ project selection process.	Updates made, as requested

Financial Summary:	
1. SHOPP: Update the revenue and programming per attached latest report.	Updates made, as requested
2. FTA 5310 Program: Clarify Revenue basis for the 4-years of the 2023 FTIP as CTC adopts the project list for this program each year.	Estimates are based on prior year apportionments. The plan is updating these numbers through an admin. amendment in the future.
3. Highway Bridge Program: Clarify why the revenue for FY 2022/23 does not include funding for the Navy Drive Bridge. Please refer to the listing transmitted on 03/23/2022.	Navy Drive Bridge was programmed as a stand alone project with funds programmed in prior years.

Performance Measures Template:	
1. On the PM 3 tab, in the Summary of Projects table, please indicate values (can be zero, or 57, or 59) for the truck travel time reliability projects row and keep the note at the bottom of the table.	Updates made, as requested
2. For the TAM and Transit Safety tabs, in the summary of projects tables, please format the % columns in the total FTIP Investments row to indicate 100%.	Updates made, as requested

Project Listings:	
1. Include RTP information (RTP No. or Page No.) for all projects.	The table number(s) of 2022 RTP/SCS Project List (Appendix F) were added to those projects without RTP no.
2. Please expand "GPF" to "Grouped Project For" for all of the affected projects.	Updates made, as requested
3. CTIPS Id 21200000691: Include project location.	Updates made, as requested
4. CTIPS Id 21200000717, 21200000718: Clarify programming for the 4-years of the 2023 FTIP as CTC adopts the FTA 5310 project list for this program each year.	Estimates are based on prior year apportionments. The plan is updating these numbers through an admin. amendment in the future.
5. CTIPS Id 21200000608: Clarify if toll credits are used. Also, the funding programmed include funding for the project component in Merced County.	Toll credits are used. San Joaquin County and Merced County were split. The current planning amount is for San Joaquin County. The plan is updating Merced County via amendment in the future.
6. CTIPS Id 21200000685: This project can be removed from the FTIP as the Highway Maintenance Program has been discontinued.	Updates made, as requested
7. CTIPS Id 21200000753: Clarify what is meant by "Capitalized Maintenance".	Updates made, as requested
8. CTIPS Id 21200000437: Include project location.	Updates made, as requested
9. CTIPS Id 21200000773: Expand what are the "Upgrades". Also include "At various locations".	Updates made, as requested
10. CTIPS Id 21200000779, 21200000313: Project title is not consistent with the approved grouped project listings. Please see attached guidance.	Updates made, as requested
11. CTIPs Id 21200000001, 21200000757: Clarify if toll credits are used.	Toll credit are used.
12. CTIPS Id 21200000733, 21200000775: Provide details for the project scope.	General information allows the flexibility to meet operational demands; including contracting and bus procurement, to ensure service is not interrupted.
13. CTIPS Id 21200000630: Provide details for the buses being acquired such as length of the bus, number of passengers.	General information allows the flexibility to purchase buses that fits the operational demands to ensure service is not interrupted.

Comments Issued by RTD Staff

General Comments:	
1. Federal / State Planning & Programming Process figure: Update RTP # MPO/RTPA update every 2 to 4/5 years	Updates made, as requested
2. Update RTP/SCS project list for SJRTD	Updates made, as requested

Project Listings:	
1. CTIPS no. 21200000705: Add award no. CA-2021-001 to the description	Updates made, as requested
2. CTIPS no. 21200000731: Add award no. CA-2018-130 to the description	Updates made, as requested
3. CTIPS no. 21200000734: Add award no. CA-2021-001 to the description	Updates made, as requested
4. CTIPS no. 21200000735: Add award no. CA-2021-001 to the description. Update total to \$7,774,710	Updates made, as requested.
5. CTIPS no. 21200000161: Add award no. CA-2020-048 to the description.	Updates made, as requested
6. CTIPS no. 21200000474: Add award no. CA-2021-099 to the description.	Updates made, as requested
7. CTIPS no. 21200000610: Add award no. CA-2021-099 to the description.	Updates made, as requested
8. CTIPS no. 21200000686: Add award no. CA-2019-163 to the description. Project closed.	Updates made, as requested. Project removed from CTIPS listing.
9. CTIPS no. 21200000733: Add award no. CA-2020-048 to the description.	Updates made, as requested
10. CTIPS no. 21200000737: Add award no. CA-2022-093 to the description.	Updates made, as requested
11. CTIPS no. 21200000739: Add award no. CA-2020-154 to the description.	Updates made, as requested

Appendix C - Performance Measures:	
1. Update PTASP Targets for RTD	Updates made, as requested
2. Update amount programmed from over \$7 to \$3.2 million in contributions of RTD into the PTASP-related investments into the bus and facilities	Updates made, as requested

Caltrans Comments

Travis Yokoyama

From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>
Sent: Thursday, July 14, 2022 12:08 PM
To: Ryan Niblock
Cc: Dayak, Silvia@DOT; Travis Yokoyama
Subject: Review comments on SJCOG's Draft 2023 FTIP

External Email:

Hello Ryan,

Thank you very much for providing us an opportunity to review the SJCOG's Draft 2023 FTIP. My compliments to you and staff for preparing an excellent document.

Please include response to the comments below when submitting the final 2023 FTIP to Caltrans.

Once adopted by the Board you may approve the 2023 FTIP in the DFTIP Module of CTIPS. Upon federal approval of the 2023 FSTIP we will transfer the 2023 FTIP to the regular CTIPS Module.

Let me know of any questions.

General Comments:

1. Federal/State Planning and Programming Process: Please use the attached updated image.
2. Page 8,9: Operation and Maintenance: Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation for the SJCOG region. Describe the plan to deal with the \$25.3M shortfall identified for bridges in the region.
3. Page 12: Financial Plan: Remove HES and HR3 from the list.
4. Include weblink for the CMAQ project selection process.

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2. FTA 5310 Program: Clarify Revenue basis for the 4-years of the 2023 FTIP as CTC adopts the project list for this program each year.
3. Highway Bridge Program: Clarify why the revenue for FY 2022/23 does not include funding for the Navy Drive Bridge. Please refer to the listing transmitted on 03/23/2022.

Performance Measures Template:

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Project Listings:

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4. CTIPS Id 21200000717, 21200000718: Clarify programming for the 4-years of the 2023 FTIP as CTC adopts the FTA 5310 project list for this program each year.
5. CTIPS Id 21200000608: Clarify if toll credits are used. Also, the funding programmed include funding for the project component in Merced County.
6. CTIPS Id 21200000685: This project can be removed from the FTIP as the Highway Maintenance Program has been discontinued.
7. CTIPS Id 21200000753: Clarify what is meant by "Capitalized Maintenance".
8. CTIPS Id 21200000437: Include project location.
9. CTIPS Id 21200000773: Expand what are the "Upgrades". Also include "At various locations".
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11. CTIPS Id 21200000001, 21200000757: Clarify if toll credits are used.
12. CTIPS Id 21200000733, 21200000775: Provide details for the project scope.
13. CTIPS Id 21200000630: Provide details for the buses being acquired such as length of the bus, number of passengers.

Abhijit J. Bagde, P.E.
Senior Transportation Engineer

Division of Financial Programming
Office of Federal Programming and Data Management
Phone: (916) 654-3638
Mobile: (916) 215-9785

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	PE	RW	CON
SHOPP - Bridge Preservation										
Road Maintenance and Rehabilitation Acc	\$279,216	\$5,260	\$5,322	\$10,126	\$250,000	\$8,508		\$7,791	\$26,306	\$245,119
TOTAL	\$279,216	\$5,260	\$5,322	\$10,126	\$250,000	\$8,508		\$7,791	\$26,306	\$245,119
SHOPP - Collision Reduction										
National Hwy System	\$12,566	\$2,871	\$9,695					\$2,850	\$121	\$9,595
Surface Transportation Program	\$36,802	\$7,738	\$9,371	\$19,693				\$10,046	\$2,173	\$24,583
TOTAL	\$49,368	\$10,609	\$19,066	\$19,693				\$12,896	\$2,294	\$34,178
SHOPP - Mandates										
National Hwy System	\$16,139		\$1,872	\$4,444		\$9,823		\$3,317	\$6,090	\$6,732
TOTAL	\$16,139		\$1,872	\$4,444		\$9,823		\$3,317	\$6,090	\$6,732
SHOPP - Mobility										
National Hwy System	\$58,068	\$8,929	\$49,139					\$8,234	\$1,299	\$48,535
Road Maintenance and Rehabilitation Acc	\$27,554	\$962	\$2,364	\$12,834		\$11,394		\$5,108	\$517	\$21,929
State Cash	\$5,645		\$471	\$1,087	\$4,087			\$1,539	\$31	\$4,075
TOTAL	\$91,267	\$9,891	\$51,974	\$13,921	\$4,087	\$11,394		\$14,881	\$1,847	\$74,539
SHOPP - Roadside Preservation										
National Hwy System	\$5,778	\$1,269	\$4,509					\$1,257	\$12	\$4,509
TOTAL	\$5,778	\$1,269	\$4,509					\$1,257	\$12	\$4,509
SHOPP - Roadway Preservation										
National Hwy System	\$148,523	\$14,318	\$113,660	\$3,812		\$16,733		\$19,271	\$3,606	\$125,646
TOTAL	\$148,523	\$14,318	\$113,660	\$3,812		\$16,733		\$19,271	\$3,606	\$125,646
MPO TOTAL	\$590,291	\$41,347	\$196,403	\$51,996	\$254,087	\$46,458		\$59,413	\$40,155	\$490,723

