



# 2025 FTIP

**Federal Transportation Improvement Program**

Adopted: August 22, 2024



## Table of Contents

<b>Introduction</b>	<b>1</b>
<b>Federal Transportation Improvement Program Development</b>	<b>2</b>
Overview	2
Consistency with Other Documents	4
Public Involvement	5
<b>Financial Plan</b>	<b>7</b>
Financial Summaries	7
Project Priority	8
Year of Expenditure (YOE) Dollars	9
<b>Air Quality Conformity</b>	<b>10</b>
Transportation Control Measures (TCMs)	10
<b>Operations and Maintenance</b>	<b>11</b>
System Preservation, Operation, and Maintenance Costs	11
Financial Summaries	11
Roadways	11
Transit Operations and Maintenance	13
<b>Performance-Based Planning</b>	<b>14</b>
FHWA Performance Measures	14
FTA Performance Measures	15
<b>Performance-Based Planning and Programming Employed in Project Selection Process</b>	<b>17</b>
Congestion Mitigation Air Quality / Carbon Reduction Program (CMAQ / CRP)	17
Surface Transportation Block Grant (STBG)	17
Regional Active Transportation Program (ATP)	18
<b>Environmental Justice Analysis</b>	<b>19</b>
Demographics of the Region	19
Environmental Justice Areas	19
Methodology	20
EJ Analysis and Results	20
Engaging the EJ Communities	22

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<b>Project Listings</b>	<b>24</b>
FTIP Project Listing Guide	24
Regional	26
Regional Activities: SJCOG TDM and PPM	
Mainline Highway Projects	
Regional Rail Projects	
Interchange Projects	
Local Projects	
State-Managed Programs	32
State Highway Operation and Protection Program (SHOPP)	
Highway Bridge Program (HBP)	
Highway Safety Improvement Program (HSIP)	
Grouped Project Listings	36
Noninfrastructure & Transportation Enhancement Projects:	37
Planning and Technical Studies	
Transportation Enhancements: EV Charging Projects	37
Active Transportation:	
Bicycle and Pedestrian Facilities	
Roadway Projects:	37
Pavement Resurfacing/Rehabilitation	
Intersection Signalizations	
Traffic Control Devices Other Than Signalization	
Intersection Channelizations	
Transit and Rail Projects:	38
Operating Assistance to Transit Agencies	
Safety Improvements that Correct, Improve, or Eliminate Hazard	
Purchase of New or Replacement Buses and Rail Locomotives/Cars	
Reconstruction or Renovation of Transit & Rail Buildings & Structures	
Bus & Rail Terminals and Transfer Points	
Construction of New Bus or Rail Storage/Maintenance Facilities	
Rehabilitation of Transit Vehicles and Rail Assets	
Construction of Small Passenger Shelters & Information Kiosks	
Rehab/Recon of Track in Existing R/W	
Purchase of Operating Equipment for Vehicles	
Purchase of Equipment for Existing Facilities	
<b>Appendices</b>	<b>40</b>

## Appendices

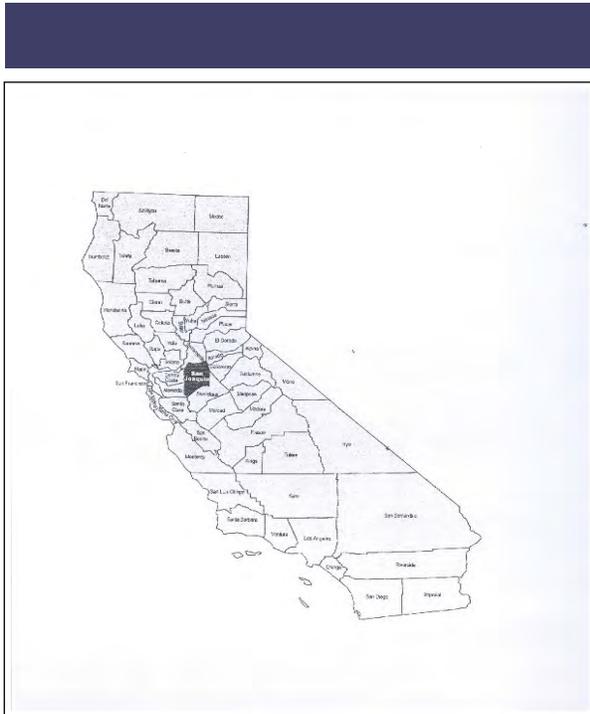
<i>Appendix A</i>	FTIP Checklist
<i>Appendix B</i>	SJCOG Adoption Resolution
<i>Appendix C</i>	SJCOG Public Participation Plan: FTIP Amendments
<i>Appendix D</i>	FSTIP/FTIP Administrative Modification Guidance
<i>Appendix E</i>	Expedited Project Selection Procedures (EPSP)
<i>Appendix F</i>	Transportation Control Measure (TCM) Projects
<i>Appendix G</i>	Air Quality Codes and Exempt Projects
<i>Appendix H</i>	Grouped Projects Listings
<i>Appendix I</i>	2022 RTP Appendix F: Project Listing
<i>Appendix J</i>	2025 FTIP Financial Summary Tables
<i>Appendix K</i>	2025 FTIP CMAQ Cost-Effectiveness Documentation
<i>Appendix L</i>	Performance Measures
<i>Appendix M</i>	Environmental Justice Analysis
<i>Appendix N</i>	FY 2023 Annual Obligations
<i>Appendix O</i>	Public Notices/Proof of Publication
<i>Appendix P</i>	Response to Comments
<i>Appendix Q</i>	Air Quality Conformity Analysis

# 2025 Federal Transportation Improvement Program

*FFY 2024-25 through FFY 2027-28*

## 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.



- Transportation projects that are considered regionally significant (regardless of the funding source).

The FTIP is composed of three parts:

- Part one is a priority list of project segments by phase to be carried out in a four-year period;
- Part two is a financial plan that demonstrates how the FTIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to carry out the program.
- Part three is the Expedited Process Selection Procedures (EPSP) that allows the movement of projects from year-to-year within the first four fiscal year (quadrennial element) of the FTIP, as needed.

### Programming of Federally Funded and Regionally Significant Projects

The Quadrennial Element of the FTIP includes federal fiscal years 2024-25 through 2027-28, and revenues and costs have been updated with an emphasis on the quadrennial element. 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 (STIP) and State Highway Operation and Protection Program (SHOPP) approved by the California Transportation Commission.
- The Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (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.

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 regionally significant projects in the 2025 FTIP are also identified in SJCOG’s 2022 RTP, as provided in Appendix I.

### Demonstrating Federal Air Quality Conformity

Under the requirements of the current regulations set forth by the Environmental Protection Agency, the FTIP must demonstrate regional air quality conformity. SJCOG has prepared the corresponding FTIP Air Quality Conformity Determination as required by federal law.

As an element of the air quality conformity analysis, included in the FTIP are 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.

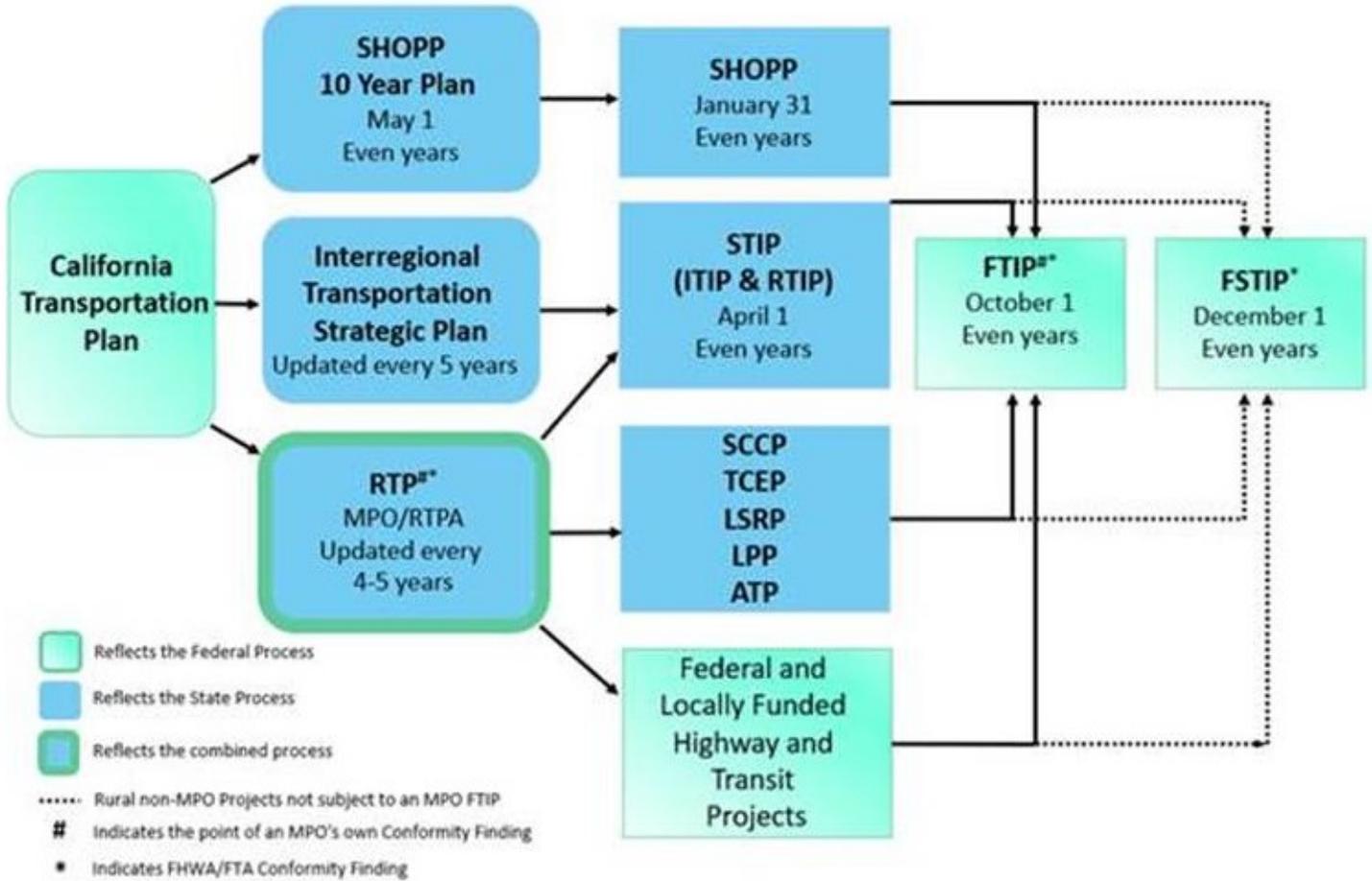
### Consistency with Other Documents

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 and State Planning and Programming Process



## Public Involvement

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 (PPP) 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 coordinated and open planning.

Appendix C is the SJCOG PPP section that addresses the FTIP Amendment requirements.

### Federal Land Management Agency Consultation

There are no federal lands in San Joaquin County that are managed by Federal Land Management Agencies.

### Tribal Government Consultation

As part of SJCOG's public involvement process, staff reaches out to tribal governments to engage them in the planning process. Consultation with tribal governments is addressed in the SJCOG 2024 Public Participation Plan, PPP (<https://www.sjcoq.org/127/Public-Participation-Plan>).

The California Valley Miwok Tribe (CVMT) is the only federally recognized Native American tribe in the San Joaquin region. In San Joaquin County, the CVMT is considered a “landless” Tribe, meaning that, although they are federally recognized, they do not have land held in trust by the Bureau of Indian Affairs. SJCOG lays the groundwork for consultation early in the process of developing the RTP and generally includes a California Valley Miwok Tribal representative in the technical working group for the RTP. In addition, staff notifies and consults with the North Valley Yokuts Tribe, a non-federally recognized Tribe in San Joaquin County, and with the California Tribal Temporary Assistance for Needy Families (TANF) Partnership to conduct government-to-government consultation throughout the regional planning process. SJCOG expresses to each tribe a willingness to conduct individual meetings at the tribe’s convenience, which may include attendance at meetings of the tribal council or committees.

In the SJCOG 2024 Public Participation Plan, Appendix I SJCOG Consultation Procedures with Indian Tribal Governments documents SJCOG’s procedures for consultation with federally and non-federally recognized Native American Tribal Governments in San Joaquin County.

## 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.

## Financial Summaries

Appendix J shows the Financial Summary Tables for the 2025 FTIP.

The Appendix J financial tables show currently available revenues to finance the programmed projects contained within the 2025 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)
- State Highway Operations and Protection Program (SHOPP)
- Congestion Mitigation and Air Quality (CMAQ)
- Carbon Reduction Program (CRP)
- Surface Transportation Block Grant / Regional Surface Transportation Program (STBG/RSTP)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Federal Transit Administration (FTA)
- Other Federal grant sources and earmarks

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 2025 FTIP represents the 2025-2028 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 2022 RTP Chapter 5 policies and performance measures provide an objective criterion to evaluate how well the 2025 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.

The 2025 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 2025 FTIP identifies the 2025 to 2028 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 24-25) shall have first priority.
- All projects (as a group) shown in the second year of the Quadrennial Element (FY 25-26) shall have second priority.
- All projects (as a group) shown in the third year of the Quadrennial Element (FY 26-27) shall have third priority.
- All projects (as a group) shown in the fourth year of the Quadrennial Element (FY 27-28) shall have fourth priority.

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

### Year of Expenditure (YOE) Dollars

Per title 23, Section 450.324(h), project costs are shown in year of expenditure (YOE) dollars. This means that a project shown as \$1 million in 2024 is expected to cost \$1 million in that year, in inflated dollars. If a project's cost increases at the time of obligation, the agencies that control funding decisions must take further action to approve increased funding amounts.

Total project costs have been calculated to Year of Expenditure (YOE) dollars using a cost escalation methodology. The project sponsor uses the cost escalation percentage of 3% per year. Caltrans-sponsored STIP projects are calculated to YOE in the 2022 adopted STIP.

## Air Quality Conformity

The San Joaquin Valley Air Basin is classified as a nonattainment area for ozone and PM<sub>2.5</sub>, and a maintenance area for PM<sub>10</sub>. 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 2025 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 2025 FTIP.

This determination demonstrates that all SJCOG's planned transportation projects contained in the 2022 RTP and 2025 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.

## 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 F. These TCMs are consistent with the 2022 RTP and the Air Quality Conformity Analysis.

## Operations and Maintenance

### 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.

From the California State Controller's Office reporting on the Highway User's Tax Account (HUTA) and SB1 Road Maintenance and Rehabilitation Account (RMRA) payments and from the STBG/RSTP apportionments, an estimated \$307 million will be cumulatively collected and spent on maintenance in the San Joaquin County Region between FFY 24/25 and FFY 27/28. Within the 2025 FTIP, the SHOPP program dedicates \$653 million of revenue to address maintenance on state managed roadways.

The five transit agencies identify needed revenues for operations and maintenance costs.

### Roadways

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.

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.

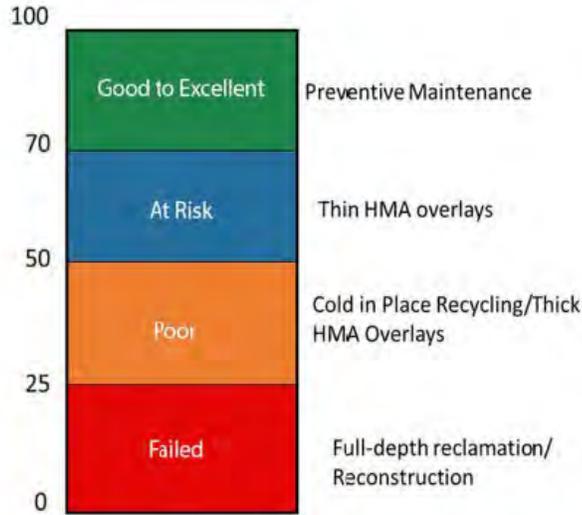


Figure 2.1 PCI Thresholds & Treatments Assigned for Asphalt Pavements

A comprehensive statewide needs assessment of local streets and roads report, as commissioned by a collective body of city and county public works agencies as well as regional transportation planning agencies, is updated every two years. California Statewide Local Streets and Roads Needs Assessment, April 2023, is the 2022 update that surveyed California’s 539 cities and counties.

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 68, slightly improved from 67 reported in 2020. This is an assessment of the average pavement condition, which is on the edge between "Good" and "At-risk" categories. The statewide average pavement condition has a weighted PCI of 65, which is identified as an "At-risk" category.

Funding for local roadway operations and maintenance in San Joaquin County is provided through the following major programs: state gas tax, state Senate Bill 1 Local Streets and Roads funds, state Local Transportation Fund (LTF), federal Surface Transportation Block Group (STBG) Program, 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 2024 SHOPP, the 2025 FTIP identifies a total of \$653 million in SHOPP revenues to support state highway operations and maintenance.

### Transit 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 (TDA), state transit bond, the county transportation sales tax (Measure K), and transit fares. The 2025 FTIP identifies a total of \$175 million in these revenues to support transit operations and maintenance. SB125 amended the Budget Act of 2023 to appropriate \$4 billion to the Transit and Intercity Rail Capital Program (TIRCP) with these funds provided over two fiscal years. The intent of these TIRCP funds is to provide one-time multiyear bridge funding for transit operators to address operational cost needs. Of the \$4 billion TIRCP, the San Joaquin Region was apportioned \$80 million, and this will go towards transit operations.

## Performance Based Planning

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) 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 Regional Transportation Plan (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) scale.

***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.

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 2025 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 2025 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 L.

## Performance-Based Planning and Programming Employed in Project Selection Process

Performance-Based Planning and Programming (PBPP) is the decision-making process employed by SJCOG to prioritize and select projects regionally for funding with the region's discretionary funding sources: Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG, also known as Regional Surface Transportation Program, RSTP), and Active Transportation Program (ATP).

The following describes how SJCOG's project selection processes are performance-based and how they support achievement of the performance targets.

### Congestion Mitigation Air Quality / Carbon Reduction Program (CMAQ/CRP)

Since CRP is like CMAQ, SJCOG recently did the combined CMAQ/CRP Call for Projects. Applicants used the CARB and FHWA cost-effectiveness calculations to determine their scores. These calculations look at the amount of criteria pollutant reductions/benefits (PM3) associated with the proposed projects. Projects were solely ranked and selected based on their cost-effectiveness scores, which were calculated by CARB's CMAQ tool/methodology and/or FHWA CMAQ toolkit.

In order to be eligible for CRP funds (and garner Caltrans' certification), the projects must align with the State's Carbon Reduction Strategy, which focuses on three pillars: zero-emission vehicles and infrastructure, active transportation, and rail and transit. SJCOG's recent Call for Projects yielded several projects that are CRP-eligible and align with the State's Carbon Reduction Strategy.

### Surface Transportation Block Grant / Regional Surface Transportation Program (STBG/RSTP)

SJCOG conducts a Call for Projects. Projects are quantitatively scored based on four performance metrics: Pavement impacts (PM2); Safety (PM1); Congestion (PM3); and Regional Congestion Management Program (PM3). Projects are selected for funding based on their total scores (adding scores for the four metrics) and ranking.

The four evaluation criteria are:

1. Rehabilitation, Reconstruction, and Replacement (Up to 70 points). This aligns with PM2 pavement and bridge management. The scoring is based on the level of infrastructure improvement impact of the project.
2. Safety and Security (Up to 15 points). This aligns with PM1 safety. This scores the project's improvement to safety in terms of reducing fatal and serious injury collisions.
3. Congestion Relief (Up to 10 points). This aligns with PM3 system performance. The score reflects the project's relief of congestion and/or improvement to travel reliability.

4. Congestion Management Program (Up to 5 points). This also aligns with PM3 system performance. Additional points will be awarded to projects in SJCOG's RCMP that improve congestion and/or travel reliability.

## Regional Active Transportation Program (ATP)

In order to be eligible to compete for the region's formulaic ATP, SJCOG requires applicants to submit their applications to the Statewide ATP. The SJCOG ATP (formulaic) scoring process includes having the applicants respond to five supplemental questions worth 25 points total, which will be added to the applications' scores from the Statewide ATP for a maximum project score of 125 points.

The five supplemental questions are:

1. Is project consistent with an existing plan? This ensures projects are driven by local bike/pedestrian plans. This also ensures projects, which are being implemented, adhere to the planning process.
2. What are the neighborhood/community impacts? This gives the jurisdictions the opportunity to explain how the projects will be transformational for the neighborhood/community. This aligns with SJCOG's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Strategy Number 7: Provide transportation improvements to facilitate nonmotorized travel.
3. Does the project provide safe routes to schools or improves safer access to other community activity centers? Projects should ensure children, people with disabilities, and other non-motorized users (i.e., those walking and those on bikes, e-bikes, scooters, etc.) can safely travel to and access schools and other community activity centers. This aligns with SJCOG's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Strategy Number 10: Facilitate projects that reduce the number and severity of traffic incidents.
4. Is the project (only for non-infrastructure and small infrastructure applications) leveraging other funding? The jurisdictions' commitment to their projects is shown by other funding investments in their applications.
5. Does the project improve transit access? Projects should ensure children and non-motorized users (i.e., those walking and those on bikes, e-bikes, wheelchairs, scooters, etc.) can access public transit. This aligns with SJCOG's 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) Strategy Number 5: Optimize the public transportation plan to provide efficient and convenient access for users of all income levels.

Even though these questions are not directly related to the federal performance metrics, these five considerations are significant when evaluating and scoring the proposed projects.

The regional ATP caps the award to any funded agency at 50% of available funds to offer the opportunity to other applicants.

## Environmental Justice

Infrastructure projects have a significant effect on the quality of life of residents by shaping access to jobs, education, housing, community services, amenities, and recreational opportunities. The lack of equity transportation investment results in long-lasting social and economic costs to the low-income and minority communities. Without thoughtful planning and development, transportation systems could also degrade the quality of life in communities especially for many low-income and minority residents.

FHWA's environmental justice (EJ) policy entails three main principles:

- 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.

SJCOG must assist DOT, FTA, and FHWA in their mission “to avoid minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects” on EJ populations.

The following summarizes the SJCOG EJ Analysis Report in Appendix M.

## Demographics of the Region

From the U.S. Census American Communities Survey 2015-2019, the Hispanic/Latino and Asian populations, at 41% and 15% respectively, make up the minority majority.

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. 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. Again, from the U.S. Census American Communities Survey 2015-2019, 18.7% (138,581) of the region's total population are below 150% of poverty level.

## Environmental Justice Areas

To focus on those areas that have the greatest needs and where transportation investments may have a greater impact, SJCOG staff used the following 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.
- Census tracts where at least 80 percent of population is minority.

SJCOG defines EJ communities as census tracts in San Joaquin County meeting one or both concentration thresholds for minority population or population living below 150% of the federal poverty threshold.

Additional EJ Census Tracts were identified if they met four of the five following criteria:

- 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.

## Methodology

SJCOG conducted six types of analyses 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.

- 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 landuse 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.

## EJ Analysis and Results

The SJCOG EJ Analysis determines if EJ communities share in the benefits of transportation investments without bearing a disproportionate share of burdens.

Performance Measure	Sub- Geography	2022 RTP
Percent (and number) of total households / employment located within ½ mile of high quality transit stops & centers	EJ Communities	23.9% / 30.1% (20,965 / 36,591)
	Non-EJ Communities	4.2% / 11.1% (9,032 / 21,161)
Percent of total households within 500 feet of freeway	EJ Communities	6.1.%
	Non-EJ Communities	5.7%

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.

Between the two sub-geographies, the results reflect a much greater percent of total households and employment that are located near high quality transit in EJ communities compared to non-EJ communities.

Exposure to Air Pollution

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.

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.

Performance Measure	Does the SJCOG 2022 RTP have an adverse effect on EJ Communities?	Is the adverse effect disproportionately high?
Percent of total households / employment located within ½ mile of high quality transit stops and centers	No	No
Percent of households within 500 feet of freeway	No	No

### 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 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 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.

### Roadway Investment Benefits

SJCOG's travel demand model is used to determine the benefits of roadway investments by examining the trips on the improved roadways.

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 the roadway investments.

### Engaging the EJ Communities

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.

In addition to conducting technical analyses to understand the transportation investments' impact on disadvantaged communities, environmental justice also entails designing an inclusive planning process that engages the affected communities.

With guidance from Title VI of the Civil Rights Act and various federal and state laws intended to promote the equitable distribution of benefits while minimizing 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. This entails meaningful and extensive participation of key stakeholders that range from community-based organizations to public agencies, civic groups, and individual advocates and residents; and

- Improve methods for analyzing how the Plan affects these communities.

Outreach was targeted to low-income, minority and other historically underrepresented and underserved communities via partnerships with community-based organizations.

An updated Limited English Proficiency Plan to provide meaningful access to planning activities for persons with limited English proficiency.

Outreach efforts 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.

## Project Listings

The 2025 Federal Transportation Improvement Program (FTIP) is comprised of the following transportation program categories of project listings:

1. Regional Projects:
  - SJCOG Travel Demand Management. This is SJCOG’s regional investment in the rideshare program, which works to reduce the number of single-occupancy vehicles and their associated air pollution impacts. This is also SJCOG’s Transportation Control Measure (TCM).
  - SJCOG Planning, Programming and Monitoring (PPM).
  - Mainline Highway Projects.
  - Regional Rail Projects.
  - Interchange Projects.
  - Local Projects.
  
2. State Managed Programs:
  - State Highway Operation and Protection Program (SHOPP).
  - Highway Bridge Program (HBP).
  - Highway Safety Improvement Program (HSIP).
  
3. Grouped Project Listings:
  - Noninfrastructure and Transportation Enhancement Projects.
  - Active Transportation.
  - Roadway Projects.
  - Transit and Rail Projects.

As provided in Appendix G, these groupings are of projects that are considered regionally air quality exempt per 40 CFR Part 93.126 Exempt Table 2 and 40 CFR Part 93.127 Exempt Table 3.

The following page explains the display of the FTIP projects.

FTIP Project Listing Guide

PROGRAM TITLE			Program Schedule							Change Description			Air Quality Exemption Code	RTP ref.
Route Postmile PIN / Dist-EA	Description	Phase	(Construction Costs escalated per Caltrans percentage)							Project Comments	Funding Summary			
Fund	Total Esc. Cost	PE	Four Year Element				5th year of STIP	BEYOND STIP	Carryover	Local	State	Federal		
AQ	Status	RW	Prior	24/25	25/26	26/27	27/28	28/29					29/30	
Lead	CTIPS	CON												

- Item 1: Program title is the name of the existing transportation program, a category of project types, a funding program or a combination of the three.
- Item 2: Route and Post Mile are road segment information; PIN and ST/FED ID are identification codes used in databases; Fund is the main funding source; AQ AQ identifies a project as conformity exempt or not; Lead is the agency responsible for expediting the project.
- Item 3: Description provides project information. Total escalated cost adds all phases of cost for a project grand total. Status may be used to indicate the FTIP Amendment, when a project was last changed.
- Item 4: Phase allows programming for standard steps or phases in a large project. PE is preliminary engineering, work done prior to contracting out a job. This is typical for roadwork. RW is right-of-way work that may be needed for the project and may include cost of property and engineering work. CON or construction phase typically includes the actual cost of the improvements (or capital) and the project administration. Total is the cost for each year as shown in the following columns.
- Item 5: The four-year element indicates federal funding years of FTIP. The years represent federal funding years. Federal Fiscal years begin October 1 and end September 31 of the following year. Prior year is offered when a project may still be in progress even though the funding years are past or if a phased project crosses from an earlier year into a current year.
- Item 6: Local, state and federal funding sources represent an overall funding summary of the projects collective funding sources. This typically includes federal dollars and a local dollar match. For matching requirements, SJCOG utilizes local match for CMAQ and CRP and toll credits for STBG.

## **Regional Projects**

- Regional Travel Demand Management (TDM)
- Planning, Programming and Monitoring (PPM)
- Mainline Highway Projects
- Regional Rail Projects
- Interchange Projects
- Local Projects

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)					Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.		
			Prior Years	24/25	25/26	26/27	27/28	5th year of STIP 28/29	BEYOND STIP 29/30	Carryover	Local			State	Federal

\* Info only.  
 Beyond 5th  
 year STIP.

**SJCOG Regional Activities**

VARIOUS  CMAQ 3.01 SJCOG	<b>Travel Demand Management Program (TCM)</b> (Throughout San Joaquin and Merced Counties, implement travel demand management program.)  \$ 3,800,000 CTIPS 212-0000-0608	PE RW Const  Total		950,000	950,000	950,000	950,000			Carry Over Prior Current		3,800,000	EPA TABLE II / III EXEMPT: Rideshare & Vanpool Program	RTP Appdx F FTIP Appdx I Table 6-9
VARIOUS N/A  ST-CASH 4.01 SJCOG	<b>Planning, Programming and Monitoring (PPM)</b> (STIP provides 5% set-asides for PPM for RTPA's planning, programming and monitoring of regional projects)  \$ 1,641,000 CTIPS 2024 STIP 112-0000-0026	PE RW Const  Total		482,000	482,000	482,000	195,000	387,000		Carry Over Prior Current		1,641,000	EPA Table III Non-construct. Related Activities	RTP Ch4 Financing STIP (State) pp. 3.5,7, 18-20

**Mainline Highway Projects**

5 I-5: L0/R13.4 10-1H170 STIP AC  Caltrans	<b>I-205 Managed Lanes</b> 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.  \$ 4,000,000 CTIPS 112-0000-0422	PE RW Const  Total	9,164,690	4,000,000						Carry Over Prior Current		9,164,690		RTP Appdx F FTIP Appdx I Table 6-1 SJ14-1001-3
99/120 SR99: 4.6/5.7 SR120: R4.3/T6.8 10-1M290 STIP AC, HIP, SHOPP AC, STBG, Measure K  SJCOG	<b>SR 99/120 Connector Project Phase 1A</b> (Widen the E/B SR 120 to S/B 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 East Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at East Woodward Ave to conform to the new connector road; modify the existing N/B Austin Road exit ramp to conform to the higher overcrossing profile grade; Temporarily close the Austin Road N/B entrance and S/B exit ramps; resulting in a partial interchange.)  \$ - CTIPS 2024 STIP 112-0000-0421	PE RW Const  Total	4,650,000 7,720,000 62,170,162	Information Only Currently in Construction						Carry Over Prior Current		14,847,000 23,135,000 36,558,162		RTP Appdx F  FTIP Appdx I Table 6-1  SJ14-1004
99/120 SR99: 5.1/7.2 SR120: 3.1/6.2 10-1M300 STIP AC, Earmark, Measure K Caltrans	<b>SR 99/120 Connector Project Phase 1B</b> (Widen the N/B SR 99 to W/B SR 120 connector ramp from one-lane to two-lanes; add an auxiliary lane in the existing median of W/B SR 120 from SR 99 to Main Street; convert the existing SR 99/120 separation structure to two lanes and construct a new separation structure to serve the E/B SR 120 to N/B SR 99 connector ramp.)  \$ 56,345,000 CTIPS 2024 STIP 212-0000-0745	PE RW Const  Total	1,130,000 325,000			56,345,000			Carry Over Prior Current		449,000 50,396,000 5,500,000			RTP Appdx F  FTIP Appdx I Table 6-1 SJ18-1002
99/120 SR99: 3.1/6.2 SR120: 5.1/T7.2  STBG Caltrans	<b>SR 99/120 Connector Project Phase 1C</b> (Add braided offramps; Convert entrance ramp to a loop ramp with separate traffic movements to SR 99 & SR 120; relocate N/B SR 99 exit ramp to Austin Rd; relocate the SR 99 Frontage Rd; add an aux. lane in existing median of E/B SR 120; add an aux. lane in each direction on SR 99 and relocate the frontage road.)  \$ - CTIPS 212-0000-0746	PE RW Const  Total	1,800,000	Information Only						Carry Over Prior Current		1,800,000		RTP Appdx F  FTIP Appdx I Table 6-1 SJ18-1003

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule						Change Description				Air Quality Conformity Exemption Code	RTP ref.
			(Construction Costs escalated per Caltrans percentage)						Project Comments					
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Funding Summary (Current & Prior Years)				
	24/25	25/26	26/27	27/28	28/29	29/30	Carryover	Local	State	Federal				

**Regional Rail Projects**

RAIL N/A RAIL	<b>Valley Rail Service</b> (Operation of Valley Rail new service, which includes service from/to Ceres Station, Diridon Station, Natomas/Airport Station, and Turlock Station.)	PE RW								Carry Over					RTP Appdx F
CMAQ, TDA		Const	12,500,000	Information Only for PA/ED						Prior		12,500,000			FTIP Appdx I Table 6-6 SJ07-6025
SJRRRC	\$ - CTIPS 212-0000-0821	Total	12,500,000	Information Only for PA/ED						Current					NOTE: <b>Total project cost = \$94,000,000</b>
RAIL N/A RAIL	<b>Valley Link Rail Service Phase 1</b> (Once completed, the project will create a new 22-mile passenger rail transit system connecting the cities of Dublin, Pleasanton, Livermore, and Mountain House with all-day, bi-directional service.)	PE RW	90,000,000							Carry Over					RTP Appdx F
TIRCP, MTC, State Budget		Const		Information Only for PA/ED						Prior	60,000,000	30,000,000			FTIP Appdx I Table 6-6 SJ18-6010
TVSJVRRA	\$ - CTIPS 212-0000-0838	Total	90,000,000	Information Only for PA/ED						Current					NOTES: \$25M TIRCP Cycle 6, \$5M AB179 State Budget, and \$60M MTC AB1171 Bridge Toll Funds for PE. Project scope covers the MTC & SJCOG regions and is programmed in both regions' FTIPs.

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AC Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule						Change Description				Air Quality Conformity Exemption Code	RTP ref.
			(Construction Costs escalated per Caltrans percentage)						Project Comments					
			Four Year Element				5th year of STIP	BEYOND STIP	Funding Summary (Current & Prior Years)					
Prior Years	24/25	25/26	26/27	27/28	28/29	29/30	Carryover	Local	State	Federal				

\* Info only.  
 \* Info only.  
 Beyond 5th  
 year STIP.

**Interchange Projects**

205 0.8/2 10-1E210 Local City of Tracy	<b>I-205 / Mountain House / International Pkwy Interchange Improvements</b>  CTIPS 212-0000-0768	PE RW Const Total	1,738,000 11,656,500  13,394,500									Carry Over  Prior 13,394,500 Current 39,463,500 NOTE: <b>Total project cost = \$52,858,000</b> <b>Project currently in PS&amp;E/RW.</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ14-2003	
205 2.6/RS.1 10-0H910 HPP, TI, IM, Measure K, Local City of Tracy	<b>I-205 / Lammers Rd / Eleventh St Interchange and Widening</b> (Construct Interchange. Realign & widen Eleventh St to 6-lanes north of Grant Line Rd to Byron Rd. Construct aux lanes: Hansen to Eleventh and in W/B I-205 Eleventh St to Grant Line Rd)  CTIPS 212-0000-0227	PE RW Const Total	7,140,803 5,080,079  12,220,882									Carry Over  Prior 5,427,882 Current 40,672,118 NOTE: <b>Total project cost = \$52,893,000</b> <b>Project currently in PS&amp;E/RW.</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ11-2010	
580 12.6/14.3 10-1E220 TCEP, Local City of Tracy	<b>Interstate 580 / Patterson Pass Road / International Pkwy Diverging Diamond Interchange</b> Interchange reconstruction and improvements.  CTIPS 212-0000-0769	PE RW Const Total	6,040,000 2,264,000 50,171,000 58,475,000	Information Only Currently in Construction									Carry Over  Prior 33,591,000 Current NOTE: <b>Project currently in construction.</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ14-2002
205 R9/R9.6 10-0H880 HPP City of Tracy	<b>I-205 / Chrisman Road Interchange Phase 1</b> (Construct new interchange from 0.9 mile east of MacArthur Drive to 2.9 miles west of I-5)  CTIPS 212-0000-0228	PE RW Const Total	800,000  800,000	Information Only for PA/ED									Carry Over  Prior Current 800,000 NOTE: <b>Total project cost = \$36,056,267</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ11-2012
120 R0.5/R1.8 10-1G760 Local City of Lathrop	<b>SR 120 / Yosemite Avenue / Guthmiller Road Interchange Improvements</b> (Widen Yosemite Ave Undercrossing E/B & W/B offramps. Widen Yosemite Ave & Guthmiller Rd, signalize ramp intersections, and install ITS)  CTIPS 212-0000-0839	PE RW Const Total	1,000,000  1,000,000	Information Only for PA/ED									Carry Over  Prior 1,000,000 Current NOTE: <b>Total project cost = \$42,500,000</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ14-2004
5 Local City of Lathrop	<b>I-5 / Roth Road Interchange</b> (Relocation of intersection at Roth/Harian Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 3 lanes from Roth/Harian road intersection to Roth/Manthey Road Intersection.)  CTIPS Amend. 39 212-0000-0827	PE RW Const Total	500,000  500,000	Information Only for PA/ED									Carry Over  Prior 500,000 Current NOTE: <b>Total project cost = \$42,000,000</b> <b>Currently in PID (PSR-PDS).</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ11-3066
120 R0.9/R3.3 10-0H890 STIP, HPP, Measure K, Local City of Manteca	<b>SR-120 / McKinley Avenue Interchange</b> (Construct interchange)  CTIPS 112-0000-0348	PE RW Const Total	4,005,000 15,400,000 25,300,000 44,705,000	Information Only Currently in Construction									Carry Over  Prior 29,525,000 Current 12,300,000 2,880,000 NOTE: <b>Project currently in construction.</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ07-2009
99 31.3/31.6 10-1C260 LPP, STBG HIP, Local City of Lodi	<b>SR-99 / Turner Road Interchange Improvements</b> (Reconstruct interchange to provide operational and safety improvements (PM 31-331.6).  CTIPS 212-0000-0842	PE RW Const Total	750,000  9,667,000 10,417,000	Information Only Currently in Construction Closeout									Carry Over  Prior 3,897,000 Current 4,729,000 1,791,000 NOTE: <b>Project currently in closeout.</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ07-1020
5 R16.47 10-0E550 Local City of Lathrop	<b>I-5 / Louise Avenue Interchange Improvement</b> (Convert to diverging diamond interchange and include the following: widen existing I-5 on- & off-ramps; reconstruct undercrossing; construct ramp metering; provide new traffic signals; and construct bike lanes & sidewalks along Louise Avenue.)  CTIPS 212-0000-0849	PE RW Const Total	400,000  400,000	Information Only for PA/ED									Carry Over  Prior 400,000 Current NOTE: <b>Total project cost = \$28,754,000</b> <b>Currently in PA/ED.</b>	RTP Appdx F FTIP Appdx I Table 6-2 SJ07-2005

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)					Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.		
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Carryover	Local			State	Federal
				24/25	25/26	26/27	27/28								

\* Info only,  
 Beyond 5th  
 year STIP.

**Local Projects**

Local NA  City of Lathrop	<b>Golden Valley Parkway</b> (Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road. Project includes 2-lane Manthey Road Bridge Replacement under Federal Bridge Program (BRLS 5456(016))  \$ 2,300,000 CTIPS 212-0000-0840	PE RW  Const  Total	2,300,000   2,300,000	Information Only for PA/ED						Carry Over  Prior 2,300,000 Current  NOTE: Total project cost = \$13,100,000	EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ07-3014
Local NA  STIP, SB132, SB1, TIGER SJRRRC	<b>Stockton Diamond Grade Separation</b> (In Stockton at intersection of BNSF & UPRR, construct track connections & grade separate the BNSF Stockton Subdivision and UPRR Fresno Subdivision diamond crossing)  \$ 239,233,000 CTIPS 112-0000-0446	PE RW  Const  Total	19,100,000 13,200,000  206,933,000  239,233,000	Information Only Currently in Construction						Carry Over  Prior 219,233,000 Current 20,000,000  NOTE: Total project cost = \$239,233,000	EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-6 SJ11-6001
Local NA  San Joaquin County	<b>Roth Road Widening</b> (From UPRR to Airport Way, widen from 2 to 4 lanes w- shoulders)  \$ 300,000 CTIPS 212-0000-0841	PE RW  Const  Total	300,000   300,000	Information Only for PA/ED						Carry Over  Prior 300,000 Current  NOTE: Total project cost = \$5,388,861	EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ07-3154
Local NA  STBG  City of Manteca	<b>Airport Way Widening</b> (From SR-120 to North City Limits, widen from 2 to 4 lanes)  \$ 1,616,201 CTIPS 212-0000-0843	PE RW  Const  Total					1,616,201  1,616,201		Carry Over  Prior Current  NOTE: Carryover unobligated STBG.	EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ07-3023	
Local NA  STBG  City of Ripon	<b>North Jack Tone Road Improvements</b> (Expand North Jack Tone Road, from Santos Ave to northern city limit, to match City Standard Detail ST-9 for 140' major arterial road)  \$ 200,000 CTIPS 212-0000-0844	PE RW  Const  Total					200,000  200,000		Carry Over  Prior Current  NOTE: Carryover unobligated STBG.	EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ11-3017	
Local NA  CMAQ, Local 4.01 City of Ripon	<b>Ripon CNG Solid Waste Collection Vehicle</b> (In City of Ripon, purchase new CNG solid waste collection vehicle to replace old, higher-polluted vehicle.)  \$ 375,000 CTIPS 212-0000-0756	PE RW  Const  Total					375,000  375,000		Carry Over  Prior Current 275,000  NOTE: Carryover unobligated CMAQ.	EPA TABLE II or III EXEMPT: Non- Construction Activities	RTP Appdx F FTIP Appdx I Table 6-8 SJ14-8001	
Local NA  CMAQ, Local 4.01 City of Manteca	<b>Manteca CNG Street Sweeper</b> (In City of Manteca, purchase new CNG street sweeper to replace old, higher-polluted sweeper.)  \$ 563,651 CTIPS 212-0000-0754	PE RW  Const  Total					563,651  563,651		Carry Over  Prior Current 64,651  NOTE: Carryover unobligated CMAQ.	EPA TABLE II or III EXEMPT: Non- Construction Activities	RTP Appdx F FTIP Appdx I Table 6-8 SJ14-8001	

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)							Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.
			Prior Years	Four Year Element				5th year of STIP 28/29	BEYOND STIP 29/30	Carryover	Local	State	Federal		
				24/25	25/26	26/27	27/28								
Local NA  CMAQ, CRP, Local 4.12 City of Stockton	<b>Stockton Fiber Optic Implementation Phase 2</b> (In City of Stockton, install fiber optic cables and synchronize traffic signals in Downtown Stockton.)  \$ 6,994,240 CTIPS 212-0000-0822	PE RW  Const  Total		999,661		5,994,579					Carry Over  Prior Current 802,240		6,192,000	EPA TABLE II or III EXEMPT: Transp. Enhancem. Activities	RTP Appdx F FTIP Appdx I Table 6-8 SJ14-8001
Local NA  Local, Rail Commis. City of Stockton	<b>Dr Martin Luther King Boulevard Underpass Reconstruction</b> (Between Grant Ave & Airport Way in City of Stockton, project includes removal of old bridges, construction of new bridge, reconstruction of retaining walls, sidewalks, pump station, and other elements.)  \$ 1,800,000 CTIPS 212-0000-0799	PE RW  Const  Total		1,800,000				1,500,000 6,000,000		48,000,000	Carry Over  Prior Current 900,000	900,000		EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-4 SJ07-4028
Local NA  Measure K City of Stockton	<b>Lower Sacramento Road Widening Segment 1</b> (From Armor Dr to Morada Lane, widen from 4 to 6 lanes)  \$ 2,000,000 CTIPS 212-0000-0845	PE RW  Const  Total		2,000,000							Carry Over  Prior Current 2,000,000			EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ11-3056
Local NA  Measure K City of Stockton	<b>Lower Sacramento Road Widening Segment 2</b> (From Marlette Rd to Pixley Slough, widen from 2 to 6 lanes)  \$ 2,000,000 CTIPS 212-0000-0846	PE RW  Const  Total		2,000,000							Carry Over  Prior Current 2,000,000			EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ11-3039
Local NA  RTIF, Measure K, Local City of Tracy	<b>Corral Hollow Road Widening Segment 1</b> (From Parkside Drive to Linne Road, widen from 2 to 4 lanes)  \$ 5,954,322 CTIPS 212-0000-0847	PE RW  Const  Total		5,954,322							Carry Over  Prior Current 5,954,322			EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ07-3110
Local NA  RTIF, Local City of Tracy	<b>Corral Hollow Road Widening Segment 2</b> (From Linne Road to I-580, widen from 2 to 4 lanes including ROW & construction of 2 bridges)  \$ 2,400,000 CTIPS 212-0000-0848	PE RW  Const  Total		2,400,000							Carry Over  Prior Current 2,400,000			EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ07-3181
Local NA  Local San Joaquin County	<b>Grant Line Road Realignment Project</b> (From Tracy City Limits to 11th Street, construct a new four-lane alignment of Grant Line Road with operational & safety improvements)  \$ 1,364,737 CTIPS 212-0000-0851	PE RW  Const  Total	1,364,737	Information Only for PA/ED								Carry Over  Prior Current		EPA TABLE II or III EXEMPT:	RTP Appdx F FTIP Appdx I Table 6-3 SJ14-3005

## **State Managed Programs**

- State Highway Operation and Protection Program (SHOPP)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Program Schedule						Change Description				Air Quality Conformity Exemption Code	RTP ref.	
			(Construction Costs escalated per Caltrans percentage)						Project Comments						
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Funding Summary (Current & Prior Years)					
	Total Escalated Cost														
	Status									Carryover	Local	State	Federal		

\* Info only.  
 \* Info only. Beyond 5th year STIP.