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	11200000430	SJ	10	1H360	4	Near Discovery Bay, at Old River Bridge No. 29-0045. Remove and replace the deteriorated fender system.	2,912	872	8,220
	11200000440	SJ	10	1H200	4	In Stockton, at San Joaquin River Bridge No. 29-0050. Rehabilitate movable bridge electrical and mechanical systems.	4,389	34	8,478
	11200000464	SJ	10	1N760	4	In Stockton, at Mormon Slough Bridge No. 29-0237L. Apply polyester concrete overlay to bridge deck. (Bridge Deck Preservation)	190	0	2,231
	11200000465	SJ	10	1N770	5	Near Lathrop, at the southbound Route 5 to westbound Route 205 Separation Bridge No. 29-0242L. Apply polyester concrete overlay to bridge deck.	300	0	1,590
	11200000449	SJ	10	0X461	5	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176L. Bridge rehabilitation to address structural and load carrying capacity deficiencies. This is a Construction Manager/General Contractor (CMGC) project.	0	25,400	224,600
SHOPP - Bridge Preservation Total:							7,791	26,306	245,119

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

11200000458	SJ	10	1L260	120	In and near Manteca, from Route 5 to Route 99. Construct median barrier.	2,494	129	5,937
11200000445	SJ	10	1K460	120	Near Manteca, at French Camp Road. Construct signalized intersection.	3,258	1,291	9,518
11200000456	SJ	10	1L280	4	Near Stockton, from east of Del Rey Court to east of South Walker Lane. Widen highway and construct a channelized left-turn lane.	2,152	692	3,249
11200000437	SJ	10	1H530	99	In and near Manteca, Ripon and Salida, from south of Hammett Road to north of Yosemite Avenue. Pave areas behind the gore, construct Maintenance Vehicle Pullouts (MVPs), and slope pave beneath abutments to	1,270	65	3,004
11200000438	SJ	10	1H510	99	In and near Lodi, from south of Harney Lane to north of Turner Road. Pave areas behind the gore, install fence, place vegetation control barriers, slope pave beneath abutments, and construct Maintenance Vehicle Pullouts	1,580	56	6,591
11200000433	SJ	10	1C380	205	In and near Tracy, from Alameda County line to Route 5. Upgrade guardrail to current standards.	2,142	61	5,879
SHOPP - Collision Reduction Total:						12,896	2,294	34,178

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mandates									
	11200000461	SJ	10	1G580	12	In and near Lodi, from Westgate Drive to Stockton Road. Upgrade facilities to Americans with Disabilities Act (ADA) standards.	3,317	6,090	6,732
SHOPP - Mandates Total:							3,317	6,090	6,732

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Mobility									
	11200000431	SJ	10	1F960	5	In San Joaquin County, on Routes 5, 4, 12, 26, 33, 88, 99, 120, and 205 at various locations. Upgrade Transportation Management System (TMS) elements.	2,398	183	10,649
	11200000463	SJ	10	1L340	5	Near Tracy, at 0.1 mile south of Linne Road. Replace Weigh-In Motion (WIM) system and construct a Maintenance Vehicle Pullout (MVP).	1,539	31	4,075
	11200000460	SJ	10	1L890	4	In Stockton, from Route 5 to Wilson Road at various locations, and on Route 5 at March Lane. Replace Transportation Management System (TMS) elements, rehabilitate drainage systems and upgrade facilities to Americans	2,710	334	11,280
	11200000413	SJ	10	1F180	4	In Stockton, from Route 5 to Route 99. Install ramp meters, traffic monitoring systems, Closed Circuit Television (CCTV), and synchronize intersection signals with ramp metering.	8,234	1,299	48,535
SHOPP - Mobility Total:							14,881	1,847	74,539

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadside Preservation									
	11200000436	SJ	10	1H650	99	In and near Lodi, from north of Harney Lane to north of Turner Road. Rehabilitate landscaping and irrigation system.	1,257	12	4,509
SHOPP - Roadside Preservation Total:							1,257	12	4,509

San Joaquin Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2022

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	11200000434	SJ	10	1C050	4	Near Stockton, from Route 99 to Stanislaus County line (PM 38.059); also in Stanislaus County from San Joaquin County line to 0.5 mile east of Dunton Road (PM 0.0/7.2). Rehabilitate pavement, upgrade guardrail, construct	5,361	1,036	0
	11200000435	SJ	10	1M590	88	Near Lockeford, east of Comstock Road to east of Disch Road. Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, reconstruct rumble strips, lengthen merge lanes, replace signs,	4,435	2,136	0
	11200000462	SJ	10	1F320	4	Near Discovery Bay and Holt, from Contra Costa County line to east of South Whiskey Road. Rehabilitate pavement, construct an approach slab, upgrade Transportation Management System (TMS) elements, install lighting, apply	3,214	203	16,577
	11200000432	SJ	10	1E300	5	In and near Stockton, from Hammer Lane to the Sacramento County line (PM 49.819). Rehabilitate roadway, upgrade lighting, guardrail and bridge railing, install Transportation Management System (TMS) elements, replace	6,261	231	109,069
SHOPP - Roadway Preservation Total:							19,271	3,606	125,646

Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas

Background:

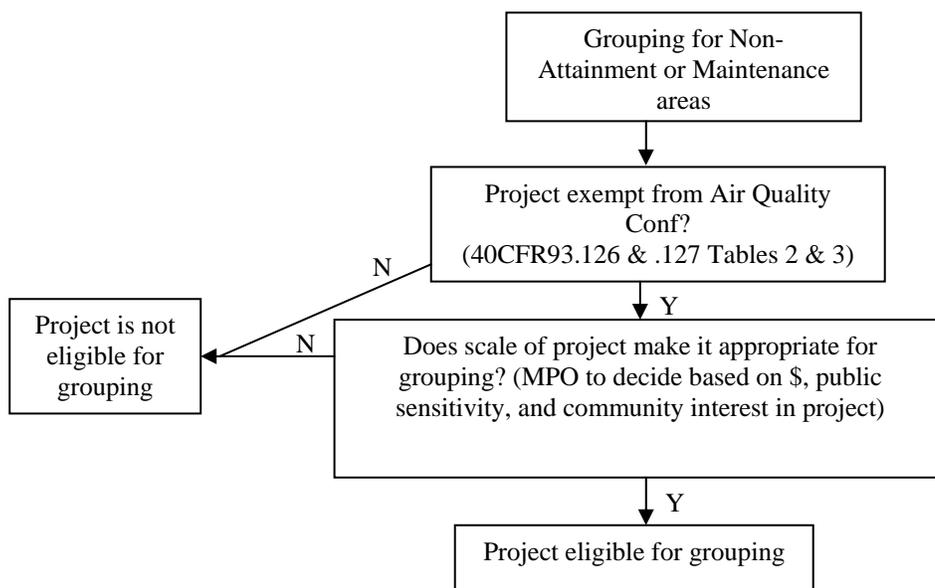
Title 23, Code of Federal Regulations (CFR), Section 450.216 (j) allows projects that are not considered to be of appropriate scale for individual identification in the Federal Transportation Improvement Program (FTIP) to be grouped by function, work type or geographic region using appropriate classifications using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.

MPOs may find grouping projects to offer some advantages and flexibility when amending projects in the FTIP/FSTIP. New projects can be added to an existing grouped project listing through administrative modifications in accordance with the Amendment and Administrative Modification Guidelines. For non-Federal Transit Administration (FTA) funded projects, the detailed project lists may be revised without the need for amendments or administrative modifications if the revisions do not result in changes to the total grouped project costs. However, MPOs must update the detailed project lists to reflect the revision, and furnish them to the respective FTIP/FSTIP Coordinators at Caltrans, Federal Highway Administration (FHWA) and FTA along with a cover letter.

These guidelines are for programming grouped project listings for Metropolitan Planning Organization (MPO) and the rural-nonMPO areas that are classified as either air quality non-attainment or maintenance. The grouped project listings must be consistent with the “Exempt Project” classification contained in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulation (40CFR part 93). It is the MPO’s responsibility to determine the eligibility of projects to be included in grouped project listings. If verification/confirmation is needed, an MPO shall consult with their planning coordinators from FHWA and Caltrans Federal Programming Office to confirm their findings.

Programming Guidelines:

1. Use the flow chart below to determine if a project is eligible for grouping. Projects ineligible for grouping must be programmed individually in the FTIP/FSTIP.