**Grouped Projects: State-Managed: State Highway Operations and Protection Program (SHOPP)**

VARIOUS VARIOUS SHOPPAC	<b>Grouped Projects for SHOPP Bridge Rehabilitation and Reconstruction Program</b> Projects are consistent w- 40CFR Part 93.126 Exempt Table 2- Widening narrow pavements or reconstructing bridges (no additional travel lanes)	PE RW Const								Carry Over				EPA TABLE II or III EXEMPT: Non capacity-widening or Bridge Reconstruction	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1022
1.19 Caltrans	\$ 585,148,000 CTIPS 2024 SHOPP 212-0000-0432	Total	22,392,000	27,040,000	233,108,000	325,000,000	0			Prior Current	22,392,000 585,148,000			NOTE: Per adopted 2024 SHOPP (March 2024)	
VARIOUS VARIOUS SHOPPAC	<b>Grouped Projects for SHOPP Collision Reduction Program</b> Projects are consistent w- 40CFR Part 93.126/127 Exempt Tables - RR/Hwy crossing, safer non-Fed-aid system roads, shoulder improv., traffic control devices & operations other than signals, signals at indiv. intersections, pavement marking demo, truck climbing lanes, lighting improv., emergency truck pullovers.	PE RW Const								Carry Over				EPA TABLE II or III EXEMPT: Safety Improvement Program	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1019
1.06 Caltrans	\$ 10,936,000 CTIPS 2024 SHOPP 212-0000-0313	Total	42,523,000	2,965,000	7,971,000	0	0			Prior Current	42,523,000 10,936,000			NOTE: Per adopted 2024 SHOPP (March 2024)	
VARIOUS VARIOUS SHOPPAC	<b>Grouped Projects for SHOPP Mandates Program</b> Projects are consistent w- 40CFR Part 93.126 Exempt Table 2 categories.	PE RW Const								Carry Over				EPA TABLE II or III EXEMPT: Safety Improvement Program	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1022
1.06 Caltrans	\$ 9,823,000 CTIPS 2024 SHOPP 212-0000-0669	Total	6,316,000	0	9,823,000	0	0			Prior Current	6,316,000 9,823,000			NOTE: Per adopted 2024 SHOPP (March 2024)	
VARIOUS VARIOUS SHOPPAC	<b>Grouped Projects for SHOPP Mobility Program</b> Projects are consistent w- 40CFR Part 93.126/127 Exempt Tables - RR/Hwy crossing, safer non-Fed-aid system roads, shoulder improv., traffic control devices & operations other than signals, signals at indiv. intersections, pavement marking demo, rural truck climbing lanes, lighting improv., emergency truck pullovers.	PE RW Const								Carry Over				EPA TABLE II or III EXEMPT: Safety Improvement Program	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1020
1.06 Caltrans	\$ 27,062,000 CTIPS 2024 SHOPP 212-0000-0667	Total	75,786,000	4,818,000	13,032,000	0	9,212,000			Prior Current	75,786,000 27,062,000			NOTE: Per adopted 2024 SHOPP (March 2024)	
VARIOUS VARIOUS SHOPPAC	<b>Grouped Projects for SHOPP Roadway Preservation Program - Pavement Resurfacing and/or Rehabilitation</b> Projects are consistent w- 40CFR Part 93.126 Exempt Table 2- Pavement resurface and/or rehab. Emergency relief (23 U.S.C. 125). Widen narrow pavements or recon. bridges (no added travel lanes).	PE RW Const								Carry Over				EPA TABLE II or III EXEMPT: Pavement Resurfacing and/or Rehabilitation	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1021
1.10 Caltrans	\$ 18,403,000 CTIPS 2024 SHOPP 212-0000-0315	Total	134,719,000	18,403,000	0	0	0			Prior Current	134,719,000 18,403,000			NOTE: Per adopted 2024 SHOPP (March 2024)	
VARIOUS VARIOUS SHOPPAC	<b>Grouped Projects for SHOPP Complete Streets Program</b> Projects are consistent w- 40CFR Part 93.126 Exempt Table 2.	PE RW Const								Carry Over				EPA TABLE II or III EXEMPT: Safety Improvement Program	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1022
1.06 Caltrans	\$ 3,458,000 CTIPS 2024 SHOPP 212-0000-0828	Total	472,000	507,000	2,951,000	0	0			Prior Current	472,000 3,458,000			NOTE: Per adopted 2024 SHOPP (March 2024)	

53,733,000	266,885,000	325,000,000	9,212,000
654,830,000			

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)						Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.	
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Carryover	Local	State			Federal
				24/25	25/26	26/27	27/28								
VARIOUS VARIOUS  SHOPPAC 4.13 Caltrans	<b>Grouped Projects for SHOPP Emergency Response- Emergency Repair</b> Projects are consistent w- 40CFR Part 93.126 Exempt Table 2 - Repair damage caused by natural disasters, civil unrest, or terrorist acts.  \$ - CTIPS 2024 SHOPP 212-0000-0668	PE RW  Const  Total							Carry Over  Prior 11,737,000 Current 0 NOTE: Per adopted 2024 SHOPP (March 2024)				EPA TABLE II or III EXEMPT: Other- Damage Repair	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1022	
VARIOUS VARIOUS  SHOPPAC 1.06 Caltrans	<b>Grouped Projects for SHOPP Roadside Preservation Program</b> Projects are consistent w- 40CFR Part 93.126 Exempt Table 2- Fencing, Safety roadside rest areas.  \$ - CTIPS 2024 SHOPP 212-0000-0771	PE RW  Const  Total							Carry Over  Prior 5,778,000 Current 0 NOTE: Per adopted 2024 SHOPP (March 2024)				EPA TABLE II or III EXEMPT: Safety Roadside Rest Areas	RTP Appdx F FTIP Appdx I Table 6-10 SJ07-1022	
VARIOUS VARIOUS  SHOPPAC  1.06 Caltrans	<b>Grouped Projects for Safety &amp; Shoulder Improv., Pavement Resurf. and/or Rehab. – Minor Program</b> Projects are consistent w- 40CFR Part 93.126/127 Exempt Tables - RR/Hwy crossing, safer non-Fed-aid system roads, shoulder improv., traffic control devices & operations other than signals, signals at indiv. intersections, pavement marking demo, rural truck climbing lanes, lighting improv., emergency truck pullovers.	PE RW  Const  Total							Carry Over  Prior 4,676,000 Current 0				EPA TABLE II or III EXEMPT: Safety Improvement Program	RTP Appdx F  FTIP Appdx I Table 6-10 SJ07-3005	

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)						Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.	
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Carryover	Local	State			Federal
				24/25	25/26	26/27	27/28	28/29	29/30						

\* Info only.  
 \* Info only.  
 Beyond 5th  
 year STIP.

**Caltrans-Managed Grouped Projects Programs**

VARIOUS VARIOUS	<b>Grouped Projects for Bridge Rehabilitation and Reconstruction Program (HBP)</b> <small>Projects are consistent w- 40CFR Part 93.126 Exempt Table 2- Widening narrow pavements or reconstructing bridges (no additional travel lanes)</small>	PE RW								Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u>	RTP Appdx F
1.19		Const	14,911,694	7,777,061	8,099,205	28,419,500	7,775,266		73,491,584	Prior 1,415,062 Current 4,356,528	13,496,632 47,714,504	Non-Capacity Increasing Bridge Widening or Reconstruction	FTIP Appdx I
Various Agencies		Total	14,911,694	7,777,061	8,099,205	28,419,500	7,775,266		73,491,584	NOTE: Per 3/22/24 updated HBP backup listing			Table 6-10
VARIOUS VARIOUS	<b>Grouped Projects for Highway Safety Improvement Program (HSIP)</b> <small>Projects are consistent w- 40CFR Part 93.126 Exempt Tables 2 &amp; 3 categories.</small>	PE RW								Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u>	RTP Appdx F
1.06		Const	4,410,361	5,873,300	0	0	0			Prior 184,560 Current 587,330	4,225,801 5,285,970	Safety Improvement Program	FTIP Appdx I
Various Agencies		Total	4,410,361	5,873,300	0	0	0			NOTE: Per 11/16/23 updated HSIP backup listing			Table 6-8 Table 6-10

## **Grouped Project Listings**

- Noninfrastructure and Transportation Enhancement Projects
- Active Transportation
- Roadway Projects
- Transit and Rail Projects

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)					Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP page no.		
			Prior Years	24/25	25/26	26/27	27/28	5th year of STIP	BEYOND STIP	Carryover	Local			State	Federal
			28/29	29/30											

\* Info only.  
 \* Info only.  
 Beyond 5th  
 year STIP.

**SJCOG Grouped Projects: Noninfrastructure and Transportation Enhancement Projects**

VARIOUS VARIOUS	<b>Grouped Projects for Planning Activities</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Planning activities pursuant to Titles 23 and 49 U.S.C.	PE RW								Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Non-CON-related Activities	RTP Appdx F FTIP Appdx I Table 6-6 Table 6-8
4.03 Various Agencies	\$ - CTIPS 212-0000-0803	Const	3,123,200	0	0	0	0			Prior 1,150,200 273,000 1,700,000 Current			
		Total	3,123,200	0	0	0	0			NOTE: Per 8/24/23 updated backup listing			
VARIOUS VARIOUS	<b>Grouped Projects for Transportation Enhancement Activities</b> Projects are consistent w- 40 CFR part 93.126 Exempt Table 2 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).	PE RW								Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Transportation Enhancement Activities	RTP Appdx F FTIP Appdx I Table 6-8
4.12 Various Agencies	\$ 18,750,000 CTIPS Amend. 41 212-0000-0836	Const	0	18,750,000	0	0	0			Prior Current 3,750,000 15,000,000			
		Total	0	18,750,000	0	0	0			NOTE: Per 4/16/24 updated backup listing			

**SJCOG Grouped Projects: Active Transportation and Roadway Projects**

VARIOUS VARIOUS	<b>Grouped Projects for Bicycle/Pedestrian Projects</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Bicycle and pedestrian.	PE RW	3,024,000 0	3,022,000 90,000	200,000 0					Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Bicycle and Pedestrian Facilities	RTP Appdx F FTIP Appdx I Table 6-8
3.02 Various Agencies	\$ 21,224,961 CTIPS Amend. 38 212-0000-0779	Const	33,895,126	10,018,428	6,435,533	1,459,000	0			Prior 20,832,460 2,739,000 14,072,000 Current 1,724,199 3,668,000 15,108,428			
		Total	36,919,126	13,130,428	6,635,533	1,459,000	0			NOTE: Per 3/12/24 updated backup listing			
VARIOUS VARIOUS	<b>Grouped Projects for Pavement Resurfacing and or Rehabilitation</b> Projects are consistent w- 40 CFR part 93.126 Exempt Table 2 - Pavement resurfacing and/or rehabilitation.	PE RW								Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Pavement Resurfacing / Rehabilitation	RTP Appdx F FTIP Appdx I Table 6-10
1.10 Various Agencies	\$ 31,284,060 CTIPS Amend. 43 212-0000-0001	Const	0	10,337,497	12,120,020	8,826,543	0			Prior Current 31,284,060			
		Total	0	10,337,497	12,120,020	8,826,543	0			NOTE:			
VARIOUS VARIOUS	<b>Grouped Projects for Intersection Signalizations</b> Projects are consistent w- 40 CFR Part 93.127 Exempt Table 3 - Intersection Signalization Projects.	PE RW	125,000	248,503						Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Intersection Signalization Projects	RTP Appdx F FTIP Appdx I Table 6-10
5.02 Various Agencies	\$ 3,391,150 CTIPS Amend. 22 212-0000-0806	Const	0	1,324,000	575,000	1,243,646	0			Prior 14,000 111,000 Current 567,150 2,824,000			
		Total	125,000	1,572,503	575,000	1,243,646	0			NOTE: Per 9/21/23 updated backup listing			
VARIOUS VARIOUS	<b>Grouped Projects for Traffic Control Devices Other Than Signalization</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 category - Traffic control devices and operating assistance other than signalization projects.	PE RW								Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Non-Signalization Traffic Controls & Operations	RTP Appdx F FTIP Appdx I Table 6-10
1.07 Various Agencies	\$ 1,978,991 CTIPS Amend. 38 212-0000-0807	Const	0	990,625	988,366	0	0			Prior Current 226,991 1,752,000			
		Total	0	990,625	988,366	0	0			NOTE: Per 03/28/24 updated backup listing			
VARIOUS VARIOUS	<b>Grouped Projects for Intersection Channelization</b> Projects are consistent w- 40 CFR Part 93.127 Exempt Table 3 - Intersection Channelization Projects.	PE RW	484,582	361,459						Carry Over		<u>EPA TABLE</u> <u>II or III</u> <u>EXEMPT:</u> Intersection Channelization Projects	RTP Appdx F FTIP Appdx I Table 6-10
5.01 Various Agencies	\$ 5,638,019 CTIPS Amend. 22 212-0000-0805	Const	0	2,630,000	2,646,560	0	0			Prior 55,582 429,000 Current 647,019 4,991,000			
		Total	484,582	2,991,459	2,646,560	0	0			NOTE: Per 9/21/23 updated backup listing			

**San Joaquin Council of Governments**  
**2025 Federal Transportation Improvement Program**  
**San Joaquin Format ( Highest Version)**

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)					Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.		
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Carryover	Local			State	Federal
				24/25	25/26	26/27	27/28								

\* Info only.  
Beyond 5th  
year STIP.

**SJCOG Grouped Projects: Transit and Rail Projects**

VARIOUS VARIOUS  2.01 Various Agencies	<b>Grouped Projects for Operating Assistance to Transit Agencies</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Operating assistance to transit agencies.  \$ 79,521,563 CTIPS <b>Amend. 45</b> 212-0000-0808	PE RW Const Total	103,750   40,254,352	   20,347,870	   23,236,471	   17,276,316	   18,660,906	   28/29	   29/30	Carry Over  Prior 2,313,271 Current 4,395,780	11,092,180 26,201,752	26,848,901 48,924,031	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Transit Operating Assistance	RTP Appdx F  FTIP Appdx I Table 6-5
VARIOUS VARIOUS  2.10 Various Agencies	<b>Grouped Projects for Purchase of New or Replacement Buses and Rail Locomotives/Cars</b> Projects are consistent w-40 CFR Part 93.126 Exempt Table 2 - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.  \$ 7,606,898 CTIPS <b>Amend. 42</b> 212-0000-0810	PE RW Const Total	   10,062,646	   4,640,000	   2,966,898	   0	   0	   28/29	   29/30	Carry Over  Prior 0 Current 0	2,901,027 910,500	7,161,619 6,696,398	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Purchase New Buses & Rail Cars as Replacements	RTP Appdx F  FTIP Appdx I Table 6-5 Table 6-6
VARIOUS VARIOUS  2.08 Various Agencies	<b>Grouped Projects for Reconstruction or Renovation of Transit &amp; Rail Buildings and Structures</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Reconstruction or renovation of transit buildings & structures.  \$ 3,596,593 CTIPS <b>Amend. 40</b> 212-0000-0811	PE RW Const Total	103,750   30,822,155	   1,574,850	   0	   1,940,243	   81,500	   28/29	   29/30	Carry Over  Prior 0 Current 0	20,109,500 230,000	10,816,405 3,366,593	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Reconstruction of Transit Structures	RTP Appdx F  FTIP Appdx I Table 6-5 Table 6-6
VARIOUS VARIOUS  5.06 Various Agencies	<b>Grouped Projects for Bus &amp; Rail Terminals and Transfer Points</b> Projects are consistent w-40 CFR Part 93.127 Exempt Table 3 - Bus Terminals and Transfer Points.  \$ 13,572,000 CTIPS <b>Amend. 18</b> 212-0000-0812	PE RW Const Total	1,125,000   0	   0	   13,572,000	   0	   0	   28/29	   29/30	Carry Over  Prior 0 Current 9,991,250	225,000 150,000	900,000 3,430,750	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Bus Terminals and Transfer Points	RTP Appdx F  FTIP Appdx I Table 6-5 Table 6-6
VARIOUS VARIOUS  2.11 Various Agencies	<b>Grouped Projects for Construction of New Bus or Rail Storage/Maintenance Facilities</b> Projects are consistent w-40 CFR Part 93.126 Exempt Table 2 - Construction of new bus or rail storage/maintenance facilities.  \$ 14,142,080 CTIPS <b>Amend. 18</b> 212-0000-0813	PE RW Const Total	   11,599,000	   3,035,520	   3,035,520	   3,035,520	   3,035,520	   28/29	   29/30	Carry Over  Prior 1,382,000 Current 900,000	939,000 3,440,000	9,278,000 9,802,080	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Construction of New Transit Storage / Maint. Facilities	RTP Appdx F  FTIP Appdx I Table 6-5 Table 6-6

Route Postmile PIN Dist-EA Fund AQ Lead	Description  Total Escalated Cost  Status	Phase	Program Schedule  (Construction Costs escalated per Caltrans percentage)						Change Description  Project Comments Funding Summary (Current & Prior Years)				Air Quality Conformity Exemption Code	RTP ref.	
			Prior Years	Four Year Element				5th year of STIP	BEYOND STIP	Carryover	Local	State			Federal
				24/25	25/26	26/27	27/28								
VARIOUS VARIOUS  2.03 Various Agencies	<b>Grouped Projects for Rehabilitation of Transit Vehicles and Rail Assets</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Rehabilitation of transit vehicles.  \$ 43,194,332 CTIPS <b>Amend. 45</b> 212-0000-0814	PE RW  Const  Total							Carry Over  Prior Current		460,298 601,294	742,000 172,000	19,240,537 42,421,038	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Rehabilitation of Transit / Rail Vehicles	RTP Appdx F FTIP Appdx I Table 6-5 Table 6-6
VARIOUS VARIOUS  2.07 Various Agencies	<b>Grouped Projects for Construction of Small Passenger Shelters &amp; Information Kiosks</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Construction of small passenger shelters and information kiosks.  \$ 4,564,622 CTIPS <b>Amend. 33</b> 212-0000-0815	PE RW  Const  Total							Carry Over  Prior Current		0 0	200,000 200,000	1,087,883 4,364,622	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Construction of Passenger Shelters & Info Kiosks	RTP Appdx F FTIP Appdx I Table 6-5 Table 6-6
VARIOUS VARIOUS  2.09 Various Agencies	<b>Grouped Projects for Rehab-Recon of Track Structures, Tracks, and Trackbeds</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way (non-capacity increasing).  \$ 1,300,000 CTIPS <b>Amend. 18</b> 212-0000-0816	PE RW  Const  Total							Carry Over  Prior Current		0 0	1,561,280 0	6,245,119 1,300,000	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Track Rehab in Existing Right-Of-Way	RTP Appdx F FTIP Appdx I Table 6-6
VARIOUS VARIOUS  2.05 Various Agencies	<b>Grouped Projects for Purchase of Operating Equipment for Vehicles</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).  \$ 2,067,005 CTIPS <b>Amend. 18</b> 212-0000-0817	PE RW  Const  Total							Carry Over  Prior Current		0 0	0 0	1,581,921 2,067,005	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Purchase Operating Equip. for Vehicles	RTP Appdx F FTIP Appdx I Table 6-5
VARIOUS VARIOUS  2.04 Various Agencies	<b>Grouped Projects for Purchase of Office, Shop, and Operating Equipment for Existing Facilities</b> Projects are consistent w- 40 CFR Part 93.126 Exempt Table 2 - Purchase of office, shop, and operating equipment for existing facilities.  \$ 4,712,088 CTIPS <b>Amend. 27</b> 212-0000-0818	PE RW  Const  Total							Carry Over  Prior Current		0 0	1,048,000 0	4,190,093 4,712,088	<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Purchase Equipment for Existing Facilities	RTP Appdx F FTIP Appdx I Table 6-5 Table 6-6
VARIOUS VARIOUS  1.06 Various Agencies	<b>Grouped Projects for Safety Improvements that Correct, Improve, or Eliminate Hazardous Location or Feature</b> Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.  \$ 800,000 CTIPS <b>Amend. 18</b> 212-0000-0809	PE RW  Const  Total							Carry Over  Prior Current		400,000 800,000			<u>EPA TABLE</u> <u>II or III</u> <b>EXEMPT:</b> Safety Improvement Program	RTP Appdx F FTIP Appdx I Table 6-6

## Appendices

*Appendix A* ..... FTIP Checklist  
*Appendix B* ..... SJCOG Adoption Resolution  
*Appendix C*..... SJCOG Public Participation Plan: FTIP Amendments  
*Appendix D*..... FSTIP/FTIP Administrative Modification Guidance  
*Appendix E*.....Expedited Project Selection Procedures (EPSP)  
*Appendix F* ..... Transportation Control Measure (TCM) Projects  
*Appendix G* .....Air Quality Codes and Exempt Projects  
*Appendix H* .....Grouped Projects Listings  
*Appendix I* .....2022 RTP Appendix F: Project Listing  
*Appendix J* .....2025 FTIP Financial Summary Tables  
*Appendix K*..... 2025 FTIP CMAQ Cost-Effectiveness Documentation  
*Appendix L* ..... Performance Measures  
*Appendix M* ..... Environmental Justice Analysis  
*Appendix N* ..... FY 2023 Annual Obligations  
*Appendix O* ..... Public Notices/Proof of Publication  
*Appendix P* ..... Response to Comments  
*Appendix Q*..... Air Quality Conformity Analysis

# Appendix A

## FTIP Checklist

## 2025 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 2025 FTIP* at the start of the FTIP public review period but no later than **August 30, 2024**.
- ❖ Upload the Final 2025 FTIP, along with any amendments and to the 2025 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2024**.
- ❖ Email web-link to the Final 2025 FTIP and amendments to Caltrans by **September 30, 2024**.