2. The description of the grouped project listings shall include appropriate “Exempt Project” classification per 40 CFR Part 93.126 and 93.127. See “Attachment A” for the “Pre-approved List of Grouped Project Listings”. If the proposed grouped project listing is different from the ones listed in Attachment A, the MPO shall contact their planning coordinators from Caltrans Federal Programming Office, FHWA or FTA prior to programming the new grouped project listing in its FTIP.
3. Projects may be further grouped by grantee/agency or by geographic area provided the grouped listing is consistent with the project listings per Attachment A. Note that projects can not be grouped by a particular fund type or funding program in the FTIP.
4. Detailed project listing (back-up listing) for a grouped project that is programmed or amended in an FTIP, must be included with the transmittal package to Caltrans. The detailed listings shall contain individual project information with sufficient description to accurately identify scope, implementing agency, location, limits of the project (if any), program year and the total cost. See “Attachment B” for the format of the detailed project listing. Total cost of the projects (including funding for all project phases) from the detailed project listing shall be programmed under the “Construction” phase in the FTIP.
5. Projects funded from the Federal Transit Administration (FTA) can be grouped as long as the detailed project list is readily available to the Federal Transit Administration and the public. The detailed project list must be included by MPO in FTIP/ FTIP Amendment when it is circulated for public review.
6. Projects with multiple FTA UZAs and with multiple FTA fund types can be grouped as long as the grouped projects meet the requirements of No. 5 above.
7. For MPO areas classified as air quality attainment (areas that are not classified as “maintenance”), projects that can be classified as “Categorical Exclusion (CE)” per 23 CFR 771.117 (c) and (d) can be grouped together by CE classifications.

Attachments:

Attachment A: Pre-approved list of grouped project listings

Attachment B: Detailed project listings format

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
1	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
2	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
3	Grouped Projects for Safety Improvements - SHOPP Mandates Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
4	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period
5	Grouped Projects for Safety Improvements - SHOPP Mobility Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
6	Grouped Projects for Shoulder Improvements - SHOPP Roadside Preservation Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing, Safety roadside rest areas
7	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)
8	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
9	Grouped Projects for Safety Improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
a	Grouped Projects for Safety Improvements - Safe Routes to School Program (SRTS)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
b	Grouped Projects for Safety Improvements - Safe Routes to School Program (SR2S State Program)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
10	Grouped Projects for Safety Improvements - HSIP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
11	Grouped Projects for Railroad/highway crossing	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Railroad/highway crossing
12	Grouped Projects for Safety Improvements on High Risk Rural Roads - HRRR program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
13	Grouped Projects for Hazard Elimination Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Hazard Elimination Program
14	Grouped Projects for Safer non-Federal-aid system roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
15	Grouped Projects for Shoulder Improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
	a Grouped Projects for Shoulder Improvements on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
	b Grouped Projects for Shoulder Improvements on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
	c Grouped Projects for Shoulder Improvements in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
16	Grouped Projects for Increasing Sight Distance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
	a Grouped Projects for Increasing Sight Distance on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
	b Grouped Projects for Increasing Sight Distance on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
	c Grouped Projects for Increasing Sight Distance in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
17	Grouped Projects for Pavement resurfacing and/or rehabilitation	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	a Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	b Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System - Highway Maintenance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	c Grouped Projects for Pavement resurfacing and/or rehabilitation on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	d Grouped Projects for Pavement resurfacing and/or rehabilitation in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	e Grouped Projects for Pavement resurfacing and/or rehabilitation - ARRA or XXXX funded	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
	f Grouped Projects for Pavement resurfacing and/or rehabilitation - AC overlays	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
18	Grouped Projects for Pavement marking demonstration	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement marking demonstration.
19	Grouped Projects for Emergency truck pullovers	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Emergency truck pullovers.
20	Grouped Projects for Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).
	a Grouped Projects for Non Capacity widening (no additional travel lanes)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).
21	Grouped Projects for Truck climbing lanes	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Truck climbing lanes outside the urbanized area
22	Grouped Projects for Skid treatments	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Skid treatments
23	Grouped Projects for Safety roadside rest areas	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safety roadside rest areas
24	Grouped Projects for Railroad/highway crossing warning devices	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing warning devices
25	Grouped Projects for Traffic control devices and operating assistance other than signalization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
	a Grouped Projects for Traffic control devices and operating assistance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
	b Grouped Projects for Traffic control devices	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
26	Grouped Projects for Increasing Sight Distance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
27	Grouped Projects for Fencing	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Fencing
28	Grouped Projects for Lighting improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Lighting improvements
29	Grouped Projects for Ride-sharing and van-pooling	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Continuation of ride-sharing and van-pooling promotion activities at current levels
30	Grouped Projects for Bicycle and pedestrian facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
a	Grouped Projects for Bicycle facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
b	Grouped Projects for Pedestrian facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
c	Grouped Projects for Bicycle and pedestrian facilities funded with xxxx	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
d	Grouped Projects for Bicycle and pedestrian facilities in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
e	Grouped Projects for Bicycle and pedestrian facilities - Motorized	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
f	Grouped Projects for Bicycle and pedestrian facilities - Non - Motorized	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
31	Grouped Projects for Noise attenuation	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Noise attenuation.
33	Grouped Projects for Safety Improvements - Projects that correct, improve, or eliminate a hazardous location or feature.	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Projects that correct, improve, or eliminate a hazardous location or feature.
34	Grouped Projects for Safety Improvements - Safer non-Federal-aid system roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
35	Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
37	Grouped Projects for Directional and informational signs	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
a	Grouped Projects for Directional and informational signs funded with xxxx	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
b	Grouped Projects for Directional and informational signs in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
c	Grouped Projects for Directional and informational signs on the federal aid system	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
d	Grouped Projects for Directional and informational signs on the non-federal aid system	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
38	Grouped Projects for Sign removal	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Sign removal
39	Grouped Projects for Plantings, landscaping, etc.	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Plantings, landscaping, etc.
40	Grouped Projects for Acquisition of scenic easements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Acquisition of scenic easements
41	Grouped Projects for Emergency or hardship advance land acquisitions	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Emergency or hardship advance land acquisitions (23 CFR 710.503).
42	Grouped Projects for Engineering	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action; non-capacity increasing
43	Grouped Projects for Planning activities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
44	Grouped Projects for Grants for training and research programs	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Grants for training and research programs

Attachment A
Pre-approved Grouped Project Listings

Sl. No.	Grouped Projects Listing Name	Project Description
45	Grouped Projects for Planning and technical studies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning and technical studies
46	Grouped Projects for Activities that do not lead to construction	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies, Grants for training and research programs, Planning activities conducted pursuant to titles 23 and 49 U.S.C, Federal-aid systems revisions, Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
47	Grouped Projects for Transportation enhancement activities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
48	Grouped Projects for Emergency Repair	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
49	Grouped Projects for Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.(non-capacity Increasing)
50	Grouped Projects for Reconstruction or renovation of transit buildings and structures	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).(non-capacity Increasing)
51	Grouped Projects for Construction of small passenger shelters and information kiosks	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Construction of small passenger shelters and information kiosks
52	Grouped Projects for Construction or renovation of power, signal, and communications systems	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Construction or renovation of power, signal, and communications systems
53	Grouped Projects for Purchase of operating equipment for vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
54	Grouped Projects for Purchase of office, shop, and operating equipment for existing facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of office, shop, and operating equipment for existing facilities
55	Grouped Projects for Rehabilitation of transit vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Rehabilitation of transit vehicles (In PM10and PM2.5nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan)
56	Grouped Projects for Purchase of support vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of support vehicles
57	Grouped Projects for Operating assistance to transit agencies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies
58	Grouped Projects for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. (Minor changes include changing the number of transit vehicles purchased by 25% or less, and changes to the fuel type of transit vehicles. MPO needs to take the change through an interagency consultation to confirm that the change in scope is minor)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
59	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement resurfacing and/or rehabilitation - Minor Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Attachment A
Pre-approved Grouped Project Listings

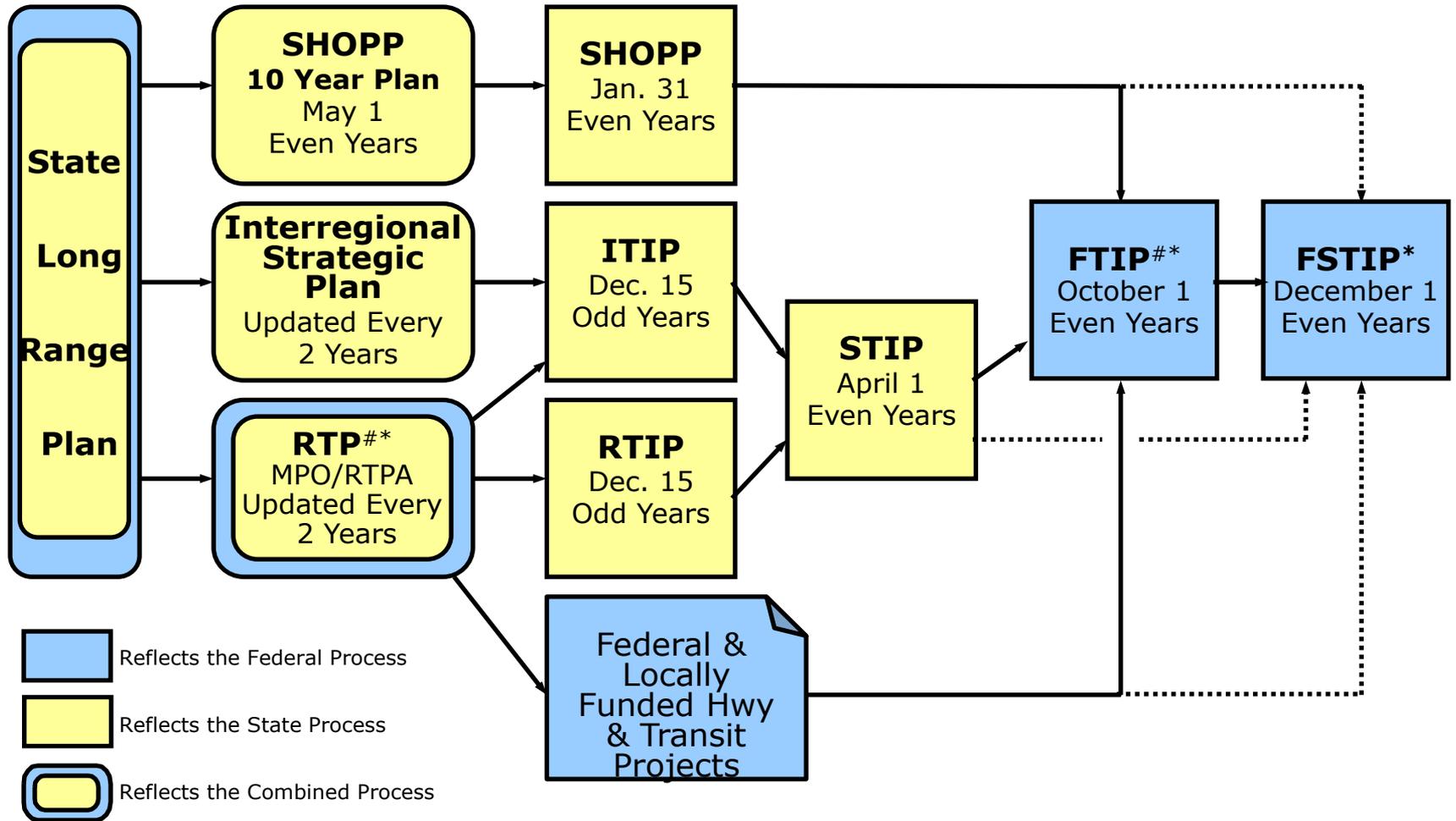
Sl. No.	Grouped Projects Listing Name	Project Description
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The projects included under following grouped project listings may be exempt from regional emissions analysis. Note that the local effects of the project on CO and PM concentrations must be considered to determine if a hot-spot analysis may be required prior to making a project level conformity determination.