### II. FTIP Package Submittal:

*Paper copies of the draft or final 2025 FTIPs are not required.*

Verify that the draft and final FTIP package includes the following:

- Project Listings - **see Appendix F**
  - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings) - **see Appendix H**
- Projects consistent with 23 CFR 667 requirements/analysis
- Board resolution that addresses the following. Include signed board resolution with your final 2025 FTIP. - **see Appendix B**
  - 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: - **see Appendix L**
  - 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 - **see Appendix J**
  - 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, including the Conformity Analysis Checklist for MPO TIPs/RTPs - **see Appendix Q**
- Public Participation Process/Interagency Consultation - **see Appendices C & O**
- Expedited Project Selection Procedures (EPSP) documentation - **see Appendix E**
- Web link to the CMAQ and STBGP project selection process - **see page 17 of 2025 FTIP for discussion**

## **Appendix B**

### **SJCOG Adoption Resolution**



## **RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS**

**R-25-01**

### **RESOLUTION ADOPTING THE THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND CORRESPONDING CONFORMITY ANALYSIS**

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

WHEREAS, federal planning regulations require that MPOs prepare, adopt, and maintain a Federal Transportation Improvement Program (FTIP) for their region; 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 2025 FTIP must be financially constrained, and the financial plan affirms that funding is available; and

WHEREAS, the 2025 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 SJCOG forum and general public involvement; and

WHEREAS, the 2025 FTIP program listing is consistent with 1) the 2022 Regional Transportation Plan; 2) the 2024 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2025 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2025 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

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

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2025 FTIP and 2022 RTP meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2025 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2025 FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the documents have been widely circulated and reviewed by the SJCOG 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 SJCOG; and

WHEREAS, a public hearing was conducted on July 11, 2024, to hear and consider comments on the 2025 FTIP and corresponding Conformity Analysis.

NOW, THEREFORE, BE IT RESOLVED, that the SJCOG adopts the formal 2025 FTIP and corresponding Conformity Analysis.

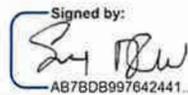
BE IT FURTHER RESOLVED, that the SJCOG finds that the 2025 FTIP is in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG on the 22<sup>nd</sup> day of August 2024.

AYES: Mayor Bellinger, Escalon; Councilmember Blower, Stockton; Mayor Craig, Lodi; Mayor Dhaliwal, Lathrop; Supervisor Ding, SJ County; Mayor Lincoln, Stockton; Supervisor Rickman, SJ County; Mayor Singh, Manteca; Mayor Su, Mountain House; Mayor Zuber, Ripon.

NOES: None.

ABSENT: Supervisor Villapudua, SJ County; Mayor Young, Tracy; Vice Mayor Warmasley, Stockton.

Signed by:  
  
AB78D8997642441...

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SONNY DHALI WAL  
Chair

## **Appendix C**

### **SJCOG 2024 Public Participation Plan (PPP) FTIP Amendments**



# PUBLIC PARTICIPATION PLAN

SAN JOAQUIN COUNCIL OF GOVERNMENTS



ADOPTED MARCH 28, 2024

## FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The FTIP implements the policy and investment priorities expressed by the public and adopted by SJCOG in the RTP. In this way, public comments made as part of the RTP are also reflected in the FTIP. The FTIP covers a four-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 — transit, highway, local roadway, bicycle and pedestrian investments — that:

- Receive federal funds.
- Are subject to a federally required action.
- Are regionally significant for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient funds committed (or “programmed”) to the projects to complete 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 Code of Federal Regulations (Title 23, Part 450.104). The Federal Highway Administration (FHWA), FTA, and Caltrans have developed amendment and administrative modification procedures for the FTIP. These procedures are posted online at <https://www.sjco.org/documentcenter>.

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

Further explanation about FTIP updates and how to process amendments is shown on the next page.

Outside of FTIP updates and revisions, Expedited Project Selection Procedures (EPSP) allow eligible projects to be moved between FTIP fiscal years if the project cost and scope do not change. SJCOG staff is federally authorized to utilize EPSP without additional state or federal approval. SJCOG 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.

# KEEPING SJ COUNTY MOVING



The initial phase of the fix for the 120 Bypass/Highway 99 interchange includes 1) swinging Woodward Avenue south to Austin Road. 2) Making the current Woodward Avenue crossing of the railroad tracks 90 degrees. 3) Building new Austin Road bridge that would cross Highway 99 and the railroad tracks. 4) A new northbound 99 off ramp for Austin Road. 5-6) Temporarily shutting down the southbound off ramp and northbound on ramp at Austin Road. 7) Building a two-lane transition from the eastbound Bypass to southbound 99.

## » 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 are 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.
- ✓ 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, or will they be subject to a public review and comment process, repeat of the fiscal constraint demonstration, 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, except for certain types of FTA Projects that must go through a formal amendment process. Administrative modifications only require approval by SJCOG.<sup>3</sup> State and federal agencies are notified, but do not take approval action on administrative modifications. Administrative modifications do not require a repeat of a demonstration of fiscal constraint or conformity determination. These modifications are posted on the SJCOG website at the time of action and 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. They do not change project design concepts or scopes, and the conformity analysis years used for the regional analysis of the current RTP/SCS and the FTIP remain unchanged. Type 2 amendments do not require published public notices or a public hearing, except for certain types of FTA Projects. Type 2 formal amendments require approval by SJCOG, Caltrans, FHWA, and FTA. Publicly accessible notification of a Type 2 amendment is posted on the SJCOG website (sjcog.org) at least seven 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.

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<sup>3</sup> 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.

» FTIP Amendment Type 3: Formal Amendment  
- Exempt Projects

Type 3 formal amendments significantly revise, add or delete exempt or non regionally significant projects or project phases to and from the FTIP. They require approval by SJCOG, Caltrans, and FHWA/FTA. Public notification of a Type 3 formal amendment is posted on the SJCOG website at least seven days before action and distributed to local agency partners through SJCOG standing committees. Type 3 amendments do not require published public notices or a public hearing, except for 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  
- Conformity Determination that Relies on a  
Previous Regional Emissions Analysis

Type 4 formal amendments primarily include adding or deleting projects that already have 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 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.
- ✓ Consideration and response to public comments received during comment period.

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.
- ✓ Consideration and responding to public comments received during comment period.

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

Type 5 formal amendments are the highest level 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 compliance with applicable air quality requirements and a new regional emissions analysis. This type of amendment is also used when there is a change to a nonexempt, regionally significant project design, concept, 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/FTA.

TABLE 4: REQUIREMENTS FOR UPDATING &amp; REVISING THE FEDERAL TRANSPORTATION IMPROVEMENT

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	7	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 3: Formal Amendment - Exempt Projects	7	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.

## FEDERAL TRANSIT ADMINISTRATION PROGRAM OF PROJECTS PUBLIC PARTICIPATION REQUIREMENTS

Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a MPO such as SJCOG to seek comments from the public when developing its RTP and FTIP. FTA has decided that when a recipient of Section 5307 funds follows the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements for developing the program of projects (POP), or a detailed list of projects to be funded in a grant application submitted to FTA. In San Joaquin County, those recipients include the cities of Lodi, Manteca and Tracy, San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, and any recipients that become eligible for Section 5307 funding in the future.

This PPP follows the FTIP procedures for public involvement and, therefore, satisfies public participation requirements for the program of projects. All public notices of public participation activities and times established for public review and comment on the FTIP will state that they satisfy the POP requirements of the Section 5307 program for the San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, the cities of Lodi, Tracy, and Manteca, and any recipients that becomes eligible for the receipt of Section 5307 funding as recognized by FTA.

## ANNUAL LISTING OF OBLIGATED PROJECTS

By federal requirement, SJCOG publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects among the public. Copies of this annual listing may be obtained from the SJCOG website: <http://www.sjcog.org/ftip>. Hard copies are available by request by contacting the SJCOG office at [info@sjcog.org](mailto:info@sjcog.org) or 209.235.0600.

## CONGESTION MANAGEMENT PROCESS

Required as part of the Federal Congestion Management Process, the SJCOG CMP is a regional process stipulated by the Measure K Renewal Ordinance, approved by San Joaquin County voters in November 2006 and referred to as the Regional Congestion Management Process (RCMP). The SJCOG RCMP is intended to reduce single-occupancy vehicle (SOV) travel without increasing roadway capacity. It includes strategies for reducing SOV travel demand, while increasing multimodal travel, improving traffic operational management, and prioritizing local and regional system management. SJCOG updates and adopts an RCMP every two years at an open-public hearing. The resulting technical evaluation is used to help make program and investment priority decisions in regional policy documents such as the RTP/SCS. SJCOG's most recent RCMP was released in February 2023 and copies of this report may be obtained from the SJCOG website at <https://www.sjcog.org/397/Congestion-Management-Agency>. See Appendix B for more information.

## AIR QUALITY CONFORMITY & INTERAGENCY CONSULTATION

SJCOG provides opportunity for early coordination with appropriate agencies and the public in determining the type of environmental review documents a project or program requires, scope of the document, level of analysis, and related environmental requirements. This involves an exchange of information from the inception of a proposal to preparation of the environmental review documents.

A dialogue between agencies over transportation-air quality conformity considerations must take place in certain instances prior to adoption of its RTP/SCS or FTIP. These consultations are conducted through the San Joaquin Valley Interagency Coordinating Committee.

This group includes representatives from the following:

- U.S. Environmental Protection Agency.
- Federal Highway Administration.
- Federal Transit Administration.
- California Air Resources Board.
- Caltrans.
- San Joaquin Valley Unified Air Pollution Control District.
- The eight San Joaquin Valley MPOs.

These agencies review updates and, in certain instances, amendments to the RTP and FTIP to ensure they follow federal transportation conformity regulations via transportation-air quality conformity analysis.

### INTERGOVERNMENTAL REVIEW VIA REGIONAL & STATE INFORMATION CLEARINGHOUSES

The intent of intergovernmental review established with Executive Order 12372 is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in San Joaquin County with programs and projects for intergovernmental review may submit documentation to SJCOG or the State Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the State Clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities, and federal environmental documents. The purpose is to afford state and local participation in federal activities occurring within California. The executive order does not replace public participation, comment, or review requirements of other federal laws — such as the NEPA— but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

### TRIBAL GOVERNMENT CONSULTATION

The California Valley Miwok Tribe is the only federally recognized Native American tribe in the San Joaquin region. SJCOG lays the groundwork for consultation early in the process of developing the RTP and generally includes a California Valley Miwok Tribal representative in the technical working group for the RTP. In addition, staff notifies and consults with the California Tribal Temporary Assistance for Needy Families (TANF) Partnership to conduct government-to-government consultation throughout the regional planning process. SJCOG expresses to each tribe a willingness to conduct individual meetings at the tribe's convenience, which may include attendance at meetings of the tribal council or committees.



## Appendix D

### **FSTIP/FTIP Administrative Modification Guidance**

## 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 E**

### **Expedited Project Selection Procedures (EPSP)**

## **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), Carbon Reduction Program (CRP), 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.

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	(San Joaquin Regional Transit District), San Joaquin Regional Rail Commission (SJRRRC), 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**

### **Transportation Control Measure (TCM) Projects**





San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2023 FTIP Amend 39 / 2022 RTP Amend 1, 2024 Conformity Analysis	2025 FTIP, 2024 Conformity Analysis
									(as of 4/24)	(as of 6/24)
1										
2										
78	SIC10.4	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	SICTCM 4	Stockton	Bicycle Program		Local	N/A	N/A	Class 1 Bike paths at Pixley Slough Bike Path	Complete	Complete
82										
83	SIC15.2	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	SIC 1.5	Tracy	Expansion of current fixed route to Wal-Mart	2002	Federal and State Transit	2002	21200000149	Operations assistance	Complete	Complete
88										
89	SIC 1.6	Tracy	Multi-Modal station	2004	STIP	2000/2002/2006	11200000104	Construct multi-modal station	Complete	Complete
90										
91	SIC 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	SIC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		Not specified	N/A	N/A	11th St/MacArthur improvements	Complete	Complete
94								Tracy Blvd between Central Ave and Clover Street	Complete	Complete
95										
96	SIC5.4	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	SIC5.9	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	SIC 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	SIC9.3	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	SIC 10.2	Tracy	Bike Racks on Buses	2002	Not specified			install bike racks on all city-owned buses	Complete	Complete
107										
108	SIC 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



San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2023 FTIP Amend 39 / 2022 RTP Amend 1, 2024 Conformity Analysis	2025 FTIP, 2024 Conformity Analysis
1									(as of 4/24)	(as of 6/24)
2										
154	SIC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack-Tone Class I Bike Path	Complete	Complete
155										
156	SIC5.2	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	SIC5.3	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	SIC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signals to be installed (2): Turnpike @ Lincoln, Filbert @ Myrtle	Complete	Complete
162					Local	N/A	N/A	Upgrade left turn lanes to include protected left turn signals at three locations: Wilson @ Fremont, Pacific @ Alpine, and Pacific @ Bianchi	Complete	Complete
163										
164	SIC9.2	Stockton	Encouragement of Pedestrian Travel		CMAQ/Local	2007	212-0000-0373	Installation of sidewalks on streets in unincorporated south Stockton	Complete	Complete
165										
166	SIC9.3	Stockton	Bicycle Pedestrian Program		CMAQ/Local	2007	212-0000-3099	Class II Bike Lane on Tam O'Shanter Drive	Complete	Complete
167										
168	SIC5.2	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	SIC5.2	Tracy	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-0365	Coordinate/synchronize traffic signals along Grant Line Road	Complete	Complete
171										
172	SIC5.3	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	SIC 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	SIC9.3	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	SIC 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	SIC 15.1	Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2007	Complete	Complete
182		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2008	Complete	Complete
183		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2010	Complete	Complete
184										
185	SIC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	SR-12 and Davis Road.	Complete	Complete

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2023 FTIP Amend 39 / 2022 RTP Amend 1, 2024 Conformity Analysis	2025 FTIP, 2024 Conformity Analysis
1									(as of 4/24)	(as of 6/24)
2										
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	SIC9.3	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	SIC1.5	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	212-0000-0364 Purchase vehicles and expansion of BRT service.	Complete	Complete
196										
197	ADDITIONAL PROJECTS IDENTIFIED									
198										
199	SIC 9.2	Manteca	Encouragement of Pedestrian Travel		Local	N/A	N/A	Pedestrian crossing/crosswalk on Woodward Avenue	Complete	Complete
200	SIC5.3	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 G**

### **Air Quality Codes and Exempt Projects**

## CTIPS AQ EXEMPTION CODES

### TABLES 2 & 3 CATEGORIES

CATEGORY	CATEGORY: PROJECT	CODE
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#### 40 CFR Part 93.126 Exempt Table 2

Safety (SHOPP)	Safer non-Federal-Aid system roads	1.03
	Shoulder improvements	1.04
	Increasing sight distance	1.05
	<b>Safety Improvement Program</b>	<b>1.06</b>
	<b>Non-signalization traffic control &amp; operating</b>	<b>1.07</b>
	Railroad/highway crossing warning devices	1.08
	Guardrails, median barriers, crash cushions	1.09
	<b>Pavement resurfacing and/or rehabilitation</b>	<b>1.10</b>
	Pavement marking demonstration	1.11
	Emergency Relief (23 U.S.C. 125)	1.12
	Fencing	1.13
	Skid treatments	1.14
	Safety roadside rest areas	1.15
	Adding medians	1.16
	Truck climbing lanes	1.17
	Lighting improvements	1.18
	<b>Non-capacity widening or bridge reconstruction</b>	<b>1.19</b>
Emergency truck pullovers	1.20	

Mass Transit	<b>Transit operating assistance</b>	<b>2.01</b>
	<b>Purchase of support vehicles</b>	<b>2.02</b>
	<b>Rehabilitation of Transit Vehicles</b>	<b>2.03</b>
	<b>Purchase Equipment for Existing Facilities</b>	<b>2.04</b>
	<b>Purchase Operating Equipment for Vehicles</b>	<b>2.05</b>
	<b>Construction of Small Passenger Shelters &amp; Info Kiosks</b>	<b>2.07</b>
	<b>Reconstruction of transit structures</b>	<b>2.08</b>
	<b>Track rehab in existing right of way</b>	<b>2.09</b>
	<b>Purchase new buses &amp; rail cars as replacements</b>	<b>2.10</b>
	<b>Construct new bus or rail storage/maint. facility</b>	<b>2.11</b>

Air Quality	<b>Ride-sharing and van-pooling program</b>	<b>3.01</b>
	<b>Bicycle and pedestrian facilities</b>	<b>3.02</b>

Other	<b>Non-construction-related activities</b>	<b>4.01</b>
	<b>Planning activities</b>	<b>4.03</b>
	<b>Plantings, landscaping, etc</b>	<b>4.09</b>
	<b>Transportation enhancement activities</b>	<b>4.12</b>
	<b>Emergency repair of damage</b>	<b>4.13</b>

#### 40 CFR Part 93.127 Exempt Table 3

Other	<b>Intersection channelization projects</b>	<b>5.01</b>
	<b>Intersection signalization projects</b>	<b>5.02</b>
	Changes to vertical & horizontal alignments	5.03
	Interchange reconfiguration projects	5.04
	Truck size and weight inspection stations	5.05
	<b>Bus terminals and transfer points</b>	<b>5.06</b>
	<b>Traffic signal synchronization projects</b>	<b>5.07</b>

**SJCOG 2025 FTIP: Air Quality Exempt Projects**

CTIPS	Agency	Project	Programmed	Exempt Code
112-0000-0026	SJCOG	Planning, Programming and Monitoring (PPM)	\$ 1,641,000	4.01
212-0000-0608	SJCOG	Travel Demand Management (TDM) Program - TCM	\$ 3,800,000	3.01
212-0000-0756	Ripon	Ripon CNG Solid Waste Collection Vehicle	\$ 375,000	4.01
212-0000-0754	Manteca	Manteca CNG Street Sweeper	\$ 563,651	4.01
212-0000-0822	Stockton	Stockton Fiber Optics Phase 2	\$ 6,994,240	4.13
212-0000-0803	Various	Grouped Projects for Planning Activities	\$ -	4.03
212-0000-0836	Various	Grouped Projects for Transportation Enhancement Activities	\$ 18,750,000	4.12
212-0000-0779	Various	Grouped Projects for Bicycle/Pedestrian Projects	\$ 21,224,961	3.02
212-0000-0001	Various	Grouped Projects for Pavement Resurfacing and or Rehabilitation	\$ 29,084,060	1.10
212-0000-0806	Various	Grouped Projects for Intersection Signalizations	\$ 3,391,150	5.02
212-0000-0807	Various	Grouped Projects for Traffic Control Devices Other Than Signalization	\$ 1,978,991	1.07
212-0000-0805	Various	Grouped Projects for Intersection Channelization	\$ 5,638,019	5.01
212-0000-0808	Various	Grouped Projects for Transit Operating Assistance	\$ 79,521,563	2.01
212-0000-0810	Various	Grouped Projects for Purchase of New/Replacement Buses & Rail Capital	\$ 7,606,898	2.10
212-0000-0811	Various	Grouped Projects for Recon/Renov of Transit & Rail Buildings & Structures	\$ 3,596,593	2.08
212-0000-0812	Various	Grouped Projects for Bus & Rail Terminals and Transfer Points	\$ 13,572,000	5.06
212-0000-0813	Various	Grouped Projects for Con New Bus/Rail Storage & Maint. Facilities	\$ 14,142,080	2.11
212-0000-0814	Various	Grouped Projects for Rehabilitation of Transit Vehicles and Rail Assets	\$ 43,194,332	2.03
212-0000-0815	Various	Grouped Projects for Con Small Passenger Shelters & Info Kiosks	\$ 4,564,622	2.07
212-0000-0816	SJRRC	Grouped Projects for Rehab-Recon of Track Structures, Tracks, and Trackbeds	\$ 1,300,000	2.09
212-0000-0817	Various	Grouped Projects for Purchase of Operating Equipment for Vehicles	\$ 2,067,005	2.05
212-0000-0818	Various	Grouped Projects for Purchase of Office, Shop, and Operating Equip for Existing Facilities	\$ 4,712,088	2.04
212-0000-0809	Various	Grouped Projects for Safety Improv for Hazardous Location/Feature	\$ 800,000	1.06
212-0000-0272	Various	Grouped Projects for Bridge Rehab & Reconstruction (HBP)	\$ 52,071,032	1.19
212-0000-0403	Various	Grouped Projects for Highway Safety Improvement Program (HSIP)	\$ 5,873,300	1.06
212-0000-0432	Caltrans	Grouped Projects for SHOPP Bridge Rehabilitation and Reconstruction Program	\$ 585,148,000	1.19
212-0000-0313	Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	\$ 10,936,000	1.06
212-0000-0668	Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response	\$ -	4.13
212-0000-0669	Caltrans	Grouped Projects for SHOPP Mandates Program	\$ 9,823,000	1.06
212-0000-0667	Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	\$ 27,062,000	1.06
212-0000-0771	Caltrans	Grouped Projects for Safety Improvements - SHOPP Roadside Preservation Program	\$ -	1.06
212-0000-0315	Caltrans	Grouped Projects for Pavement Resurf. & Rehab. - SHOPP Roadway Preservation Program	\$ 16,733,000	1.10
212-0000-0828	Caltrans	Grouped Projects for Safety Improvements - SHOPP Complete Streets Program	\$ 3,458,000	1.06
212-0000-0684	Caltrans	Grouped Projects for Safety Improvements - SHOPP Minor Program	\$ -	1.06

NOTE (\*): Estimated Costs represent amounts programmed in the 2025 FTIP.