60	Grouped Projects for Intersection Channelization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Channelization Projects.
61	Grouped Projects for Intersection Signalization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Signalization Projects
62	Grouped Projects for Interchange Reconfiguration	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Interchange Reconfiguration Projects
63	Grouped Projects for Changes in Vertical and Horizontal Alignment	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Changes in Vertical and Horizontal Alignment Projects
64	Grouped Projects for Truck Size and Weight Inspection Stations	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Truck Size and Weight Inspection Stations
65	Grouped Projects for Bus Terminals and Transfer Points	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Bus Terminals and Transfer Points

Note: All Grouped listings must be accompanied by detailed back-up listings

FEDERAL/STATE PLANNING & PROGRAMMING PROCESS



..... Rural non-MPO Projects not subject to an MPO FTIP

Indicates the point of an MPO's own Conformity Finding

* Indicates FHWA/FTA Conformity Finding

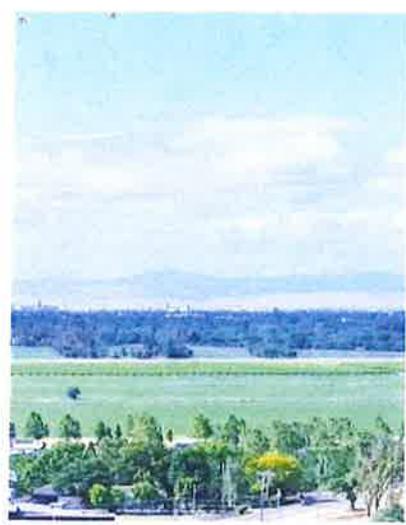
RTD Comments

7/29/22

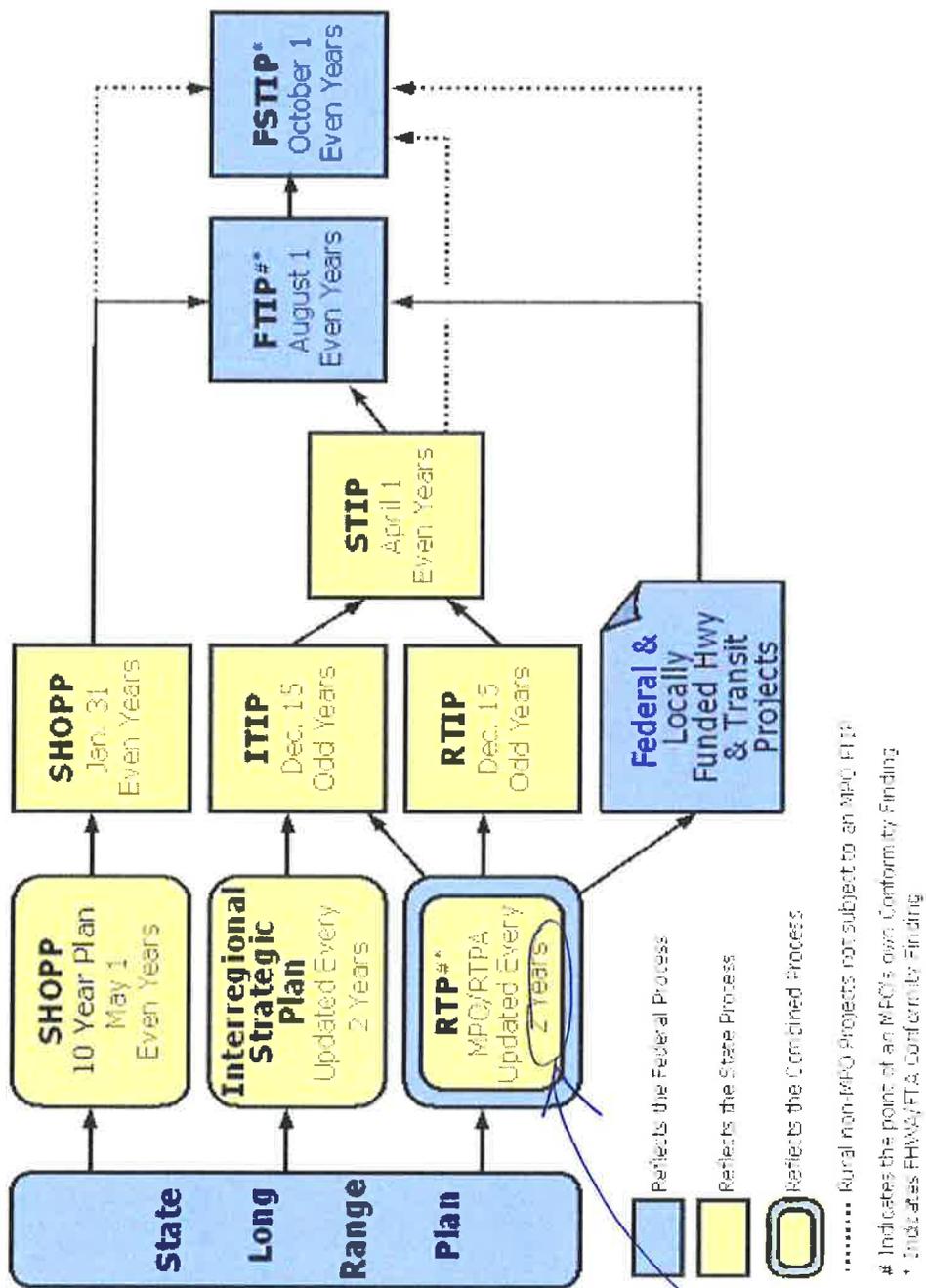
RTD's Draft 2023 FTIP
Comments

2023 FTIP

Federal Transportation
Improvement Program
DRAFT



FEDERAL/STATE PLANNING & PROGRAMMING PROCESS



4/5 years

Note - mpo's yrs & rural RTPA's 5 yrs.

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Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

2018 RTP MPO ID		CTPS ID #		PNPO		Jurisdiction		Project Limits		Cost to Deliver		Milestone Years		NEPA Approval		Completion	
Headlines																	
Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Completion	NEPA Approval												
SJ11-5002	Escalon	eTrans Transit Operations						Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto		\$9,225,905						
SJ14-5001	Escalon	eTrans Capital Improvements						Bus Replacements, passenger amenities, and miscellaneous equipment	City of Escalon		\$1,419,370						
SJ07-5002	Lodi	Grapeline Capital	212-0000-0155					Bus stop shelters/improvements	City of Lodi		\$11,922,708						
SJ07-5004	Lodi	Grapeline Capital	212-0000-0298					Transit facility upgrades	City of Lodi		\$5,109,732						
SJ07-5005	Lodi	Grapeline Capital						Transit Station Expansion	City of Lodi		\$3,548,425						
SJ07-5006	Lodi	Grapeline Operating	212-0000-0154					Costs associated with Grapeline fixed route and Paratransit/Dial-A-Ride services	City of Lodi		\$177,421,255						
SJ18-5002	Lodi	Transit Facilities Safety & Security System						Safety and security for Lodi Grapeline service	City of Lodi		\$1,277,433						
SJ18-5003	Lodi	Southwest Transit Transfer Station						Construct transit transfer station in southwest Lodi	City of Lodi		\$1,064,528						
SJ18-5004	Lodi	Bus Replacements						Purchase replacement buses	City of Lodi		\$42,581,101						
SJ18-5050	Lodi	Grapeline Capital						Bicycle Support Program	City of Lodi		\$283,874						
SJ18-5051	Lodi	Grapeline Capital						Radio/Communication Upgrade	City of Lodi		\$425,811						
SJ18-5052	Lodi	Grapeline Capital						Intelligent Transportation System (ITS) upgrades	City of Lodi		\$2,554,866						
SJ18-5053	Lodi	Grapeline Capital						CNG Fuel upgrades	City of Lodi		\$851,622						
SJ18-5054	Lodi	Grapeline Capital						Bus Wash upgrades	City of Lodi		\$567,748						
SJ07-5015	Manteca	Passenger Amenities	212-0000-0681					Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area	City of Manteca		\$14,193,700						
SJ07-5016	Manteca	Safety and Security	212-0000-0300					Costs associated with Safety/Security/ITS	City of Manteca		\$4,258,110						
SJ07-5017	Manteca	Manteca Transit Rolling Stock	212-0000-0235					Purchase of replacement and new buses	City of Manteca		\$19,871,181						
SJ07-5018	Manteca	Manteca Transit System Operations	212-0000-0213					Costs associated with the Operations and administration of Dial-A-Ride and fixed route service in Manteca	City of Manteca		\$120,646,454						
SJ14-5031	Manteca	Bus Maintenance & Storage Facility	212-0000-0694					Construct a bus maintenance and storage facility	City of Manteca		\$6,812,976						
SJ18-5006	Manteca	Manteca Transit Planning						Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years	City of Manteca		\$1,078,721						
SJ18-5007	Manteca	Bus Enhancements						Enhancements for Manteca Transit buses	City of Manteca		\$5,500,059						
SJ18-5008	Manteca	Travel Training						Training to assist customers in using transit services	City of Manteca		\$1,693,560						
SJ18-5009	Manteca	Transit Center Improvements						Construct improvements at Manteca Transit Center	City of Manteca		\$7,112,953						
SJ07-5019	Ripon	Ripon Blossom Express Operations						Costs associated with the delivery of a fixed route transit system	Cities of Ripon and Modesto		\$2,838,740						
SJ18-5010	Ripon	Ripon Dial-A-Ride Operations						Costs associated with the delivery of a Dial-A-Ride service in Ripon	City of Ripon		\$2,838,740						
SJ18-5011	Ripon	Ripon Bus Purchases						Purchase of replacement and expansion buses	City of Ripon		\$5,961,354						
SJ18-5012	Ripon	Transit Capital Improvements						Construct benches, shelters, and transit maintenance facility	City of Ripon		\$5,402,800						
SJ18-5013	Ripon	Ripon Multimodal Station						Construct Multimodal Station	City of Ripon		\$2,523,345						
SJ22-5001	RTD	Bus Electrification / Power Distribution						Bus Electrification / Power Distribution / Hydrogen Fueling Infrastructure to use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer (\$10M to build)	San Joaquin County		\$3,375,000						
SJ22-5002	RTD	Bus Electrification / Power Distribution						Bus Electrification / Power Distribution	San Joaquin County		\$10,000,000						

Replace/update RTD info with revised two page document (provided after this Table 6.5 list).

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

See RTD project revisions document →

Identifiers	2018 RTP WPO ID	CPFS ID #	PMNO	Project Information	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Milestone Years	NEPA Approval	Completion
SJ22-5003				RTD	Bus Electrification / Power Distribution	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: \$750K to 1M for on-site tank dispenser (1-5 buses); Hydrogen: \$1.5M to 2M for Full service station (5-30 buses); Electric: \$1M to 1.5M for Depot charger/induction charger 5 FCEB pilot at \$1.5 Million per Bus.	San Joaquin County	\$7,500,000			
SJ22-5004				RTD	Bus Electrification / Power Distribution	Hydrogen and Lease of the Trailer (5 Years @ \$350K per Year)	San Joaquin County	\$1,750,000			
SJ22-5005				RTD	Bus Electrification / Power Distribution	Battery Energy Storage Systems at Regional Transportation Center (RTC), County Transportation Center (CTC), and possibly Downtown Transit Center (DTC) for peak-saving energy initiatives.	San Joaquin County	\$1,936,000			
SJ22-5006				RTD	Bus Electrification / Power Distribution	Replace 2 existing 500kW overhead charger (DTC).	San Joaquin County	\$1,100,000			
SJ22-5007				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (1) MCI D4500 (Commuter) hybrid buses with zero-emission battery electric buses in SMA fleet. (\$1.2 M per Bus).	San Joaquin County	\$1,200,000			
SJ22-5008				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace eight (8) GILLIG diesel-electric hybrid buses with zero-emission electric buses in first fleet.	San Joaquin County	\$16,800,000			
SJ22-5009				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (2) Proterra - EcoRide BE-35 (SMA)	San Joaquin County	\$15,600,000			
SJ22-5010				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (2) MCI 34500 (Commuter)	San Joaquin County	\$2,400,000			
SJ22-5011				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County	\$2,400,000			
SJ22-5012				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Seacrest/Ford Transit 350 HD (VanGo)	San Joaquin County	\$7,200,000			
SJ22-5013				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (22) Glaval Titan LF (Hopper)	San Joaquin County	\$930,000			
SJ22-5014				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County	\$5,500,000			
SJ22-5015				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) ADA Cut-away gasoline (Replaces item 9)	San Joaquin County	\$2,170,000			
SJ22-5016				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace one (1) diesel bus over the-road coach with either a zero-emission electric bus or diesel bus in Commuter fleet.	San Joaquin County	\$930,000			
SJ22-5017				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace 12 cutaway Buses used by United Cerebral Palsy to transport individuals who would otherwise use SMA Paratransit.	San Joaquin County	\$1,200,000			
SJ22-5018				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Bus component rebuild and parts	San Joaquin County	\$1,860,000			
SJ22-5019				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Hybrid Electric Buses (5 new/additional buses)	San Joaquin County	\$1,381,408			
SJ22-5020				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	To upgrade surveillance/security camera system at RTD facilities and bus stations/stops, to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	\$5,000,000			
SJ22-5021				RTD	Safety & Security	Purchase and/or replace disinfecting chemical vehicle foggers and other misc safety-related equipment.	San Joaquin County	\$764,500			
SJ22-5022				RTD	Safety & Security		San Joaquin County	\$250,000			

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers		Project Information		Facility Name/Route		Project Description		Project Limits		Cost to Deliver		Milestone Years		Completion	
2018 RTP MPO ID	CPIS ID #	PNNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Milestone Years	Completion						
SJ22-5023			RTD	Safety & Security	Radios for security guards to connect with dispatch and customer service	San Joaquin County	\$5,000								
SJ22-5024			RTD	Safety & Security	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	\$5,082,293								
SJ22-5025			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	To purchase and install support equipment for bus and facilities, including Bus Video Standardization System, contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement.	San Joaquin County	\$4,500,404								
SJ22-5026			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD will hire consultant to provide planning for a new ERP System. Scoping consulting to provide suggestions/planning on new ERP that will provide integrated financial and administrative solution (Financial, Budget, HR & Employee online, Grants management, procurement & contracts Management, inventory, & Retirement database)	San Joaquin County	\$65,000								
SJ22-5027			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	To purchase and install support equipment for bus and facilities. This includes computers and software, ERG procurement and HR management systems and other misc. equipment.	San Joaquin County	\$2,635,000								
SJ22-5028			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase	San Joaquin County	\$4,663,699								
SJ22-5029			RTD	Transit Vehicle Public Display Monitor System Project	Transit Vehicle Public Display Monitor System Project	San Joaquin County	\$750,000								
SJ22-5030			RTD	Zero-Emission Blueprint	Zero-Emission Blueprint	San Joaquin County	\$876,249								
SJ22-5031			RTD	TAM Upgrade	TAM Upgrade	San Joaquin County	\$500,000								
SJ22-5032			RTD	Hydrogen Fuel Cell Electric Bus training	Hydrogen Fuel Cell Electric Bus training	San Joaquin County	\$269,000								
SJ22-5033			RTD	Integrated Mobility Innovation Research Project	Integrated Mobility Innovation Research Project	San Joaquin County	\$350,000								
SJ22-5034			RTD	System Redesign Study / Service Equity Analysis	System Redesign Study / Service Equity Analysis. Perform an analysis of the service disruptions in the County hoppers due to the shortage of drivers that was effective July 1, 2021.	San Joaquin County	\$75,000								
SJ22-5035			RTD	RTD's Title VI Procedure Upgrade and Service Equity Analysis	RTD's Title VI Procedure Upgrade and Service Equity Analysis	San Joaquin County	\$100,000								
SJ22-5036			RTD	Operating Costs	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, interregional Commuter, Dial-A-Ride, Van GO, Operators	San Joaquin County	\$258,655,400								

update

See RTD project revision document (2 pages)