## **Appendix H**

**Grouped Project Listings  
Backup Listings**



**2020/21 - 2025/26 Highway Bridge Program (HBP)**  
 (http://www.dot.ca.gov/hq/LocalPrograms/hbr99/HBP\_FSTIP.html)  
 Updated 03-22-2024

**District 10: San Joaquin County**

Bridge #	Project #	Location/Description	Source	Prior	20/21	21/22	22/23	23/24	24/25	25/26	Beyond	Total		
29C0127 Lathrop 303	5456(016)	Mathey Rd Over San Joaquin River, 0.3 mi. NE of Stewart Rd. Replace 2-Lane Bridge with Standard 2-Lane Bridge wide enough for shoulders, bike lanes & sidewalks.	Federal	\$ 2,181,000							\$ 3,550,180	\$ 14,593,285	\$ 20,324,465	
			Local								\$ 66,820	\$ 1,890,715	\$ 1,959,535	
			State											\$ -
			<b>Total</b>	<b>\$ 2,181,000</b>								<b>\$ 3,619,000</b>	<b>\$ 16,484,000</b>	<b>\$ 22,284,000</b>
29C0318 SI Co 479		Van Allen Rd Over SSJID Canal, 0.2 mi. N of River Rd. Standalone Bridge Preventative Maintenance.	Federal								\$ 277,099	\$ 1,548,036	\$ 1,825,135	
			Local								\$ 35,901	\$ 200,564	\$ 236,465	
			State											\$ -
			<b>Total</b>								<b>\$ 313,000</b>	<b>\$ 1,748,600</b>	<b>\$ 2,061,600</b>	
29C0037 SI Co 378	5929(237)	Peltier Rd Over Mokelumne River, 1.5 mi. W/O Lower Sacramento Rd. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Federal	\$ 2,405,367							\$ 308,709	\$ 19,301,311	\$ 22,016,387	
			Local	\$ 311,641							\$ 39,996	\$ 2,500,689	\$ 2,852,326	
			State											\$ -
			<b>Total</b>	<b>\$ 2,717,008</b>							<b>\$ 348,705</b>	<b>\$ 21,802,000</b>	<b>\$ 24,867,713</b>	
29C0038 SI Co 378	5929(238)	Escalon-Bellets Rd Over Little Johns Creek, 0.3 mi. S/O SR-4. Replace 2-Lane Bridge with Wider 2-Lane Bridge.	Federal	\$ 816,238	\$ 88,405			\$ 770,211			\$ 3,543,413	\$ 5,216,267	\$ 9,524,327	
			Local	\$ 105,752	\$ 11,195			\$ 99,789			\$ 459,087	\$ 675,823	\$ 1,240,808	
			State											\$ -
			<b>Total</b>	<b>\$ 921,990</b>	<b>\$ 97,600</b>			<b>\$ 870,000</b>			<b>\$ 4,002,500</b>	<b>\$ 5,892,090</b>	<b>\$ 10,765,135</b>	
29C0051 SI Co 426	5929(276)	Escalon-Bellets Rd Over Mormon Slough, just S/E of S.H. 26. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Federal	\$ 221,325	\$ 177,060	\$ 819,788					\$ 957,895	\$ 6,088,651	\$ 8,264,719	
			Local	\$ 28,675	\$ 22,940	\$ 106,212					\$ 124,105	\$ 788,849	\$ 1,070,761	
			State											\$ -
			<b>Total</b>	<b>\$ 250,000</b>	<b>\$ 200,000</b>	<b>\$ 926,000</b>					<b>\$ 1,082,000</b>	<b>\$ 6,877,500</b>	<b>\$ 9,335,500</b>	
29C0131 SI Co 380	5929(239)	Walnut Grove Rd Over Mokelumne River at SJ/SAC County Line. Replace 2-Lane Bridge with Standard 2-Lane Bridge.	Federal	\$ 2,766,563							\$ 32,989,642	\$ 35,756,205	\$ 38,522,868	
			Local	\$ 358,437							\$ 4,274,158	\$ 4,632,595	\$ 5,064,790	
			State											\$ -
			<b>Total</b>	<b>\$ 3,125,000</b>							<b>\$ 37,263,800</b>	<b>\$ 40,388,000</b>	<b>\$ 43,587,658</b>	
29C0199 SI Co 374	5929(240)	Pezzi Rd Over Calaveras River, 0.8 mi. S/O Eight Mile Rd. Replace 2-Lane Bridge with Standard 2-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 968,827							\$ 2,111,800	\$ 3,080,627	\$ 4,049,454	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 968,827</b>							<b>\$ 2,111,800</b>	<b>\$ 3,080,627</b>	<b>\$ 4,049,454</b>	
29C0227 SI Co 382	5929(245)	Buckman Rd Over Duck Creek, 0.2 mi. N of SR-4. Replace 2-Lane Timber Bridge with Standard 2-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 318,500	\$ 362,300			\$ 180,200			\$ 1,710,000	\$ 2,571,000	\$ 3,331,500	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 318,500</b>	<b>\$ 362,300</b>			<b>\$ 180,200</b>			<b>\$ 1,710,000</b>	<b>\$ 2,571,000</b>	<b>\$ 3,331,500</b>	
29C0274 SI Co 409	5929(254)	Messick Rd Over Mosher Creek, 0.6 mi. W/O Clements Rd. Replace 2-Lane Timber Bridge with Standard 2-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 283,000	\$ 413,000						\$ 464,000	\$ 2,027,500	\$ 2,774,500	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 283,000</b>	<b>\$ 413,000</b>						<b>\$ 464,000</b>	<b>\$ 2,027,500</b>	<b>\$ 2,774,500</b>	
29C0292 SI Co 375	5929(234)	Cotta Rd Over Upland Canal, 1 mi. W of I-5. Replace 2-Lane Bridge with Standard 2-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 668,750					\$ 219,250		\$ 1,538,750	\$ 2,426,750	\$ 3,414,750	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 668,750</b>						<b>\$ 219,250</b>	<b>\$ 1,538,750</b>	<b>\$ 2,426,750</b>	<b>\$ 3,414,750</b>	
29C0307 SI Co 378	5929(241)	Buckman Rd Over Duck Creek, 0.8 mi. N/O of SR-4. Replace 1-Lane Timber Bridge with Wider 1-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 434,441	\$ 346,500						\$ 1,780,000	\$ 2,560,941	\$ 3,441,882	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 434,441</b>	<b>\$ 346,500</b>						<b>\$ 1,780,000</b>	<b>\$ 2,560,941</b>	<b>\$ 3,441,882</b>	
29C0319 SI Co 379	5929(242)	Sexton Rd Over S SJ Irrig. Dist. Canal, 0.2 mi. N/O of River Rd. Replace 2-Lane Bridge with Standard 2-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 542,538	\$ 120,000	\$ 250,000	\$ 2,797,500						\$ 3,710,038	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 542,538</b>	<b>\$ 120,000</b>	<b>\$ 250,000</b>	<b>\$ 2,797,500</b>							<b>\$ 3,710,038</b>
29C0413 SI Co 382	5929(236)	Bollea Rd Over Bear Creek, near Calaveras County Line. Replace 2-Lane Bridge with Standard 2-Lane Bridge. Toll Credits Programmed for PE & CON.	Federal	\$ 619,005							\$ 2,344,716	\$ 2,963,721	\$ 3,582,726	
			Local										\$ -	
			State										\$ -	
			<b>Total</b>	<b>\$ 619,005</b>							<b>\$ 2,344,716</b>	<b>\$ 2,963,721</b>	<b>\$ 3,582,726</b>	
PM00040 Stockton 349	5008(103) 5008(157) 5008(177) 5008(201)	Stockton Listings 1 Bridge Preventative Maintenance Program (BPMP). Various locations within City of Stockton.	Federal	\$ 3,126,044	\$ 270,920	\$ 1,424,837	\$ 1,541,440	\$ 208,789			\$ 1,700,784	\$ 8,272,814	\$ 12,274,827	
			Local	\$ 405,012	\$ 35,100	\$ 184,603	\$ 199,710	\$ 27,051			\$ 220,355	\$ 1,071,831	\$ 1,503,899	
			State										\$ -	
			<b>Total</b>	<b>\$ 3,531,056</b>	<b>\$ 306,020</b>	<b>\$ 1,609,440</b>	<b>\$ 1,741,150</b>	<b>\$ 235,840</b>			<b>\$ 1,921,139</b>	<b>\$ 9,344,645</b>	<b>\$ 13,783,626</b>	
PM00179 Stockton 403		Stockton Listings 2 Bridge Preventative Maintenance Program (BPMP). Various locations within City of Stockton.	Federal			\$ 433,600					\$ 1,302,836	\$ 1,736,436	\$ 2,170,040	
			Local				\$ 108,400				\$ 325,709	\$ 434,109	\$ 542,718	
			State										\$ -	
			<b>Total</b>			<b>\$ 542,000</b>					<b>\$ 1,628,545</b>	<b>\$ 2,170,545</b>	<b>\$ 2,712,758</b>	
PM00031 SI Co 340	Various	SJ County Listings 1 Bridge Preventative Maintenance Program (BPMP). Various locations within San Joaquin County.	Federal	\$ 10,963,643		\$ 3,482,549	\$ 2,046,507	\$ 5,141,797	\$ 497,881		\$ 520,114	\$ 21,752,591	\$ 27,001,382	
			Local	\$ 1,303,852		\$ 700,519	\$ 15,829	\$ 666,174	\$ 64,519		\$ 67,386	\$ 2,816,279	\$ 3,553,160	
			State										\$ -	
			<b>Total</b>	<b>\$ 11,367,495</b>		<b>\$ 4,183,068</b>	<b>\$ 2,062,336</b>	<b>\$ 5,807,971</b>	<b>\$ 562,500</b>	<b>\$ 587,500</b>	<b>\$ 587,500</b>	<b>\$ 24,570,870</b>	<b>\$ 31,117,542</b>	
PM00215 SI Co 466	Various	SJ County Listings 2 Bridge Preventative Maintenance Program (BPMP). Various locations within San Joaquin County.	Federal					\$ 1,211,200			\$ 6,054,400	\$ 7,265,600	\$ 8,477,200	
			Local								\$ 302,800	\$ 1,513,600	\$ 1,816,400	
			State										\$ -	
			<b>Total</b>						<b>\$ 1,514,000</b>		<b>\$ 7,568,000</b>	<b>\$ 9,082,000</b>	<b>\$ 10,293,600</b>	

Beyond		
26/27	27/28	Beyond
\$ 14,593,285		\$ 14,593,285
\$ 1,890,715		\$ 1,890,715
\$ -		\$ -
\$ 16,484,000		\$ 16,484,000
\$ 1,548,036		\$ 1,548,036
\$ 200,564		\$ 200,564
\$ -		\$ -
\$ 1,748,600		\$ 1,748,600
\$ 19,301,311		\$ 19,301,311
\$ 2,500,689		\$ 2,500,689
\$ -		\$ -
\$ 21,802,000		\$ 21,802,000
\$ 3,543,413		\$ 3,543,413
\$ 459,087		\$ 459,087
\$ -		\$ -
\$ 4,002,500		\$ 4,002,500
\$ 6,088,651		\$ 6,088,651
\$ 788,849		\$ 788,849
\$ -		\$ -
\$ 6,877,500		\$ 6,877,500
\$ 32,989,642		\$ 32,989,642
\$ 4,274,158		\$ 4,274,158
\$ -		\$ -
\$ 37,263,800		\$ 37,263,800
\$ 2,111,800		\$ 2,111,800
\$ -		\$ -
\$ 2,111,800		\$ 2,111,800
\$ 180,200		\$ 180,200
\$ 1,710,000		\$ 1,710,000
\$ -		\$ -
\$ 2,571,000		\$ 2,571,000
\$ 2,027,500		\$ 2,027,500
\$ -		\$ -
\$ 3,187,500		\$ 3,187,500
\$ 1,538,750		\$ 1,538,750
\$ -		\$ -
\$ 2,426,750		\$ 2,426,750
\$ 1,780,000		\$ 1,780,000
\$ -		\$ -
\$ 2,560,941		\$ 2,560,941
\$ 3,710,038		\$ 3,710,038
\$ -		\$ -
\$ 3,710,038		\$ 3,710,038
\$ 2,344,716		\$ 2,344,716
\$ -		\$ -
\$ 2,963,721		\$ 2,963,721
\$ 1,700,784		\$ 1,700,784
\$ 8,272,814		\$ 8,272,814
\$ 220,355		\$ 220,355
\$ 1,071,831		\$ 1,071,831
\$ -		\$ -
\$ 1,921,139		\$ 1,921,139
\$ 1,302,836		\$ 1,302,836
\$ 325,709		\$ 325,709
\$ -		\$ -
\$ 1,628,545		\$ 1,628,545
\$ 520,114		\$ 520,114
\$ 67,386		\$ 67,386
\$ -		\$ -
\$ 587,500		\$ 587,500
\$ 6,054,400		\$ 6,054,400
\$ 1,513,600		\$ 1,513,600
\$ -		\$ -
\$ 7,568,000		\$ 7,568,000
\$ 26,392,338	\$ 7,775,266	\$ 64,277,634
\$ 3,027,162	\$ -	\$ 9,213,950
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ 28,419,500	\$ 7,775,266	\$ 73,491,584

- PE
- RW
- PE & RW
- CON
- RW & CON
- PE, RW & CON
- PE & CON

Federal	\$ 25,415,241	\$ 1,328,205	\$ 697,980	\$ 8,524,674	\$ 4,971,958	\$ 6,781,036	\$ 7,765,864	\$ 97,445,238	\$ 152,930,196
Local	\$ 2,513,369	\$ 11,195	\$ 58,040	\$ 991,334	\$ 423,728	\$ 996,025	\$ 333,341	\$ 12,241,112	\$ 17,568,144
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local AC	\$ -	\$ -	\$ -	\$ 1,924,336	\$ (1,924,336)	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 27,928,610</b>	<b>\$ 1,339,40</b>							

**Highway Safety Improvement Program (HSIP)**

SJCOG 2023 FTIP Back-Up List, sorted by MPO, Agency and Unique Project ID

Date: 5/7/2024

HSIP Reimbursement Ratios for Project: 100%, 90%, or 50%.

Unique Project ID	Special Rule (HRRR or VRU)	Agency	Project Location	Description of Work	Current Total Project Cost Estimate	Other/Local Funds	Federal Funds					Total Approved	Prior		Local Matches		
							In "Prior"	In 2022/23	In 2023/24	In 2024/25	In 2025/26		Federal	Local	Federal	Local	
H8-10-006	HRRR	San Joaquin County	Intersection of Duncan Road and Comstock Road in Linden	Install a roundabout.	\$2,764,760	\$0	\$200,000	\$2,564,761	\$0	\$0	\$0	\$2,764,761	\$200,000	\$0	\$0	\$0	\$0
H9-10-006	VRU	Manteca	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 & Louise Ave.	\$2,149,600	\$214,960	\$273,600	\$0	\$1,661,040	\$0	\$0	\$1,934,640	\$1,934,640	\$214,960	\$0	\$0	\$0
H9-10-007	VRU	Manteca	Yosemite Avenue from Walnut Avenue to Main Street	Install Class II bike lanes, improved curb ramps, and pedestrian crossing enhancements.	\$757,300	\$75,910	\$99,900	\$0	\$0	\$581,490	\$0	\$681,390	\$99,900	\$11,300	\$581,490	\$64,610	\$0
H11-10-009	VRU	Stockton	Various segments along South El Dorado Street between Clayton Avenue to Third Street.	Install RRFB devices, crosswalks, bulb outs, bike boxes, bicycle video detection at all intersections, install painted buffers, and cycle track; construct median refuge islands and sidewalks; and roadway reconfiguration within two segments.	\$2,350,000	\$235,000	\$0	\$0	\$0	\$2,115,000	\$0	\$2,115,000	\$0	\$0	\$2,115,000	\$235,000	\$0
H11-10-011	VRU	Stockton	Lorraine Avenue and Hammer Lane, Wilson Way and Park Street, Wilson Way and Waterloo Road.	Install a leading pedestrian interval, high visibility crosswalk, left-turn phasing, curb extensions, raised median, curb ramps, and left turn lanes.	\$2,877,200	\$287,720	\$0	\$0	\$0	\$2,589,480	\$0	\$2,589,480	\$0	\$0	\$2,589,480	\$287,720	\$0
					<b>\$10,898,860</b>	<b>\$813,590</b>	<b>\$573,500</b>	<b>\$2,564,761</b>	<b>\$1,661,040</b>	<b>\$5,285,970</b>	<b>\$0</b>	<b>\$10,085,271</b>			<b>\$5,285,970</b>	<b>\$587,330</b>	<b>\$5,873,300</b>
					<b>Local Matches</b>					\$0	\$184,560	<b>\$587,330</b>	\$0				
										<b>\$2,564,761</b>	<b>\$1,845,600</b>	<b>\$5,873,300</b>	\$0				

## Grouped Projects for Transportation Enhancement Activities

Date: 4/16/2024

212-0000-0812

Project	Project Description	Phase	22/23			23/24		24/25		25/26	
			-	-	-	-	-	CFI	Local: Private	-	-
SJCOG EV Charger Installations in San Joaquin County	SJCOG was awarded \$15M CFI grant for the installation of ev chargers in San Joaquin County.	CON	-	-	-	-	-	\$ 15,000,000	\$ 3,750,000	-	-
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ 3,750,000	\$ -	\$ -

**Grouped Projects for Bicycle and Pedestrian Facilities**

Date: 6/26/2024

CURRENT BACKUP LISTING				24/25					25/26				26/27
Agency	Project	Project Description	Phase	ATP	CMAQ	STBG	MK	Local	ATP	CMAQ	MK	Local	ATP
Ripon	Safe Routes to School Improvements	Project will create a network of on-street bikeways to connect bicyclists to existing facilities around the perimeter and northern and downtown area, connect across Highway 99 by linking facilities to the existing bicycle and pedestrian overcrossing, and connect to local schools and community destinations in downtown Ripon.	CON							\$ 472,607	\$ 842,252	\$ 61,231	
Stockton	SRTS Sidewalk Gap Closures	At five locations surrounding various schools from South to North Stockton, install curb, gutter and sidewalk to close sidewalk gaps, upgrade or install curb ramps,	CON			\$ 1,687,428							
Stockton	Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity	Design and construction of buffered bike lanes, a traffic signal, cycle track, crosswalk and curb ramp improvements, and realignment of two intersections to add bicycle facilities.	PE	\$ 723,000									
			RW	\$ 90,000									
Stockton	Downtown Stockton Weber Avenue Bike & Ped Connectivity	Install Class IV bike lane, RRFB signals, signage, ADA curb ramps, sidewalk improvements, curbs, gutters, bike storage, bike lockers, public art and trees.	PE	\$ 1,690,000									
Tracy	Holly Drive Pedestrian & Bikeway Improvements	Project improvements includes: Class 3 bike route, Class 2 bicycle lanes, 54 curb ramps, sidewalk, pavement patching, slurry seal, signage, striping, and pavement markings to provide a safe route to school and connect the City's bike/sidewalk network.	CON							\$ 1,632,000		\$ 211,443	
County	Harrison Elementary Active Transportation	Construction of new sidewalks, crossing enhancements, and a new signal to improve safety and connectivity for residents and children in the neighborhood of Harrison Elementary.	PE	\$ 556,000									
			CON					\$ 3,216,000					
Stockton	Main and Market Complete Streets (Phase 1)	Phase 1 includes PS&E and construction on Main and Market Streets, from California Street to Sierra Nevada Street: Add ~7,000 LF of new bike lanes, repair ~1,000 LF of existing sidewalks, add ~400 LF of new sidewalks, and 32 lighting improvements, 42 ADA ramps, 7 new bike boxes, and 33 crosswalks.	PE										
			CON	\$ 6,893,000			\$ 1,438,000						
Tracy	East Schulte Safety and Multimodal Community Corridor (MacArthur Phase)	Along MacArthur Drive from Schulte Road to Mount Diablo Avenue. Project improvements include roadway widening, a sidewalk gap closure, crossing enhancements, and Class II bike lanes.	PE	\$ 53,000					\$ 200,000				
			CON										\$ 1,459,000
				\$ 10,005,000	\$ -	\$ 1,687,428	\$ -	\$ 1,438,000	\$ 3,416,000	\$ 2,104,607	\$ 842,252	\$ 272,674	