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

2018 RTP MPO ID	CPFS ID #	PNM	Project Information	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	FTP Programming	NEPA Approval	Completion
SJ22-5037			RTD	Facilities Improvement and Upgrade	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.	San Joaquin County	\$1,665,248						
SJ22-5038			RTD	Facilities Improvement and Upgrade	Install new BRT bus shelters and bus stop amenities (trash cans and benches) for the NEXTGEN route 45 recommendation.	San Joaquin County	\$343,350						
SJ22-5041			RTD	Facilities Improvement and Upgrade	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear, switch, fire alarm, and LED lighting systems at RTC, storm drain emergency shutoff valve construction at CTC, maintenance shop retrofit and labor repair at RTC, HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-surf at CTC, bird netting at Regional Transportation Center (RTC), RTC Floor repair and other refurbishment improvement, with 5% annual increase.	San Joaquin County	\$2,072,112						
SJ22-5040			RTD	Facilities Improvement and Upgrade	Preparation for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.	San Joaquin County	\$17,044,525						
SJ22-5041			RTD	Support Vehicles - Acquisition/Rehab/Renovation	To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12, non-revenue vehicles to replace in the next 5 years, with an average cost of \$75K per vehicle.	San Joaquin County	\$800,000						
SJ22-5042			RTD	Future Operations	Future Capital	San Joaquin County	\$1,091,642,133						
SJ22-5043			RTD	Future Capital	Future Capital	San Joaquin County	\$1,091,642,133						
SJ07-5049			Tracy	TRACER Capital	Purchase replacement buses	Purchase 3 buses every 5 year period	\$9,516,220			2007			
SJ07-5055	212-0000-0149		Tracy	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	City of Tracy	\$141,937,007						
SJ07-5056			Tracy	Tracy Transit Planning	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan every five years	City of Tracy	\$1,064,528						
SJ18-5022			Tracy	TRACER Grant Management and Administration	Costs to support transit service administration and Grant Management	City of Tracy	\$45,100,483						
SJ18-5023			Tracy	TRACER Capital	Construction of bus stop improvements every five years	Various locations in City of Tracy	\$10,645,275						
								\$3,247,248,040					

update ↘
 See RTO revised project listing (next two pages) →

San Joaquin Regional Transit District (RTD) Cap/Ops Project List for the SJC0G 2022 RTP-SCS Constrained Project List

Note regarding project list revisions below - The highlighted cells are the ones that were changed or added and the stricken-out items are to be removed.

7/29/22

ANNUAL COST

Project Information	Project Description	Project Limits (Enter Location)	FY23	FY24	FY25	FY26	FY27	Total Cost to Deliver	Estimated Completion Date
Bus Electrification/Power Distribution	Renewable energy solutions for facility and fleet energy consumption. Construction of hydrogen-fueling infrastructure for use with Hydrogen Fuel-Cell Electric buses and investment in electrolyzer (\$5MM to build).	San Joaquin County	\$ 3,375,000.00	\$ 1,500,000.00	\$ 1,500,000.00	\$ 1,500,000.00	\$ 1,500,000.00	\$ 7,875,000.00	10/30/2022
	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: \$750K to 1M for on-site tank dispenser (1-5 buses); Hydrogen: \$1.5M to 2M for Full service station (5-30 buses); Electric: \$1M to 1.5M for Depot charger/induction Charger 5 FCEB pilot at \$1.5 Million per Bus.	San Joaquin County	\$ 7,500,000.00					\$ 7,500,000.00	TBD
	Hydrogen and Lease of the Trailer (5 Years @ \$350K per Year)	San Joaquin County	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 1,750,000.00	6/30/2023
	Battery Energy Storage - Systems	San Joaquin County	\$ 1,936,000.00	\$ 1,936,000.00	\$ 2,032,800.00	\$ 2,134,440.00	\$ 2,241,162.00	\$ 8,344,402.00	TBD
	Bus Electrification/Power Distribution								
	Replace (1) MCI D4500 (Commuter)	San Joaquin County to Bay Area	\$ 1,200,000.00					\$ 1,200,000.00	6/30/2023
	Replace twenty-two (22) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMAA fleet (\$1.4M per Bus)	Stockton Metropolitan Area	\$ 11,200,000.00	\$ 8,400,000.00				\$ 19,600,000.00	TBD
	Replace fourteen (14) GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet.	San Joaquin County	\$ 2,800,000.00					\$ 2,800,000.00	TBD
	Replace (2) Proterra - EcoRide BE-35 (SMA)	San Joaquin County to Bay Area	\$ 2,800,000.00					\$ 2,800,000.00	TBD
	Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County	\$ 9,600,000.00					\$ 9,600,000.00	TBD
Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Starcraft/Ford Transit 350 HD (VanGo)	San Joaquin County	\$ 1,650,000.00					\$ 1,650,000.00	TBD
	Replace (22) Glaval Titan II L (Hopper)	San Joaquin County	\$ 6,050,000.00					\$ 6,050,000.00	TBD
	Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County	\$ 3,850,000.00					\$ 3,850,000.00	TBD
	Replace (6) ADA Cut-away gasoline (Replaces Item 19)	San Joaquin County					\$ 1,650,000.00	\$ 1,650,000.00	TBD
	Replace one (1) diesel bus over the road coach with either zero-emission electric bus or diesel bus in Commuter fleet.	San Joaquin County to Bay Area	\$ 1,200,000.00					\$ 1,200,000.00	6/30/2023
	Replace 12 cutaway Buses used by United General Palsy to transport individuals who would otherwise use SMA Paratransit.	San Joaquin County	\$ 310,000.00	\$ 620,000.00	\$ 620,000.00	\$ 310,000.00		\$ 1,860,000.00	6/30/2027
	Provide infrastructure to accommodate future replacement of cutaway buses.	San Joaquin County	\$ 586,000.00	\$ 288,000.00	\$ 294,800.00	\$ 147,400.00		\$ 1,576,200.00	6/30/2027
	Bus component rebuild and parts.	San Joaquin County	\$ 250,000.00	\$ 262,500.00	\$ 275,625.00	\$ 289,406.25	\$ 303,876.56	\$ 1,381,407.81	FY23-27
	Hybrid Electric Buses (5 new/additional buses).	San Joaquin County	\$ 2,750,000.00					\$ 2,750,000.00	TBD
	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild								
Safety & Security	To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	\$ 157,500.00	\$ 112,000.00	\$ 150,000.00	\$ 495,000.00	\$ 150,000.00	\$ 1,064,500.00	6/30/2025
	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.	San Joaquin County	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 250,000.00	FY23-27
	Security Guard Radios		\$ 18,000.00					\$ 18,000.00	FY23
	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	\$ 919,767.00	\$ 965,755.35	\$ 1,014,043.12	\$ 1,064,745.27	\$ 1,117,982.54	\$ 5,082,293.28	FY23-27
	Safety & Security								
			\$ 1,145,267.00	\$ 1,127,755.35	\$ 1,214,043.12	\$ 1,609,745.27	\$ 1,317,982.54	\$ 6,414,793.28	
	To purchase and install support equipment for bus and facilities, including Bus Video Standardization System, cameras, face collection across all fixed route buses and other support tools/equipment related to buses and facility such as operator barriers, bus air purification systems and Triptax replacement.	San Joaquin County	\$ 3,474,702.00	\$ 1,025,702.00				\$ 4,500,404.00	6/30/2024
	RTD will hire consultant to provide plans for a new ERP System. Scoping consulting to provide suggestions/planning on new ERP that will provide integrated financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)	San Joaquin County	\$ 100,000.00					\$ 100,000.00	6/30/2023
	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.	San Joaquin County	\$ 320,000.00	\$ 1,815,000.00	\$ 2,000,000.00	\$ 1,000,000.00		\$ 5,135,000.00	6/30/2027

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	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase	San Joaquin County	\$ 844,012.00	\$ 886,212.60	\$ 930,523.23	\$ 977,049.39	\$ 1,025,901.86	\$ 4,663,699.08	TBD
	Transit Vehicle Public Display Monitor System Project	San Joaquin County	\$ 750,000.00					\$ 750,000.00	FY24
Total	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment		\$ 4,738,714.00	\$ 4,476,914.60	\$ 2,930,523.23	\$ 1,977,049.39	\$ 1,025,901.86	\$ 15,149,103.08	
	Zero-Emission-Budgeting	San Joaquin County	\$ 3,346,249.00					\$ 1,348,249.00	TBD
	Transit Asset Management System Update	San Joaquin County	\$ 28,000.00					\$ 28,000.00	TBD
	Hydrogen Fuel Cell Electric Bus training	San Joaquin County	\$ 269,000.00					\$ 269,000.00	TBD
	Integrated-Mobility-Innovation-Research-Project	San Joaquin County	\$ 350,000.00					\$ 350,000.00	TBD
	Service Equity Analysis of the future changes including service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	\$ 75,000.00					\$ 75,000.00	TBD
	RTD's Title VI Program Update as required by FTA every four years	San Joaquin County	\$ 100,000.00					\$ 100,000.00	TBD
Total	Planning/Study/Training, Outreach and Research Projects		\$ 2,170,249.00	\$ -	\$ -	\$ -	\$ -	\$ 2,170,249.00	
	Operating Costs	Stockton Metropolitan Area, San Joaquin County, San Joaquin County, Stanislaus County, San Joaquin County	\$ 48,691,252.00	\$ 50,051,436.00	\$ 51,628,482.00	\$ 53,415,758.00	\$ 55,068,472.00	\$ 258,855,400.00	FY23-27
Total	Operating Costs		\$ 48,691,252.00	\$ 50,051,436.00	\$ 51,628,482.00	\$ 53,415,758.00	\$ 55,068,472.00	\$ 258,855,400.00	
	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.	San Joaquin County	\$ 301,368.00	\$ 316,436.40	\$ 332,258.22	\$ 348,871.13	\$ 366,314.69	\$ 1,665,248.44	FY23-27
	Install new benches, shelters, and other amenities in alignment to service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 1,750,000.00	TBD
	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC; pavement re-seal at CTC; RTC floor repair and other refurbishment improvement.	San Joaquin County	\$ 2,000,000.00					\$ 2,000,000.00	FY23
	Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station (HTS) and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.	San Joaquin County	\$ 3,408,905.00	\$ 3,408,905.00	\$ 3,408,905.00	\$ 3,408,905.00	\$ 3,408,905.00	\$ 17,044,525.00	FY23-27
Total	Facilities Improvement and Upgrade		\$ 6,060,273.00	\$ 4,075,341.40	\$ 4,091,163.22	\$ 4,107,776.13	\$ 4,125,219.69	\$ 22,459,773.44	
	Support Vehicles - Acquisition/Rehab/Renovation	San Joaquin County	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 1,500,000.00	FY23-27
Total	Support Vehicles - Acquisition/Rehab/Renovation		\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 1,500,000.00	

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Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

2018 RTP MPO ID	Project Jurisdiction	Project Name	Project Description	Total	
				Cost to Deliver	Milestone Years Completion
SJ14-9001	Lathrop	Golden Valley Parkway & Lathrop Road Intersection Improvements	Install traffic signal and interconnect four signals	See Operations and Maintenance Project List	
SJ14-9018	Lodi	Citywide Bicycle Facilities Detection Improvement Project	Install video detection of bicyclists at and green painted bicycle lanes at signalized intersections	See Active Transportation and Community Enhancement Project List	
SJ14-9002	Ripon	Colony/Hoff Traffic Signal Project	Install traffic signal	See Operations and Maintenance Project List	
SJ14-9003	San Joaquin County	SR 26 and Jack Tone Road Roundabout	Install roundabout	See Operations and Maintenance Project List	
SJ14-9004	San Joaquin County	SR 4 and Jack Tone Road Roundabout	Install roundabout	See Operations and Maintenance Project List	
SJ14-9006	SJRRRC	Robert J. Cabral Station Expansion	Construct park and ride lot	See Rail Corridor Improvements Project List	
SJ14-9033	SJRTD	RTD Solar Power Project	Construct solar power facilities to charge battery electric buses	See Bus Transit Improvements Project List	
SJ14-9034	SJRTD	Nopper Bus Purchase	Purchase 4 ultra-low emission gasoline buses (Replacement)	See Bus Transit Improvements Project List	
SJ14-9035	SJRTD	Electric Bus Purchase	Purchase 7 battery-electric 40' buses (Replacement)	See Bus Transit Improvements Project List	
SJ14-9049	SJRTD	RTD's Bike and Bus Transportation Project	Install 3-position bike racks on 40' and smaller buses, luggage bay bike racks for 45' commuter buses, interior bike locks on articulated buses, and bike storage racks with lids at Downtown Transit Center.	See Active Transportation and Community Enhancement Project List	
SJ14-9001	Stockton	Miner Avenue Complete Street	Install complete street improvements on Miner Avenue	See Active Transportation and Community Enhancement Project List	
SJ14-9015	Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	Reconstruct, widen, and improve existing pathway to Class I Bicycle and Pedestrian Path standards. Install intersection and midblock improvements, high visibility crosswalks, striping, gap closures, upgrade of ADA ramps, flashing beacons, and wayfinding signage	See Active Transportation and Community Enhancement Project List	
SJ14-9016	Stockton	Closing Gaps to Schools	Construct curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade drainage, crosswalks, and school approach signage as needed	See Active Transportation and Community Enhancement Project List	
SJ14-9017	Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path	Install new bicycle facilities and upgrade various existing bicycle facilities	See Active Transportation and Community Enhancement Project List	
SJ14-9005	Stockton	Real-time Traffic Flow Monitoring	Implement real-time traffic flow monitoring using Bluetooth/WiFi vehicle probe technology	See Operations and Maintenance Project List	
SJ14-9006	Stockton	Pacific Avenue and March Lane Intersection Modification	Install southbound right turn lane and retime traffic signal	See Operations and Maintenance Project List	
SJ14-9007	Stockton	Various Intersections	Install left turn lanes	See Operations and Maintenance Project List	
SJ14-9008	Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes	See Operations and Maintenance Project List	

Delete Phase 1

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**San Joaquin Council of Governments 2023 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)
Congestion Mitigation and Air Quality Program (Transit Projects)**

Route Postmile PIN Dist-EA Fund AO Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)				Change Description Project Comments Funding Summary (Current & Prior Years)		
				Four Year Element						
				22/23	23/24	24/25	25/26		26/27	27/28
SJ07-6026 5307_TRIPROPI 2.11 SJRRRC - San Joaquin Regional	Stockton Track Extension, Phase 2. On UPRR Fresno Subdivision mainline near El Pinal, from ACE Rail Maintenance Facility to Cabral Station; construct dedicated passenger track includes track work bridge over Hardinn Way fiberoptic. \$ 24,199,326 DFTIP Amend 0.00	PE RW Const Total	780,000 23,419,326 24,199,326				25/26	26/27	27/28	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 9 - 07/09/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 2,380,000 12,612,000 9,207,326 Current
SJ14-6006 CMAQ/TF/5307 1.15 SJRRRC - San Joaquin Regional	In Stockton, near the Robert J. Cabral Station and Main Street, construct park and ride lot and related on-street parking, sidewalks, lighting, security and other passenger amenity. \$ 7,204,000 DFTIP Amend 0.00	PE RW Const Total	316,000 7,204,000 7,204,000						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP Prior 316,000 6,209,000 995,000 Current	
SJ18-6008 CMAQ/TF/5307 2.05 SJRRRC - San Joaquin Regional	Purchase two expansion locomotives and associated spare parts and training to support the expansion of the ACE service. \$ 16,781,033 DFTIP Amend 0.00	PE RW Const Total	9,281,033 9,281,033		2,500,000 2,500,000	5,000,000 5,000,000			Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 4 - 06/17/2021 ***** ***** DFTIP Version 1 - 02/19/2021***** Prior 2,920,531 1,095,389 5,265,113 Current	
SJ14-5034 CMAQ/5307-TR 2.10 SJRTD - San Joaquin Regional	Replace four 29 buses with new ultra-low emission gasoline buses. Toll credits apply for CON phase. ***** CA-2021-001 ***** \$ 769,540 DFTIP Amend 0.00	PE RW Const Total	769,540 769,540						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP PROJECT AND FUNDS HAVE BEEN CAPTURED IN A GRANT. Prior 769,540 Current	
SJ07-5044 5307-TR/ST/AT/IF 2.10 SJRTD - San Joaquin Regional	Purchase of six electric buses for fleet replacement. ***** CA-2018-130 ***** \$ 5,460,121 DFTIP Amend 0.00	PE RW Const Total	5,460,121 5,460,121						Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP PROJECT IS CAPTURED IN A GRANT. Prior 1,102,057 712,064 3,646,000 Current	
SJ14-5033 CMAQ/5307-TR 2.10 SJRTD - San Joaquin Regional	In Stockton, at Regional Transportation Center maintenance facility and Downtown Transit Center, install solar power infrastructure for battery-electric bus charging facilities. Toll credits apply for CON phase. ***** CA-2021-001 ***** \$ 3,375,000 DFTIP Amend 0.00	PE RW Const Total		3,375,000 3,375,000					Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP Prior 3,375,000 Current	

Add

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add award # to "Description"

San Joaquin Council of Governments 2023 Federal Transportation Improvement Program
 San Joaquin Format (Highest Version)

Congestion Mitigation and Air Quality Program (Transit Projects)

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)				Change Description Project Comments		
				22/23	23/24	24/25	25/26	26/27	27/28	Local
SJ14-5035 5307-TR/6339/S1 2.10 SJRTD - San Joaquin Regional	Replace aged diesel-electric hybrid buses with new electric buses. ● CA-2021-001 \$5,648,469 → \$3,774,410 DFTIP Amend 0.00 21200000735	PE RW Const Total	9,040,160 9,040,160					Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 4 - 06/16/2021 ***** ***** Version 1 - 01/14/21 *****		
SJ14-CM10 CMAQ/CITY 2.06 Stockton, City of	Costs associated with installation of signal prioritization equipment for BRT Phase 5 operations on Weber Ave, Miner Ave, Wilson Way, Fremont St., Filbert St and Main St. \$ 2,100,000 DFTIP Amend 0.00 21200000641	PE RW Const Total	375,000			1,725,000	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 1 - 01/14/21 *****			
SJ14-CM03 CMAQ/PVT 2.10 Various Agencies	Replace 5 old diesel school buses with new CNG school buses \$ 1,444,500 DFTIP Amend 0.00 21200000630	PE RW Const Total	375,000			1,725,000	Prior 375,000 Current 241,000 Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 1 - 01/14/21 *****			
							Prior 963,000 Current 481,500			

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**San Joaquin Council of Governments 2023 Federal Transportation Improvement Program
 San Joaquin Format (Highest Version)
 Federal Transit Administration Section 5307 Program**