PE	\$ 3,022,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -
RW	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	\$ 6,893,000	\$ -	\$ 1,687,428	\$ -	\$ 1,438,000	\$ 3,216,000	\$ 2,104,607	\$ 842,252

PE	\$3,022,000	\$200,000	\$0
RW	\$90,000	\$0	\$0
CON	\$10,018,428	\$6,435,533	\$1,459,000
	\$13,130,428	\$6,635,533	\$1,459,000

**GROUPED LISTING FOR - Pavement Resurfacing & Rehabilitation (STBG) CTIPS ID: 212-0000-0001**

**Date Last Updated: 06/26/2024**

<b>FY 2024/25</b>						
<b>Project Sponsor</b>	<b>Project</b>	<b>Project Description and Limits</b>	<b>Phase</b>	<b>STBG/RSTP</b>	<b>Local</b>	<b>Phase Cost</b>
Ripon	River Road Rehabilitation	Rehabilitate River Road (Jack Tone Rd to North Ripon Rd), which will include a quarter of the roadway segment being overlaid and 3/4 receiving a surface treatment.	CON	\$ 400,000	\$ -	\$ 400,000
Stockton	Resurfacing of March Lane, Rosemarie Lane, and Pershing Avenue	Rehabilitate March Lane (Riverbrook Dr to West End); Rosemarie Lane (Pershing Ave to Pacific Ave); and Pershing Ave (Robinhood Dr to March Lane).	CON	\$ 2,754,721	\$ -	\$ 2,754,721
Lodi	Lodi Avenue Resurfacing	Pavement reconstruction, slurry seal, and necessary ADA improvements of Lodi Ave (Beckman Road to Commerce St).	CON	\$ 1,346,621	\$ -	\$ 1,346,621
San Joaquin County	Eight Mile Road Resurfacing	Roadway resurfacing of Eight Mile Road (North SR-99 Frontage Road to Jack Tone Road).	CON	\$ 3,471,155	\$ -	\$ 3,471,155
San Joaquin County	Main Street Resurfacing	Roadway resurfacing of Main Street (150' w/o Anteros Ave to Walker Lane).	CON	\$ 1,130,000	\$ -	\$ 1,130,000
San Joaquin County	B Street Resurfacing	Roadway resurfacing of B Street (Stockton City Limits to Ralph Ave).	CON	\$ 1,235,000	\$ -	\$ 1,235,000
<b>FY 2024/25 Total</b>				<b>\$ 10,337,497</b>	<b>\$ -</b>	<b>\$ 10,337,497</b>

<b>FY 2025/26</b>						
<b>Project Sponsor</b>	<b>Project</b>	<b>Project Description and Limits</b>	<b>Phase</b>	<b>STBG/RSTP</b>	<b>Local</b>	<b>Phase Cost</b>
Tracy	Pavement Rehabilitation of Various Roads	In Tracy, rehabilitate pavement: Tracy Blvd (11th Street - 6th Street), Tracy Blvd (Beechnut Ave - Centre Court Dr), Grant Line Road (Walmart Driveway - Naglee Road).	CON	\$ 2,168,927	\$ -	\$ 2,168,927
Tracy	Tracy Boulevard Pavement Rehabilitation	Grind and AC Overlay on Tracy Boulevard (Lowell Ave to Grant Line Road) including pavement repair, ADA improvements, sidewalk repair, driveway repair, striping and signage.	CON	\$ 1,883,894	\$ -	\$ 1,883,894
San Joaquin County	Jack Tone Road Resurfacing	Roadway resurfacing of Jack Tone Road (SR 26 to Eight Mile Road).	CON	\$ 1,807,583	\$ -	\$ 1,807,583
San Joaquin County	Benjamin Holt Drive Roadway Rehabilitation	Pavement rehabilitation of Benjamin Holt Drive (Plymouth Road to Gettysburg Place).	CON	\$ 3,065,616	\$ -	\$ 3,065,616
Stockton	Resurfacing of Hammer Lane, Brookside Road, and March Lane	Rehabilitate Hammer Lane (El Dorado St to Thornton Rd); Brookside Rd (Driftwood Place to March Lane); and March Lane (West Lane to Montauban Ave).	CON	\$ 3,194,000	\$ -	\$ 3,194,000
<b>FY 2025/26 Total</b>				<b>\$ 12,120,020</b>	<b>\$ -</b>	<b>\$ 12,120,020</b>

<b>FY 2026/27</b>						
<b>Project Sponsor</b>	<b>Project</b>	<b>Project Description and Limits</b>	<b>Phase</b>	<b>STBG/RSTP</b>	<b>Local</b>	<b>Phase Cost</b>
Escalon	TBD	TBD	CON	\$ 1,200,000	\$ -	\$ 1,200,000
Escalon	Mchenry Avenue Pavement Replacement	Removal and replacement of existing asphalt pavement from the McHenry Avenue (Jones Rd to Narcissus Way).	CON	\$ 800,000	\$ -	\$ 800,000
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.	CON	\$ 480,000	\$ 240,000	\$ 720,000
Manteca	Lathrop Road Improvement	In Manteca, roadway improvements of Lathrop Road (east of UPRR to SR-99).	CON	\$ 4,146,543	\$ -	\$ 4,146,543
Lathrop	Road Road Pavement Reconstruction	Pavement reconstruction of Road Road (I-5 to Intermodal Parkway).	CON	\$ 2,200,000	\$ -	\$ 2,200,000
<b>FY 2026/27 Total</b>				<b>\$ 8,826,543</b>	<b>\$ 480,000</b>	<b>\$ 9,066,543</b>

<b>FY 2027/28</b>						
<b>Project Sponsor</b>	<b>Project</b>	<b>Project Description and Limits</b>	<b>Phase</b>	<b>STBG/RSTP</b>	<b>Local</b>	<b>Phase Cost</b>
<b>FY 2027/28 Total</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

### Grouped Projects for Intersection Signalizations

Date: 6/26/2024

NEW 2025 FTIP PROGRAMMING:		CARRYOVER PROGRAMMING									
Agency	Project	Project Description	24/25		25/26		26/27		27/28		
			CMAQ	CRP	Local	CMAQ	Local	CRP	Local	CMAQ	Local
Tracy	Signalization at Corral Hollow Rd & Linne Rd	In Tracy, at intersection of Corral Hollow Road & Linne Road, install traffic signal, traffic signal controller, and software.	\$ 994,000		\$ 330,000						
San Joaquin County	Signalization at Maniposa Rd & Jack Tone Rd	East of Stockton, at intersection of Maniposa Road & Jack Tone Road, install traffic signal.				\$ 509,000	\$ 66,000				
Stockton	Alport Way & Sixth Street Traffic Signal	Total project cost = \$1,492,150.		\$ 220,000	\$ 28,503			\$ 1,101,000	\$ 142,646		
			<b>\$ 994,000</b>	<b>\$ 220,000</b>	<b>\$ 358,503</b>	<b>\$ 509,000</b>	<b>\$ 66,000</b>	<b>\$ 1,101,000</b>	<b>\$ 142,646</b>	<b>\$ -</b>	<b>\$ -</b>
			\$1,572,503		\$575,000		\$1,243,646		\$0		

### Grouped Projects for Traffic Control Devices and Operating Assistance Other Than Signalization

Date: 06/26/2024

NEW 2025 FTIP PROGRAMMING:		CARRYOVER PROGRAMMING					
Agency	Project	Project Description	24/25		25/26		Phase
			CMAQ	Local	CMAQ	Local	
Tracy	Adaptive Signal System on Grant Line Road	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, Walmart Driveway 2, and Naglee Road.			\$ 875,000	\$ 113,366	CON
Tracy	Corral Hollow Adaptive Traffic System	Install Corral Hollow Adaptive Traffic Signal System between Schulte Road to the Mall Entry.	\$ 877,000	\$ 113,625			CON
			<b>\$ 877,000</b>	<b>\$ 113,625</b>	<b>\$ 875,000</b>	<b>\$ 113,366</b>	

### Grouped Projects for Intersection Channelizations

Date: 6/26/2024

NEW 2025 FTIP PROGRAMMING:		CARRYOVER PROGRAMMING					
Agency	Project	Project Description	24/25		25/26		Phase
			CMAQ	Local	CRP	Local	
San Joaquin County	SR 26 and Jack Tone Road Roundabout	In San Joaquin County, at intersection of SR 26 & Jack Tone Road, replace all-way stop intersection with roundabout.	\$ 2,328,000	\$ 302,000			CON
Stockton	Swain Road & Morgan Place Roundabout	Total project cost = \$3,492,601.		\$ 320,000	\$ 41,459		PE RW CON
					\$ 2,343,000	\$ 303,560	
			<b>\$ 2,328,000</b>	<b>\$ 320,000</b>	<b>\$ 343,459</b>	<b>\$ 2,343,000</b>	<b>\$ 303,560</b>
			\$2,991,459		\$2,646,560		

# Grouped Projects for Operating Assistance to Transit Agencies

Date: 6/26/2024

		2023					
		2025					
212-0000-0808	6/XX/2024	22/23	23/24	24/25	25/26	26/27	27/28
Manteca Transit Operations	FTA 5307	0	0	0	2,256,862		
	CARES 5307	1,110,736	2,623,794	2,623,794	0		
	ARPA 5307	0	0	0	537,970		
	TDA LTF	0	604,940	604,940	2,256,862		
Tracy Transit Operations	FTA 5307	1,865,968	1,934,106	2,628,100	2,890,910	3,006,546	3,126,808
	TDA LTF	1,865,968	1,934,106	2,628,100	2,890,910	3,006,546	3,126,808
Tracy Transit Capital Cost of Contracting	FTA 5307	1,475,790	1,445,151	1,536,238	1,689,861	1,757,455	1,827,754
	TDA LTF	368,948	361,288	384,059	422,465	439,364	456,938
Lodi Transit Operations	FTA 5307	1,400,000	1,700,000	1,800,000	1,800,000	1,900,000	1,900,000
	TDA LTF	1,600,000	2,475,000	2,000,000	2,000,000	2,300,000	2,300,000
	Measure K	400,000	400,000	400,000	400,000	400,000	400,000
	City Funds	450,000	0	0	0	0	0
Ripon Rural Transit Operations	FTA 5311	0	85,490	120,000	120,000		
	TDA	0	0	17,528	17,528		
	Measure K	0	69,019	79,353	79,353		
Escalon Transit Operations	FTA 5311	62,375	64,721	75,000	75,000		
	TDA	62,375	0	0	0		
	Measure K	0	52,252	18,537	18,537		
SJRTD Operating Assistance	FTA 5307	0	2,624,379	1,497,765	1,759,650	356,010	2,378,839
	TDA LTF	0	Toll Credits				
SJRTD Rural Transit Operations	FTA 5311	561,378	518,163	533,708	549,719	566,211	
	TDA	453,222	418,333	436,670	449,770	463,264	
SJRTD Capital Cost of Contracting (Providing ADA paratransit services and On-Demand response)	FTA 5307	1,090,332	1,090,332	1,139,924	1,196,920	1,256,766	1,319,605
	TDA LTF	Toll Credits					
SJRTD Operating Assistance for VanGo!	FTA 5310	0	385,611	0	0		
Catholic Charities of the Dioecies of Stockton	FTA 5310	293,122	263,216	0	0		
Lodi Memorial Hospital Adult Day Services	FTA 5310	133,237	0	0	0		
SJRRR Capital Access Fee (Capital lease w- UPRR for trackage rights agreement)	FTA 5307	4,961,000	1,160,000	1,174,154	1,174,154	1,174,154	1,174,154
	TDA STA	948,000	0	0	0	0	0
	Measure K	292,000	650,000	650,000	650,000	650,000	650,000
		22/23	23/24	24/25	25/26	26/27	27/28
		10,793,090	9,953,968	9,776,181	12,768,357	9,450,931	11,727,160
FTA 5311		623,753	668,374	728,708	744,719	566,211	0
FTA 5310		426,359	648,827	0	0	0	0
CARES 5307		1,110,736	2,623,794	2,623,794	0	0	0
ARPA 5307		0	0	0	537,970	0	0
TDA		5,298,513	5,793,667	6,071,297	8,037,535	6,209,174	5,883,746
Measure K		692,000	1,171,271	1,147,890	1,147,890	1,050,000	1,050,000
City Funds		450,000	0	0	0	0	0
Federal		12,953,938	13,894,963	13,128,683	14,051,046	10,017,142	11,727,160
State		5,298,513	5,793,667	6,071,297	8,037,535	6,209,174	5,883,746
Local		1,142,000	1,171,271	1,147,890	1,147,890	1,050,000	1,050,000
		19,394,451	20,859,901	20,347,870	23,236,471	17,276,316	18,660,906
		PRIOR			2025 FTIP		

## Grouped Projects for Purchase of New or Replacement Buses and Rail Locomotives/Cars

Date: 6/26/2024

<b>212-0000-0810</b>		<b>24/25</b>			<b>25/26</b>		
<b>Project</b>	<b>Project Description</b>	<b>FTA 5307</b>	<b>FTA 5339</b>	<b>TDA</b>	<b>FTA 5307</b>	<b>FTA 5339</b>	<b>TDA</b>
Lodi Capital Bus Procurements	Lodi transit bus procurements.	\$ 1,147,500	\$ -	\$ 202,500			
Manteca Transit Bus Procurements	Manteca Transit procurement of a transit buses.	\$ 1,032,000		\$ 258,000			
<b>SJRTD Bus Procurements</b>	SJRTD procurement of buses.		\$ 500,000			\$ 1,466,898	
<b>Tracy Transit Bus Procurements</b>	Tracy Transit procurement of a transit buses.		\$ 1,275,000	\$ 225,000		\$ 1,275,000	\$ 225,000
		<b>\$ 2,179,500</b>	<b>\$ 1,775,000</b>	<b>\$ 685,500</b>	<b>\$ -</b>	<b>\$ 2,741,898</b>	<b>\$ 225,000</b>

**Grouped Projects for Reconstruction or Renovation of Transit & Rail Buildings & Structures**

Date: 6/26/2024

212-0000-0811			24/25				25/26			26/27			27/28	
Project	Project Description	Phase	FTA 5307	FTA 5339	FTA 5337	TDA	FTA 5307	FTA 5339	TDA	FTA 5339	FTA 5307	Match	FTA 5339	Match
Lodi Transit CNG Compressor Upgrade	At the City's CNG fueling station, CNG compressor upgrade will increase the reliability of CNG fueling with new and higher performing equipment due to the old one having more issues.	CON	\$ 1,170,000			\$ 130,000								
Lodi Transit Bus Stop and ADA Path of Travel Improvements	Investments in bus stop and ADA path of travel improvements.	CON									\$ 400,000			
Manteca Station Modernization & Rider Safety Improvements	Enhance pedestrian safety by building a new pedestrian rail underpass and construct brand new parking facilities and station platforms.	CON												
Manteca Transit Center Upgrades	Purchase and Installation of various safety and technical amenities at the Manteca Transit Center, to include: System improvements and Upgrade, Solar Upgrades, Electrical Infrastructure, flooring, cameras, and other enhancement projects as needed.	CON	\$ 31,181		\$ 143,669	\$ 100,000								
SJRTD Downtown Transportation Center HVAC Upgrade	DTC HVAC Replacements	CON								\$ 480,000	\$ -	Toll Credits	\$ 81,500	Toll Credits
<i>\$811,405 (TC) of FY23 5339(a) programmed in FY 22/23.</i>														
SJRTD Hydrogen Maintenance Shop Retrofit	Hydrogen Maintenance Shop Retrofit	CON								\$ 1,060,243	\$ -	Toll Credits		
			\$ 1,201,181	\$ -	\$ 143,669	\$ 230,000	\$ -	\$ -	\$ -	\$ 1,540,243	\$ 400,000	\$ -	\$ 81,500	\$ -

## Grouped Projects for Bus & Rail Terminals and Transfer Points

Date: 6/26/2024

212-0000-0812

Project	Project Description	Phase	24/25		25/26			
			FTA 5307	Local	FTA 5307	Fed. Earmark	SB132	Local
SJRRRC North Lathrop Multimodal Transfer Station	SJRRRC North Lathrop Multimodal Transfer Station	PE						
		CON			\$ 600,000	\$ 150,000		
<b>SJRRRC Ripon Multimodal Station</b>	Buildout of station facilities, parking facilities, and associated passenger amenities, and on and off-site infrastructure.	CON			<b>\$ 2,830,750</b>			<b>\$ 9,991,250</b>
			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,830,750</b>	<b>\$ 600,000</b>	<b>\$ 150,000</b>	<b>\$ 9,991,250</b>

**Grouped Projects for Construction of New Bus or Rail Storage/Maintenance Facilities**

Date: 6/26/2024

212-0000-0813

Project	Project Description	Phase	24/25				25/26				26/27				27/28			
			FTA 5307	FTA 5337 SGR	Measure K	TDA	FTA 5307	FTA 5337 SGR	Measure K	TDA	FTA 5307	FTA 5337 SGR	Measure K	TDA	FTA 5307	FTA 5337 SGR	Measure K	TDA
SJRRRC Equipment Maintenance Facility	Construction of ACE Equipment Maintenance Facility in Stockton, CA, and debt service repayments for said facility.	PE																
		RW																
		CON	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 360,000	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 360,000	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 360,000	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 360,000
Manteca Transit Facility Yard	Manteca Transit Facility Yard – Parking for fleet buses • Phase 1: Site Assessment & Property Purchase => LTF • Phase 2: NEPA & Design => Federal funds	PE				\$ 1,000,000												
		RW							\$ 1,000,000									
		CON																
			\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 1,360,000	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 1,360,000	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 360,000	\$ 125,000	\$ 2,325,520	\$ 225,000	\$ 360,000

Grouped Projects for Rehabilitation of Transit Vehicles and Rail Assets

Date: 6/26/2024

212-0000-0814		24/25						25/26						26/27			27/28						
Project	Project Description	FTA 5307	FTA 5339	FTA 5337	FTA 5311	SB1	TDA	Measure K	FTA 5307	FTA 5339	FTA 5337	FTA 5311	SB1	TDA	Measure K	FTA 5307	FTA 5339	FTA 5337	Match	FTA 5307	FTA 5339	FTA 5337	Match
SJRTO Bus & Facilities Rehabilitation	Rehabilitation of bus fleet, including complete overhaul, component replacement/rebuilds, interior/exterior refurbishments, and transit improvements.																				\$ 1,535,755		
SJRTO Capital Tire Lease	Cost associated with maintaining a multi-year tire funding lease contract.	\$ 125,000					Toll Credits		\$ 250,000					Toll Credits		\$ 250,000			Toll Credits	\$ 250,000			Toll Credits
SJRTO Preventative Maintenance	Costs of preventive maintenance of RTDs revenue and non-revenue fleet. Includes routine upkeep, & inspections, major repairs, labor, and administration costs.	\$ 9,187,734					Toll Credits		\$ 9,647,121					Toll Credits		\$ 10,129,477			Toll Credits	\$ 10,635,951			Toll Credits
SJRRRC Preventative Maintenance	Costs associated with preserving and extending the functionality and serviceability of the rail asset (vehicles).	\$ 50,000		\$ 50,000		\$ 86,000		\$ 300,000	\$ 50,000		\$ 50,000		\$ 86,000		\$ 300,000	\$ 50,000		\$ 50,000		\$ 50,000		\$ 50,000	
Ripon Transit Preventative Maintenance	Costs associated with preserving and extending the functionality and serviceability of the transit vehicles.				\$ 5,000			\$ 647				\$ 5,000			\$ 647								
		\$ 9,362,734	\$ -	\$ 50,000	\$ 5,000	\$ 86,000	\$ -	\$ 300,647	\$ 9,947,121	\$ -	\$ 50,000	\$ 5,000	\$ 86,000	\$ -	\$ 300,647	\$ 10,429,477	\$ -	\$ 50,000	\$ -	\$ 10,935,951	\$ 1,535,755	\$ 50,000	\$ -

## Grouped Projects for Construction of Small Passenger Shelters & Information Kiosks

Date: 6/26/2024

212-0000-0815

Project	Project Description	Phase	24/25		25/26		26/27		27/28	
			FTA 5307	TDA	FTA 5307	TDA	FTA 5307	TDA	FTA 5307	TDA
Tracy Bus Stop Improvements	Updating to bus shelters/benches at existing bus stops and construction of new bus stops at various locations.	CON	\$ 400,000	\$ 100,000	\$ 400,000	\$ 100,000				
RTD Transit Improvements	Transit improvements including activities such as updating/modernizing transit infrastructure.	CON	\$ 330,000	Toll Credits	\$ 680,000	Toll Credits	\$ 2,218,122	Toll Credits	\$ 336,500	Toll Credits
			<b>\$ 730,000</b>	<b>\$ 100,000</b>	<b>\$ 1,080,000</b>	<b>\$ 100,000</b>	<b>\$ 2,218,122</b>	<b>\$ -</b>	<b>\$ 336,500</b>	<b>\$ -</b>