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)				Change Description Project Comments Funding Summary (Current & Prior Years)
				Four Year Element				
				22/23	23/24	24/25	25/26	
SJ07-5045 5307/ITDA/AR-53 2.01 SJRITD - San Joaquin Regional	Costs of preventative maintenance of RTDs revenue and non-revenue fleet. Includes routine upkeep, & inspections, major repairs, labor, and administration costs. Costs are tracked through work orders. ● CA-2020-048 \$ 117,489,991 DFTIP Amend 0.00 21200000161	PE RW Const Total	97,489,991	5,000,000	5,000,000	5,000,000	5,000,000	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** ***** Version 33 - 04/24/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 5,843,865 17,344,285 74,301,841 Current 4,000,000 16,000,000
SJ14-5028 STA5307/AR-53 2.05 SJRITD - San Joaquin Regional	Equipment Purchase and installation of safety and security devices related to bus and bus facilities that include ITS applications ● CA-2021-099 \$ 3,528,730 DFTIP Amend 0.00 21200000474	PE RW Const Total	3,228,730	75,000	75,000	75,000	75,000	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** ***** Version 22 - 04/24/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 91,313 986,546 2,150,871 Current 60,000 240,000
SJ14-5030 5307/ITDA/STA 2.05 SJRITD - San Joaquin Regional	Cost associated with maintaining a multi-year tire funding lease contract ● CA-2021-099 \$ 3,498,882 DFTIP Amend 0.00 21200000610	PE RW Const Total	2,248,882	312,500	312,500	312,500	312,500	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** ***** Version 13 - 04/24/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 449,777 1,799,105 Current 250,000 1,000,000
SJ14-5025 5307/ITDA 2.01 SJRITD - San Joaquin Regional	Direct operational costs associated with providing service eligible under MAP-21 guidelines for FTA 5307. ● CA-2019-163 \$ 17,403,908 DFTIP Amend 0.00 21200000686	PE RW Const Total	17,403,908	312,500	312,500	312,500	312,500	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** ***** Version 1 - 01/14/21 ***** Project data transferred from 2018 FTIP ***** Prior 8,716,954 8,686,954 Current
SJ14-5027 5307/ITDA 2.01 SJRITD - San Joaquin Regional	Capital Cost of Contracting ● CA-2020-048 \$ 18,204,368 DFTIP Amend 0.00 21200000733	PE RW Const Total	8,560,368	2,411,000	2,411,000	2,411,000	2,411,000	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** ***** Version 4 - 04/24/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 1,640,092 6,920,276 Current 1,644,000 8,000,000
SJ07-5039 5339/ITDA/SS1 2.03 SJRITD - San Joaquin Regional	Rehabilitation of bus fleet, including complete overhaul, component replacement/rebuilds, and interior/exterior refurbishments ● CA-2022-093 \$ 2,891,573 DFTIP Amend 0.00 21200000737	PE RW Const Total	1,111,573	890,000	890,000	890,000	890,000	Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** ***** Version 5 - 07/15/2021 ***** ***** Version 1 - 01/14/21 ***** Prior 222,355 889,218 Current 960,000 1,420,000

Add info →

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**San Joaquin Council of Governments 2023 Federal Transportation Improvement Program
San Joaquin Format (Highest Version)
Transit Program (Non-CMAQ)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)				Change Description Project Comments Funding Summary (Current & Prior Years)
				22/23	23/24	24/25	25/26	
SJ18-5016 5339/XSJ 2.05 SJRTD - San Joaquin Regional	Upgrades to passenger fare functionality, including mobile ticketing, hardware and software purchases/upgrades, and fare vending machines. Add Integrated Transit Operations System; include fare technology and technology solutions to. \$ 1,333,056 CA-2020-154 DFTIP Amend 0.00 21200000739	PE RW Const Total	1,333,056 1,333,056					Carry Over ***** Version 1 - 05/10/22 ***** Project data transferred from 2020 FTIP ***** Version 1 - 07/14/21 ***** Project data transferred from 2018 FTIP Prior 600,000 Current 733,056

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Public Transportation Agency Safety Plan (PTASP) Targets (Manteca Transit)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (MB)	0	0	0	0	0	0	4.51 per 100,000 miles
Demand Response / Paratransit (DR)	0	0	0	0	0	0	4.12 per 100,000 miles

Source: Manteca Transit PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Tracy Tracer)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	40,329
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	22,807

Source: Tracer PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (RTD)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (Fixed Route)	0	0	15.2 12	12 9.7	30.8 171	2.5 4,385.1	4,158 6,096.4
Commuter Bus (Commuter Service)	0	0	0.8 0	0.1 0	9.8 13	1.4 22.8	14,264 387,539
Mobility Response (Mobility on Demand)	0	0	1 0	22 0	1 3	0 192	28,521 155,915.8
Demand Taxi (ADA / Paratransit)	0	0	0.1 1	0.1 47.4	0.6 1	0.5 47.4	244,101 211,191.9

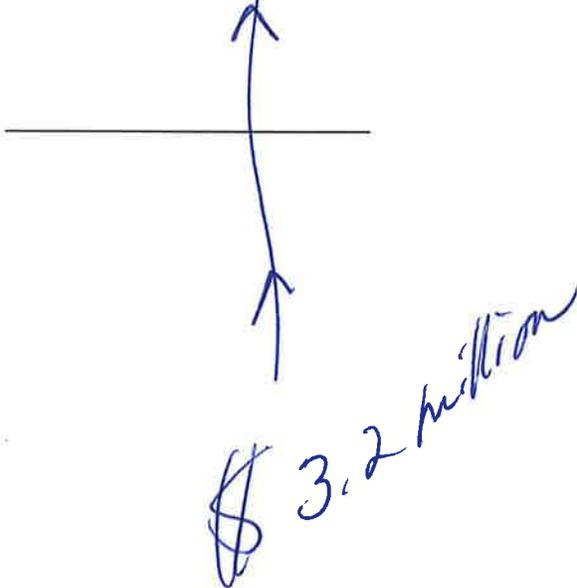
Source: RTD Agency Safety Plan

The performance measures and their calculations are specified by FTA's National Public Transportation Safety Plan. Additional information on calculation processes is included in FTA's PTASP Technical Assistance Center. The data used is from the National Transit Database. Performance measure relating

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crossing improvements, train control, grade separations. For the SJCOG region key projects that address transit safety include:

- SJRRC - Altamont Corridor Express Speed and Safety Upgrades project (SJ07-6035) - Signal upgrades to automatic train stop increase train speed from 79 to 90 mph and several track realignment projects.
- City of Lodi – \$900,000 programmed to transit facilities safety and security system costs for the Grapeline system (SJ18-5002)
- City of Manteca – \$3 million programmed to safety, security, and ITS costs for the Manteca Transit system (SJ07-5016)
- RTD – Over \$3.2 million programmed to purchase and install safety and security devices related to buses and facilities (SJ14-5028)



Appendix Q

Operations and Maintenance

Expenditures for Street Purposes and Recapitulation by Source from Which Expended*

Agency	22/23	23/24	24/25	25/26	Total
Escalon	\$ 1,061,198	\$ 1,082,422	\$ 1,104,071	\$ 1,126,152	\$ 3,247,691
Lathrop	\$ 6,126,993	\$ 6,249,533	\$ 6,374,524	\$ 6,502,014	\$ 18,751,050
Lodi	\$ 5,209,356	\$ 5,313,543	\$ 5,419,814	\$ 5,528,210	\$ 15,942,713
Manteca	\$ 5,597,450	\$ 5,709,399	\$ 5,823,587	\$ 5,940,059	\$ 17,130,436
Ripon	\$ 1,256,765	\$ 1,281,900	\$ 1,307,538	\$ 1,333,689	\$ 3,846,204
Stockton	\$ 13,102,415	\$ 13,364,464	\$ 13,631,753	\$ 13,904,388	\$ 40,098,632
Tracy	\$ 14,686,297	\$ 14,980,023	\$ 15,279,624	\$ 15,585,216	\$ 44,945,944
County	\$ 45,370,151	\$ 46,277,555	\$ 47,203,106	\$ 48,147,168	\$ 138,850,812
TOT	\$ 92,410,626	\$ 94,258,839	\$ 96,144,016	\$ 98,066,896	\$ 282,813,481

*Information for table derived from the California State Controller's Office Local Government Financial Data website at <https://bythenumbers.sco.ca.gov>: Streets and Roads Expenditures links: Average of FY2018 through FY2020 data.

*Future year data assumes a 2% increase in expenditures.

*It is assumed that available revenue will increase at the same rate as expenditures.

*Data for FY2018 through FY2020 demonstrates a balance between available revenue and expenditures.

Areas of Expenditure:

Construction & Right of Way: Street Reconstruction

Maintenance: Patching, Overlay / Sealing, & Other Street Purpose Maintenance

SAN JOAQUIN COUNCIL OF GOVERNMENTS

PROFESSIONAL STAFF

Diane Nguyen.....	Executive Director
Steve Dial.....	Deputy Executive Director/CFO
Kim Anderson.....	Deputy Director, Planning
Ryan Niblock.....	Deputy Director, Programming & Project Delivery
Steve Mayo.....	Program Manager
Kim Kloeb.....	Senior Regional Planner
Travis Yokoyama.....	Senior Regional Planner
Timothy Kohaya.....	Senior Regional Planner
Christine Corrales.....	Senior Regional Planner
Yvette Davis.....	Senior Program Specialist
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Laurel Boyd.....	Associate Habitat Planner
Isaiah Anderson.....	Assistant Regional Planner
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Rosie Zeiter.....	Accounting Assistant I
Daljit Saini.....	Accounting Assistant I
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