**Grouped Projects for Rehab/Recon of Track Structures, Tracks, and Trackbeds in Existing R/W**

Date: 6/26/2024

212-0000-0816

Project	Project Description	Phase	24/25			25/26			26/27			27/28		
			FTA 5307	FTA 5337 SGR	STA	FTA 5307	FTA 5337 SGR	STA	FTA 5307	FTA 5337 SGR	STA	FTA 5307	FTA 5337 SGR	STA
SJRRRC Capitalized Maintenance	Capital costs with UPRR-owned to fund track/signal maintenance.	CON	\$ 125,000	\$ 200,000		\$ 125,000	\$ 200,000		\$ 125,000	\$ 200,000		\$ 125,000	\$ 200,000	
			\$ 125,000	\$ 200,000	\$ -	\$ 125,000	\$ 200,000	\$ -	\$ 125,000	\$ 200,000	\$ -	\$ 125,000	\$ 200,000	\$ -

## Grouped Projects for Purchase of Operating Equipment for Vehicles

Date: 6/26/2024

212-0000-0817		24/25			25/26		26/27		27/28		
Project	Project Description	Phase	FTA 5307	FTA 5339	STA	FTA 5307	STA	FTA 5307	STA	FTA 5307	STA
<b>SJRTD Safety and Security</b>	Equipment purchase and installation of safety and security devices related to bus and bus facilities that include ITS applications.	CON	\$ 739,000		Toll Credits	\$ 136,704	Toll Credits	\$ 143,539	Toll Credits	\$ 150,716	Toll Credits
<b>SJRTD IT Infrastructure Projects</b>	IT Infrastructure Upgrades, IT Servers, Storage Back-up	CON		\$ 897,046	Toll Credits						
			STA		STA		STA		STA		
			\$ 739,000	\$ 897,046	\$ -	\$ 136,704	\$ -	\$ 143,539	\$ -	\$ 150,716	\$ -

## Grouped Projects for Purchase of Office, Shop, and Operating Equipment for Existing Facilities

Date: 6/26/2024

212-0000-0818

Project	Project Description	Phase	24/25		25/26		26/27		27/28	
			FTA 5307	FTA 5337 SGR						
<b>SJRRR ACE Ticketing System</b>	Project will procure, install, and integrate a new ticketing system at ACE stations. As of right now, the RFP will be asking for physical electronic validators which will be located at the stations.	CON	\$ 1,000,000	\$ 50,000	\$ 1,000,000	\$ 50,000	\$ 1,000,000	\$ 50,000	\$ 1,000,000	\$ 50,000
<b>SJRRR Passenger Information Display System (PIDS)</b>	Project funds the replacement of the current obsolete passenger information display systems (PIDS) at ACE stations.	CON	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
<b>SJRRR Security Projects</b>	Project funds security-related equipment for the ACE service at ACE facilities.	CON	\$ 28,022		\$ 28,022		\$ 28,022		\$ 28,022	
			<b>\$ 1,078,022</b>	<b>\$ 100,000</b>						

# Grouped Projects for Safety Improvements- Projects that Correct, Improve, or Eliminate Hazardous Location or Feature

Date: 6/26/2024

212-0000-0809

			22/23	23/24	24/25	25/26
SJRR- San Joaquin	Positive Train Control	FTA 5307	0	0	0	0
		Measure K	200,000	200,000	200,000	200,000

# Appendix I

## **SJCOG 2022 RTP Appendix F: Project Listings**

# APPENDIX F

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## Plan 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								
								<b>\$1,065,103,868</b>								

**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		
SJ11-3066			Lathrop	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Mantney Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Mantney Road Intersection	I-5 at Roth Road		\$16,800,000			2022			
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	
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	

**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
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	I-205 at Grant Line Road	\$32,574,820		2022	2030		
SJ11-2012	212-0000-0228		Tracy	I-205 at Chrisman Rd	Phase 1: Construct new interchange east-west ramps	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		
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			
							<b>\$830,390,111</b>					

**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	
			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	CTIPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver	Total	Milestones	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			
SJ07-3110				Tracy	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road		\$26,382,359			2023	X		
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			
									<b>\$842,660,438</b>						

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

Identifiers	2018 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Project Description	Project Limits	Cost to Deliver		Milestone Years				
				Jurisdiction	Facility Name/Route			Total		FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIP 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				2045		
SJ07-4028				Stockton	Dr Martin Luther King Boulevard Underpass Reconstruction	Reconstruct grade separated underpass	On Dr Martin Luther King Boulevard between Grant Ave and Airport Way	\$56,500,000				2045		

**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		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
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				
								<b>\$3,247,248,040</b>				



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

Identifiers	2018 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				TVSJVRA	Valley Link Rail Service Phase 1 (Environmental Only)	Once completed, the project will create a new 22-mile passenger rail transit system connecting the cities of Dublin, Pleasanton, Livermore, and Mountain House with all-day, bi-directional service. Currently in Environmental.	Connecting the cities of Dublin, Pleasanton, Livermore, and Mountain House	\$90,000,000				2028
SJ18-6011				TVSJVRA	Valley Link Rail Service Phase 2 (Environmental Only)	Once completed, the project will extend the Valley Link passenger rail transit service from Mountain House for 20-miles with three new stations including the City of Tracy, River Islands and North Lathrop with all-day, bi-directional service.	Connecting Mountain House to North Lathrop	\$5,000,000				2032
								<b>\$1,414,912,569</b>				

**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	NEPA Approval	
		Jurisdiction	Facility Name/Route				Total	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	NEPA Approval	Completion	
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
					<b>\$120,577,852</b>			

**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				
<b>TOTAL</b>							<b>\$384,078,224</b>				

**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	Total	Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic
				Jurisdiction										
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	2022 RTP MPO ID	CTIPS ID #	PPNO	Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver		Milestone Years	FTIP Programming	NEPA Approval	Open to Traffic
				Jurisdiction					Total					
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
							<b>\$4,440,753,006</b>			

## Appendix J

### 2025 FTIP Financial Summary Tables

**TABLE 1: REVENUE**

**SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)**

**2025 Federal Transportation Improvement Program (FTIP)**

(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)					
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL	
LOCAL	<b>Sales Tax</b>							
	City							
	County							
	<b>Gas Tax</b>		\$32,964	\$32,964	\$32,964	\$32,964	\$131,856	
	Gas Tax (Subventions to Cities)		\$15,226	\$15,226	\$15,226	\$15,226	\$60,904	
	Gas Tax (Subventions to Counties)		\$17,738	\$17,738	\$17,738	\$17,738	\$70,952	
	<b>Other Local Funds</b>					\$30,872	\$30,872	
	County General Funds							
	City General Funds					\$30,872	\$30,872	
	Street Taxes and Developer Fees							
	RSTP Exchange funds							
	<b>Transit</b>							
Transit Fares								
Other (See Appendix 1)		\$3,750			\$46,664	\$50,414		
<b>Local Total</b>		\$36,714	\$32,964	\$32,964	\$110,500	\$213,142		
REGIONAL	<b>Tolls</b>							
	Bridge							
	Corridor							
	Regional Sales Tax		\$89,917	\$89,917	\$89,917	\$89,917	\$359,668	
Other (See Appendix 2)		\$7,372				\$7,372		
<b>Regional Total</b>		\$97,289	\$89,917	\$89,917	\$89,917	\$367,040		
STATE	State Highway Operation and Protection Program (SHOPP) <sup>1</sup>		\$53,733	\$266,885	\$325,000	\$9,212	\$654,830	
	SHOPP		\$53,733	\$266,885	\$325,000	\$9,212	\$654,830	
	SHOPP Prior							
	State Minor Program							
	State Transportation Improvement Program (STIP) <sup>1</sup>		\$482	\$482	\$50,878	\$195	\$52,037	
	STIP		\$482	\$482	\$50,878	\$195	\$52,037	
	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) <sup>1</sup>		\$10,005	\$3,416	\$1,459		\$14,880	
	Highway Maintenance (HM) Program <sup>1</sup>							
	Highway Bridge Program (HBP) <sup>1</sup>		\$6,781	\$7,766	\$25,392	\$7,775	\$47,714	
	Road Repair and Accountability Act of 2017 (SB1)							
	Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)								
Local Transportation Climate Adaptation Program (LTCAP)								
Other (See Appendix 3)		\$8,533	\$9,959	\$6,569	\$6,244	\$31,304		
<b>State Total</b>		\$79,534	\$288,508	\$409,298	\$23,426	\$800,765		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$25,317	\$28,091	\$23,970	\$24,478	\$101,856	
	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		\$734	\$750	\$566		\$2,050	
	5311f - Intercity Bus							
	5337 - State of Good Repair Grants		\$2,819	\$2,676	\$2,676	\$2,676	\$10,846	
	5339 - Bus and Bus Facilities Formula Grants		\$2,672	\$2,742	\$1,540	\$1,617	\$8,571	
	FTA Transfer from Prior FTIP							
	Other (See Appendix 4)		\$2,624	\$1,138			\$3,762	
<b>Federal Transit Total</b>		\$34,165	\$35,396	\$28,752	\$28,771	\$127,085		
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,008	\$11,228	\$11,451	\$11,679	\$45,365	
	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)		\$5,286				\$5,286	
	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 (STBGR/RSTP)		\$12,326	\$12,634	\$12,924	\$13,218	\$51,102	
	Tribal Transportation Program							
Carbon Reduction Program (CRP)		\$540	\$2,991	\$1,101		\$4,632		
Promoting Resilient Operations for Transformative (PROTECT)		\$15,000		\$5,500		\$20,500		
Other (see Appendix 5)								
<b>Federal Highway Total</b>		\$44,160	\$26,853	\$30,976	\$24,896	\$126,885		
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)							
	<b>Federal Railroad Administration Total</b>							
<b>Federal Total</b>		\$78,325	\$62,249	\$59,728	\$53,667	\$253,969		
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)							
	Other (See Appendix 7)							
<b>Innovative Financing Total</b>								
<b>REVENUE TOTAL</b>		\$291,862	\$473,638	\$591,907	\$277,510	\$1,634,916		

**Financial Summary Notes:**

<sup>1</sup> State Programs that include both state and federal funds.

# TABLE 1: REVENUE - APPENDICES

**SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)**  
**2025 Federal Transportation Improvement Program (FTIP)**  
 (\$'s in 1,000)

**Appendix 1 - Local Other**

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>Private Funds</i>	\$3,750				\$3,750
<i>Development Fees</i>				\$46,664	\$46,664
<b>Local Other Total</b>	\$3,750			\$46,664	\$50,414

**Appendix 2 - Regional Other**

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>RTIF</i>	\$7,372				\$7,372
<b>Regional Other Total</b>	\$7,372				\$7,372

**Appendix 3 - State Other**

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>TDA</i>	\$8,447	\$9,723	\$6,569	\$6,244	\$30,982
<i>Senate Bill No. 132 Fund Total</i>		\$150			\$150
<i>SB1 State of Good Repair Formula (SGR-F)</i>	\$86	\$86			\$172
<b>State Other Total</b>	\$8,533	\$9,959	\$6,569	\$6,244	\$31,304

**Appendix 4 - Federal Transit Other**

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>CARES 5307</i>	\$2,624				\$2,624
<i>ARPA 5307</i>		\$538			\$538
<i>2022 Apportionment Earmarks</i>		\$600			\$600
<b>Federal Transit Other Total</b>	\$2,624	\$1,138			\$3,762

**Appendix 5 - Federal Highway Other**

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>Charging &amp; Fueling Infrastructure (CFI)</i>	\$15,000				\$15,000
<i>2023 Apportionment Earmarks</i>			\$5,500		\$5,500
<b>Federal Highway Other Total</b>	\$15,000		\$5,500		\$20,500

**Appendix 6 - Federal Railroad Administration Other**

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<b>Federal Railroad Administration Other Total</b>					

**Appendix 7 - Innovative Other**

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<b>Innovative Other Total</b>					

**TABLE 2: PROGRAMMED**

**SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)**  
**2025 Federal Transportation Improvement Program (FTIP)**  
 (\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total		\$11,484	\$12,107	\$3,170	\$77,536	\$104,297
REGIONAL	Tolls						
	Bridge Corridor						
	Regional Sales Tax		\$8,874	\$2,716	\$1,924	\$4,075	\$17,588
	Other (See Appendix A)		\$7,372				\$7,372
	Regional Total		\$16,245	\$2,716	\$1,924	\$4,075	\$24,960
STATE	State Highway Operation and Protection Program (SHOPP) <sup>1</sup>		\$53,733	\$266,885	\$325,000	\$9,212	\$654,830
	SHOPP		\$53,733	\$266,885	\$325,000	\$9,212	\$654,830
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) <sup>1</sup>		\$482	\$482	\$50,878	\$195	\$52,037
	STIP		\$482	\$482	\$50,878	\$195	\$52,037
	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) <sup>1</sup>		\$10,005	\$3,416	\$1,459		\$14,880
	Highway Maintenance (HM) Program <sup>1</sup>						
	Highway Bridge Program (HBP) <sup>1</sup>		\$6,781	\$7,766	\$25,392	\$7,775	\$47,714
	Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Local Transportation Climate Adaptation Program (LTCAP)							
Other (See Appendix B)		\$8,533	\$9,959	\$6,569	\$6,244	\$31,304	
	State Total		\$79,534	\$288,508	\$409,298	\$23,426	\$800,765
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$25,317	\$28,091	\$23,970	\$24,478	\$101,856
	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		\$734	\$750	\$566		\$2,050
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants		\$2,819	\$2,676	\$2,676	\$2,676	\$10,846
	5339 - Bus and Bus Facilities Formula Grants		\$2,672	\$2,742	\$1,540	\$1,617	\$8,571
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)		\$2,624	\$1,138			\$3,762
	Federal Transit Total		\$34,165	\$35,396	\$28,752	\$28,771	\$127,085
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$6,034	\$9,697	\$950	\$950	\$17,631
	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)		\$5,286				\$5,286
	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)		\$12,025	\$12,120	\$8,627	\$1,816	\$34,588	
Tribal Transportation Program							
Carbon Reduction Program (CRP)		\$540	\$2,991	\$1,101		\$4,632	
Promoting Resilient Operations for Transformative (PROTECT)							
Other (see Appendix D)		\$15,000		\$5,500		\$20,500	
	Federal Highway Total		\$38,885	\$24,808	\$16,178	\$2,766	\$82,636
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$73,050	\$60,204	\$44,930	\$31,537	\$209,721
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
<b>PROGRAMMED TOTAL</b>			<b>\$180,314</b>	<b>\$363,534</b>	<b>\$459,322</b>	<b>\$136,574</b>	<b>\$1,139,743</b>

**Financial Summary Notes:**  
<sup>1</sup> State Programs that include both state and federal funds.

# TABLE 2: PROGRAMMED - APPENDICES

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)  
2025 Federal Transportation Improvement Program (FTIP)  
(\$'s in 1,000)

### Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>RTIF</i>	\$7,372				\$7,372
<b>Regional Other Total</b>	\$7,372				\$7,372

### Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>TDA</i>	\$8,447	\$9,723	\$6,569	\$6,244	\$30,982
<i>Senate Bill No. 132 Fund Total</i>		\$150			\$150
<i>SB1 State of Good Repair Formula (SGR-F)</i>	\$86	\$86			\$172
<b>State Other Total</b>	\$8,533	\$9,959	\$6,569	\$6,244	\$31,304

### Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>CARES 5307</i>	\$2,624				\$2,624
<i>ARPA 5307</i>		\$538			\$538
<i>2022 Apportionment Earmarks</i>		\$600			\$600
<b>Federal Transit Other Total</b>	\$2,624	\$1,138			\$3,762

### Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<i>Charging &amp; Fueling Infrastructure (CFI)</i>	\$15,000				\$15,000
<i>2023 Apportionment Earmarks</i>			\$5,500		\$5,500
<b>Federal Highway Other Total</b>	\$15,000		\$5,500		\$20,500

### Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<b>Federal Railroad Administration Other Total</b>					

### Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
<b>Innovative Other Total</b>					

TABLE 3: REVENUE-PROGRAMMED

**SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)**  
 2025 Federal Transportation Improvement Program (FTIP)  
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total	\$25,230	\$20,857	\$29,794	\$32,964	\$108,844
REGIONAL	Tolls					
	<i>Bridge</i>					
	<i>Corridor</i>					
	<i>Regional Sales Tax</i>	\$81,043	\$87,201	\$87,993	\$85,842	\$342,080
	<i>Other</i>					
	<b>Regional Total</b>	\$81,043	\$87,201	\$87,993	\$85,842	\$342,080
STATE	State Highway Operation and Protection Program (SHOPP) <sup>1</sup>					
	<i>SHOPP</i>					
	<i>SHOPP Prior</i>					
	<i>State Minor Program</i>					
	State Transportation Improvement Program (STIP) <sup>1</sup>					
	<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>					
	<i>Active Transportation Program (ATP) <sup>1</sup></i>					
	Highway Maintenance (HM) Program <sup>1</sup>					
	<i>Highway Bridge Program (HBP) <sup>1</sup></i>					
	Road Repair and Accountability Act of 2017 (SB1)					
Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Local Transportation Climate Adaptation Program (LTCAP)						
<i>Other</i>						
	<b>State Total</b>					
FEDERAL TRANSIT	<i>5307 - Urbanized Area Formula Grants</i>					
	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					
	<i>5311 - Formula Grants for Rural Areas</i>					
	5311f - Intercity Bus					
	<i>5337 - State of Good Repair Grants</i>					
	<i>5339 - Bus and Bus Facilities Formula Grants</i>					
	FTA Transfer from Prior FTIP					
	<i>Other</i>					
	<b>Federal Transit Total</b>					
FEDERAL HIGHWAY	<i>Congestion Mitigation and Air Quality (CMAQ) Improvement Program</i>	\$4,974	\$1,531	\$10,501	\$10,729	\$27,734
	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					
	<i>Highway Safety Improvement Program (HSIP)</i>					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	<i>SAFETEA-LU Safe Routes to School (SRTS)</i>					
	<i>Surface Transportation Block Grant Program (STBGP/RSTP)</i>	\$301	\$514	\$4,297	\$11,401	\$16,514
	Tribal Transportation Program					
	<i>Carbon Reduction Program (CRP)</i>					
Promoting Resilient Operations for Transformative (PROTECT)						
<i>Other</i>						
	<b>Federal Highway Total</b>	\$5,275	\$2,045	\$14,798	\$22,130	\$44,248
FEDERAL RAIL	Other Federal Railroad Administration					
	<b>Federal Railroad Administration Total</b>					
	<b>Federal Total</b>	\$5,275	\$2,045	\$14,798	\$22,130	\$44,248
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	<i>Other</i>					
	<b>Innovative Financing Total</b>					
<b>REVENUE - PROGRAMMED TOTAL</b>		\$111,548	\$110,103	\$132,585	\$140,936	\$495,173

## 2025 FTIP

### Total Programming

SJCOG PPM	1	\$	1,641,000	\$	1,641,000
SR 99/120 Connector Phase 1B	1	\$	56,345,000	\$	62,830,000
I-205 Managed Lanes	1	\$	4,000,000	\$	400,000,000
I-205 / Mountain House / International Pkwy Interchange Improvements	1	\$	39,463,500	\$	52,858,000
I-205 / Lammers Rd / Eleventh St Interchange and Widening	1	\$	40,672,118	\$	51,500,000
SHOPP Bridges	4	\$	585,148,000	\$	589,541,000
SHOPP Collision Reduction	1	\$	10,936,000	\$	12,466,000
SHOPP Emergency Response	0	\$	-	\$	-
SHOPP Mandates	1	\$	9,823,000	\$	16,139,000
SHOPP Mobility	3	\$	27,062,000	\$	31,550,000
SHOPP Rdside Prsrv	0	\$	-	\$	-
SHOPP Rd Prsrv	1	\$	16,733,000	\$	19,994,000
SHOPP Complete Streets	1	\$	3,458,000	\$	3,930,000
HBP	26	\$	52,071,032	\$	93,511,442
HSIP	3	\$	5,873,300	\$	5,984,500
Grouped Transportation Enhancement Activities	1	\$	18,750,000	\$	18,750,000
Grouped Bike/Ped Facilities	9	\$	21,224,961	\$	26,002,961
Grouped STBG Pavement Rehab/Resurf	15	\$	31,084,060	\$	31,324,060
Grouped Intersection Signalizations	3	\$	3,391,150	\$	3,516,150
Grouped Traffic Control Devices	2	\$	1,978,991	\$	1,978,991
Grouped Intersection Channelizations	2	\$	5,638,019	\$	6,122,601
SJCOG TDM Rideshare (DIBS) - TCM	1	\$	3,800,000	\$	3,800,000
Ripon CNG Solid Waste Collection Vehicle	1	\$	375,000	\$	375,000
Manteca CNG Street Sweeper	1	\$	563,651	\$	563,651
Fiber Optics Phase 1	1	\$	6,994,240	\$	6,994,240
Airport Way Widening	1	\$	1,616,201	\$	1,616,201
North Jack Tone Road Improvements	1	\$	200,000	\$	200,000
Dr Martin Luther King Boulevard Underpass Reconstruction	1	\$	1,800,000	\$	56,500,000
Lower Sacramento Rd Widening (Segment 1)	1	\$	2,000,000	\$	5,147,709
Lower Sacramento Rd Widening (Segment 2)	1	\$	2,000,000	\$	29,128,500
Corral Hollow Rd Widening (Segment 1)	1	\$	5,954,322	\$	26,382,359
Corral Hollow Rd Widening (Segment 2)	1	\$	2,400,000	\$	44,125,289
Operating Assistance	10	\$	79,521,563		79,521,563
Bus Purchases	4	\$	7,606,898	\$	7,606,898
Recon/Renov of Transit Structures	5	\$	3,596,593	\$	3,596,593
Bus & Rail Terminals and Transfer Points	2	\$	13,572,000	\$	14,697,000
CON Bus or Rail Storage/Maintenance Facilities	2	\$	14,142,080	\$	14,142,080
Rehab of Transit Vehicles & Rail Assets	5	\$	43,194,332	\$	43,194,332
CON Small Passenger Shelters & Info Kiosks	2	\$	4,564,622	\$	4,564,622
Rehab/Recon Tracks	1	\$	1,300,000	\$	1,300,000
Purchase Operating Equipment for Vehicles	2	\$	2,067,005	\$	3,397,525
Purchase Equipment for Existing Facilities	3	\$	4,712,088	\$	4,712,088
Rail Safety	1	\$	800,000	\$	800,000
	<b>125</b>		<b>\$ 1,138,073,726</b>		<b>\$ 1,782,005,354</b>

## Appendix K

### 2025 FTIP CMAQ Cost-Effectiveness Documentation

## **CMAQ Cost-Effectiveness Threshold Documentation for the San Joaquin Council of Governments (SJCOG) 2025 FTIP**

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that contribute to attainment or maintenance of the national ambient air quality standards. All San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted policies in 2007 for distributing at least 20 percent of the CMAQ funds to projects that meet a cost-effectiveness threshold for emission reductions. For the 2025 Federal Transportation Improvement Program (FTIP), this applies to years 2024/2025 through 2027/2028. SJCOG has made every effort to expend the minimum 20 percent funding for cost-effective projects over the course of the FTIP and the attached documentation demonstrates that SJCOG has achieved the 20 percent funding goal.

Project eligibility is determined in line with the federal CMAQ guidance.

Emission benefits and cost-effectiveness calculations are based on the applicable pollutants for the region, including the components of ozone (nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The “Methods to Find the Cost-effectiveness of Funding Air Quality Projects” document developed by the Air Resources Board (ARB) is currently the appropriate methodology for calculating cost-effectiveness. In addition, FHWA has published “CMAQ Improvement Program Cost-effectiveness Tables and Development Methodology” on December 3, 2015, and updated on July 20, 2020, and this methodology will be used to establish project eligibility for project types not addressed in the state guidance. In addition, another appropriate cost-effectiveness calculation methodology may be used upon consultation with interagency partners. Cost-effectiveness is expressed as dollars spent per pound of pollutant reduced (ROG + NO<sub>x</sub> + PM<sub>2.5</sub> + PM<sub>10</sub>). The cost effectiveness threshold for the 2025 FTIP has been increased to \$88 per pound (\$176,000/ton) from a previous level of \$63 per pound (\$126,000 per ton) and is based on CMAQ dollars only, not total project cost.

SJCOG has identified, through existing programmed projects in those years or other selection methods, projects that qualify for the cost-effectiveness policy.

When programmable CMAQ capacities exist, staff would request the SJCOG Board’s authorization to release a “call for projects.” Staff will also provide a reminder of the Board-adopted goal to program 20 percent of the FTIP’s total CMAQ capacity to highly cost-effective projects/programs. Following Board approval, staff will release the “call for projects.” The CMAQ committee, which is made up of technical staff of local agencies, will be convened to review and evaluate the submitted applications and make a recommendation for the programming of available funds.

During the evaluation process, the CMAQ committee will prioritize and recommend highly cost-effective projects/programs, which will help to achieve the region's 20 percent programming goal. This recommendation will be put before the SJCOG committees before going to the SJCOG Board for official approval of FTIP programming.

The process and materials from the prior "Call for Projects," conducted in the Spring/Summer 2023, are posted on the SJCOG CMAQ webpage, <https://www.sjcog.org/291/Congestion-Mitigation-Air-Quality-CMAQ>

As stated in the Cost-effectiveness Policy, SJCOG has agreed to post information related to the implementation of the cost-effectiveness CMAQ policy on its website. Attached is documentation that fulfills this requirement and demonstrates that SJCOG has estimated the amount of funding in the 2025 FTIP necessary to meet the 20 percent cost-effectiveness goal and provided a summary of the CMAQ projects that meet the minimum cost-effectiveness threshold.

**CMAQ Cost-Effectiveness Documentation  
for the San Joaquin Council of Governments (SJCOG) 2025 FTIP**

<u>Year</u>		<u>Estimated CMAQ Apportionments</u>		<u>20 Percent Minimum</u>	
FY 2025	FFY 2024-2025	\$	11,007,550	\$	2,201,510.00
FY 2026	FFY 2025-2026	\$	11,227,701	\$	2,245,540.20
FY 2027	FFY 2026-2027	\$	11,450,977	\$	2,290,195.40
FY 2028	FFY 2027-2028	\$	11,678,630	\$	2,335,726.00
		\$	45,364,858	\$	<b>9,072,971.60</b>

Year	FTIP ID	Agency	Project Description	CMAQ Funding Amount	Cost-Effectiveness
2025-2028	212-0000-0608	SJCOG	TDM (Rideshare/Vanpool Program)	\$ 3,800,000	22.58
2026	212-0000-0754	City of Manteca	CNG Street Sweeper Replacement	\$ 499,000	54.33
2026	212-0000-0756	City of Ripon	CNG Solid Waste Collection Vehicle	\$ 100,000	28.85
2025	212-0000-0807	City of Tracy	Corral Hollow Road Adaptive Signal System	\$ 877,000	15.14
2025	212-0000-0822	City of Stockton	Stockton Fiber Optics Phase 2	\$ 885,000	13.27
2026	212-0000-0822	City of Stockton	Stockton Fiber Optics Phase 2	\$ 4,658,921	13.27

<b>Total CMAQ Funding Amount</b>	<b>\$ 10,819,921</b>
CMAQ Cost-Effectiveness Goal	<b>\$ 9,072,972</b>
<b>CMAQ Cost-Effectiveness Goal Met?</b>	<b>YES</b>
<b>Percent of CMAQ Funds Awarded to Cost-Effectiveness Projects</b>	<b>24%</b>

**NOTE:**

Cost-effectiveness for each project identified as meeting the cost-effectiveness threshold must be below \$88 per pound, or \$176,000 per ton.

## **San Joaquin Council of Governments (SJCOG) CMAQ Cost-effectiveness Policy –2022 RTP/2025 FTIP Update**

All San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted policies in 2007 for distributing at least 20 percent of the CMAQ funds to projects that meet a cost-effectiveness threshold for emission reductions beginning in Fiscal Year (FY) 2011. Due to changes in technology and costs over time, the MPOs agreed to revisit the minimum cost-effectiveness standard, as well as policy feasibility, at least once every four years. The following is a summary of the current status and next steps to complete this task for the 2025 Federal Transportation Improvement Program (FTIP) and 2022 Regional Transportation Plan (RTP). Attachment 1 presents a sample schedule for the CMAQ policy implementation milestones discussed below.

### *(1) Review of CMAQ Policy and Thresholds.*

The MPOs have agreed to revisit the minimum cost-effectiveness threshold with every FTIP update, as well as policy feasibility, at least once every four years prior to development of the RTP. A review of the policy was conducted to determine if any updates were necessary due to changes in federal transportation legislation, apportionments, and project eligibility. *No updates to the CMAQ policy are recommended at this time.*

Prior to allocation of CMAQ funds for the local cost-effectiveness policy with each FTIP, the SJV MPOs, in consultation with the interagency consultation (IAC) partners, will develop the minimum cost-effectiveness threshold. Based on a review of the ARB emission factors, Carl Moyer program and other related data in 2007, it was recommended that the original cost-effectiveness threshold be set at \$30 per pound (\$60,000 per ton) for the 2009 FTIP. If updates were made to the CMAQ emission factors, Carl Moyer limits, or other state/local programs, the MPOs agreed to revisit the recommended threshold.

In April 2016, Sierra Research (a Trinity Consultants, Inc. company) has reviewed most recent ARB CMAQ Cost-effectiveness Emission Factor Tables, Carl Moyer Guidelines, and CMAQ-funded regional programs for any changes that may support an increase to the cost-effectiveness threshold adopted in 2007. This technical review showed that the emission factors have declined by approximately 60% for all pollutants since 2007 due to more stringent ARB vehicle emission standards for the mobile sector, supported by modeling with the newest emission factor model, EMFAC2014. ARB has also increased the Carl Moyer cost-effectiveness limit by approximately 20% since 2004 to account for inflation. In May 2008, the San Joaquin Valley Air Pollution Control District (SJVAPCD) increased the Best Available Control Technology (BACT) Cost Effectiveness Thresholds under Rule 2201 to be comparable to other Air Districts in the state. Then in April of 2011, the SJVAPCD has increased the cost-effectiveness threshold for the vanpool program in REMOVE II from \$20/lb to \$35/lb. Review of related activities in other air districts suggests a similar trend. Based on the results of this review it was

recommended to increase the cost effectiveness threshold from \$30/lb to \$45/lb for the 2017 FTIP.

In April 2021, Trinity Consultants, Inc. (Trinity) revisited the need for a cost-effectiveness threshold update using the same approach as the analysis conducted in 2016 and determined that additional increase in cost-effectiveness threshold was warranted for the 2025 FTIP.

Based on this review, the SJV MPOs recommend increasing the cost-effectiveness threshold from \$45/lb (\$90,000/ton) to \$63/lb (\$126,000/ton) for the 2025 FTIP. Further review of CMAQ Policy and threshold will occur with the next FTIP and RTP updates.

### *(2) Identify funding subject to CMAQ cost-effectiveness policy*

MPO staff will identify funding subject to CMAQ cost-effectiveness policy. MPO staff should review initial CMAQ percentage commitments and estimates of CMAQ apportionments for all relevant fiscal years in the 2025 FTIP. The approved percentage of funds (e.g., a minimum of 20%) should be multiplied by CMAQ funds available in years 2024/2025 through 2027/2028. This is the amount subject to the cost-effectiveness policy.

### *(3) Issue Call for Projects*

MPOs will identify, through existing programmed projects in those years or other methods, projects that qualify for the cost-effectiveness policy. MPOs can use existing application processes or calls for projects that quantify, rank, and select eligible projects. Projects should be identified and selected for inclusion in the 2025 FTIP. MPO staff will release the call for projects, allowing additional time for internal approval of the documents. The process should demonstrate that the cost-effectiveness threshold will be achieved. Funds contributed to the Air District grant incentive programs will be assumed to meet the threshold, as that is more stringent than the CMAQ cost-effectiveness policy.

### *(4) Quantify/Rank/Select CMAQ Projects*

As noted in Attachment 1, quantification and selection of CMAQ project will be undertaken and the Draft FTIP document must be available for public review. A standardized process and methodology should be used by all San Joaquin Valley MPOs. Where applicable, calculations are based on ARB methodology (available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.html>). The Emission Factor Tables were formally updated by ARB in November 2021 (see Attachment 2) and should be used with the appropriate calculation methodology from the “Methods to Find the Cost-effectiveness of Funding Air Quality Projects” (Attachment 5). For projects not covered by ARB methodology (e.g. roundabouts), the FHWA’s “CMAQ Improvement Program Cost Effectiveness Tables and Development Methodology” will be used (Attachment 6). Another appropriate methodology may be used for projects not included in both

guidance documents upon agreement by interagency partners. Cost-effectiveness analysis should be based on CMAQ dollars only, not total project cost. Formula includes combined annual emission reductions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

*(5) Document Compliance with Policy*

The MPOs will document the funding and project selection process to demonstrate compliance with the cost-effectiveness policy. Attachment 3 contains draft text and Attachment 4 contains a draft spreadsheet that can be used to document compliance. All corresponding documentation, including the original cost-effectiveness policy, will be posted on each MPO's respective website.

A checklist for completing the process is provided below.

## **CMAQ Cost-effectiveness Policy – Checklist for 2025 FTIP Development**

### Identify funding subject to CMAQ cost-effectiveness policy

- Review initial CMAQ percentage commitments (i.e., did you commit to 20% or greater when approving the cost-effectiveness policy?).
- Review estimates of CMAQ apportionments provided by Caltrans (or projected by financial planning staff) for all relevant fiscal years in the 2025 FTIP.
- Multiply the approved percentage of funds (e.g., a minimum of 20%) by CMAQ funds available in years 2024/2025 through 2027/2028. This is the amount subject to the cost-effectiveness policy.

### Issue Call for Projects

- Develop and publish “Call for Projects” documents.
  - Include information about CMAQ cost-effectiveness goals and how they will be achieved by the MPO selection process.
  - Include information about CMAQ cost-effectiveness methodology (methodology available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.html>).

### Quantify/Rank/Select CMAQ Projects

- Review all applications/requests for funding for completeness of information.
- Use appropriate selection procedures for your County, including staff ranking and/or review by selection committees.
- Quantification and selection of CMAQ project completed and approved.
- Incorporate CMAQ projects into the 2025 FTIP document available for public review.

### Document Compliance with Policy and Post on Website

- Original cost-effectiveness policy.
- Text documentation (see Attachment 3).
- Spreadsheet documentation (see Attachment 4).
- Other, as applicable (e.g., committee memos).

# Appendix L

## Performance Measures

## Performance Based Planning

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) 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 Regional Transportation Plan (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 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 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) scale.

### ***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.

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 2025 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 2025 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.

**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. Part 1: Identify and describe the targets.

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 2023 for the 2024 calendar year as shown in Table 1 below.

**Safety Performance Targets – Table 1**

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2024	Annual Percentage Change for 2024
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

*Note: The targets highlighted in gray are set in coordination with OTS.*

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 meets 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 those projects financed.

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.

### *2024 SHOPP Collision Reduction Numbers (Statewide)*

A total of 635 projects are included in the 2024 SHOPP that was adopted by the CTC in March 2024. The 2024 SHOPP is valued at \$21.2 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 95 programmed safety projects totaling

\$1,053,464,000. The SHOPP reserves \$1,135,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

### **Surface Transportation Block Group (STBG)**

SJCOG conducts a STBG Call for Projects. Projects are quantitatively scored based on four performance metrics: Pavement impacts (PM2); Safety (PM1); Congestion (PM3); and Regional Congestion Management Program (PM3). Projects are selected for funding based on their total scores (adding scores for the four metrics) and ranking.

This project selection process is posted: <https://www.sjcoq.org/656/Surface-Transportation-Block-Group-STBG>.

### **Regional Active Transportation Program (ATP)**

SJCOG 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 May 2024, SJCOG released a Call for Projects for the most recent Cycle 7 funding of the Regional Active Transportation Program. SJCOG will be programming a total of \$18.2 million, which is comprised of \$4.9 million ATP, \$4.2 million CMAQ, and \$9.0 million Measure K Smart Growth Incentive Program. This programming of funds is consistent with the 2022 RTP/SCS and 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.

## Summary of Safety Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% Total Project Cost	Funding in 4-Year Element	% of Funding in 4-Year Element
Primarily Safety Projects	4	3.20%	\$18,450,500	1%	\$16,809,300	1%
Other Projects with Safety Components	17	13.60%	\$118,540,711	7%	\$99,880,130	9%
Non-Safety Projects	104	83.20%	\$1,645,014,143	92%	\$1,021,384,294	90%
<b>Total FTIP Investments</b>	<b>125</b>	<b>100.00%</b>	<b>\$1,782,005,354</b>	<b>100%</b>	<b>\$1,138,073,724</b>	<b>100%</b>

### Safety Project Highlights

- **SR 99/120 Connector Phases 1A and 1B**

Phases 1A and 1B of the SR 99/120 Connector Project are the first two stages to upgrading this freeway-to-freeway interchange in Manteca. The interchange complex has a high rate of collisions. Phase 1A has a collision rate six times greater than the statewide average. The Project addresses the history of collisions as well as the existing and future traffic congestion and goods movement needs.



Phase 1A will widen the Eastbound SR 120 to Southbound SR 99 connector ramp from one-lane to two lanes. The Austin Road Overcrossing will be replaced with a new four-lane structure spanning SR 99 and Union Pacific Railroad (UPRR) and the Northbound on-ramp and Southbound off-ramp will be closed. A new connecting road from Austin Road to East Woodward Avenue and Moffat

Boulevard will be added and the existing UPRR gated crossing at East Woodward Avenue will be modified.

In the 2023 FTIP, Phase 1A was fully funded for construction via a financial partnership with Caltrans. The construction funding includes \$32,079,000 SHOPP, \$16,319,000 RIP, \$1,349,000 Local Partnership Program (LPP), \$597,302 Highway Infrastructure Program (HIP), \$732,860 Surface Transportation Block Grant (STBG), \$3,819,272 Developer Fees, and the rest from the Region's sales tax measure (Measure K). Phase 1A is currently in construction.



Phase 1B widens the Northbound SR 99 to Westbound SR 120 connector ramp to two lanes and adds a merge/weave lane on Westbound SR 120 between SR 99 and the Main Street Interchange. This includes widening the Moffatt Overhead at the UPRR line. The Eastbound SR 120 to Northbound SR 99 connector is replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two Westbound SR 120 lanes.

As programmed in the 2025 FTIP, Phase 1B also has funds programmed for construction in FFY 26/27. As approved in the 2024 STIP, the bulk of the construction funds, in the amount of \$50,396,000, is from the SJCOG's Regional Improvement Program share. Phase 1B is currently in design and right-of-way.

Phase 1B design and right-of-way will be completed during the Phase 1A construction period allowing Phase 1B to enter into construction seamlessly upon the completion of Phase 1A.

Phases 1A and 1B will result in lower number of serious injuries and fatal collisions, truck travel savings, reduction in vehicle hours traveled, and person-hour savings for increased economic productivity.

- **SHOPP Projects**

SHOPP Collision Reduction has \$12,466,000 programmed for the construction of roundabout at SR 120 and Murphy Road that will result in a 0.12 annual fatal and serious injury collision reduction.

SHOPP Complete Streets has \$3,930,000 programmed to install 384 feet bike and pedestrian infrastructure and rectangular rapid flashing beacons at various locations.

- **HSIP Projects**

In the City of Manteca, on Yosemite Ave, from Walnut Avenue to Main Street, \$581,490 HSIP and city funds provide for the installation of Class II bike lanes, a two way left turn lane, improved curb ramps, and pedestrian crossing enhancements.

- In the City of Stockton, for various segments along South El Dorado Street between Clayton Avenue to Third Street, \$2,115,000 HSIP and city funds provide for safety improvements: install of RRFB devices, crosswalks, bulb outs, bike boxes, bicycle video detection at all intersections; install painted buffers, and cycle track; construct median refuge islands and sidewalks; and roadway reconfiguration within two segments.

- In the City of Stockton, at Lorraine Avenue and Hammer Lane, Wilson Way and Park Street, Wilson Way and Waterloo Road intersections, \$2,589,480 HSIP and city funds provide for safety improvements: install a leading pedestrian interval, high visibility crosswalk, left-turn phasing, curb extensions, raised median, curb ramps, and left turn lanes.

- **Bicycle and Pedestrian Projects**

There are eight bicycle and pedestrian projects programmed in FFYs 24/25 - 26/27. The total programmed amount for these is \$21,224,961, which is made up of \$14,880,000 Active Transportation Program, \$2,104,607 CMAQ, \$1,687,428 STBG, \$842,252 Measure K, and \$1,710,674 local funds. Many of these are safe routes to school projects. With the State's Active Transportation Program (ATP) to be awarded and SJCOG's Call for Projects, there will be more bicycle and pedestrian projects programmed in the Spring 2025.

- **Signalization and Channelization (Roundabout) Projects**

There are three signalization and two roundabout projects that provide safety benefits. The amounts programmed for the signals and roundabouts are \$3,391,150 and \$5,638,019, with 88.53% of these amounts from SJCOG's discretionary CMAQ and Carbon Reduction Program (CRP) investments.

## **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.

### **NHS Pavement and Bridge Condition (PM 2) Targets**

<b>Performance Measure</b>	<b>Target</b>
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%

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 those projects financed.

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 21/22, local jurisdictions spent over \$26 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. 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 the FTIP 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. 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 2024 SHOPP has 281 Roadway Preservation projects totaling \$9,030,559,000 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 2024 SHOPP has 82 Bridge Preservation projects totaling \$2,362,120,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

## Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in 4-Year Element	% of Funding in 4-Year Element
Pavement Condition Projects	16	13%	\$49,318,060	3%	\$45,817,060	4%
Other Projects with Pavement Condition Impacts	9	7%	\$273,788,058	15%	\$116,337,641	10%
Bridge Condition Projects	30	24%	\$683,052,442	38%	\$632,862,504	56%
Other Projects with Bridge Condition Impacts	3	2%	\$167,188,000	9%	\$102,167,118	9%
<b>Total Pavement and Bridge Condition Projects</b>	<b>58</b>	<b>46%</b>	<b>\$1,173,346,560</b>	<b>66%</b>	<b>\$897,184,323</b>	<b>79%</b>
Non-Pavement and Bridge Condition Projects	67	54%	\$608,658,794	34%	\$240,889,401	21%
<b>Total FTIP Investments</b>	<b>125</b>	<b>100%</b>	<b>\$1,782,005,354</b>	<b>100%</b>	<b>\$1,138,073,724</b>	<b>100%</b>

### Pavement and Bridge Condition Project Highlights

There are many projects on the NHS that addresses the applicable federal performance measures for PM 2; include:

- **State Highway Mainline Improvements**

As previously described in the earlier PM 1 project highlights, State Routes 99 / 120 Connector Phase 1B has \$56,345,000 programmed for construction in the 2025 FTIP, and State Routes 99 / 120 Connector Phase 1A begins construction in July 2024.

- **State Highway Interchanges**

Interstate 205 / Mountain House / International Pkwy Interchange Improvements and Interstate 205 / Lammers Rd / Eleventh St Interchange and Widening are projects that will make PM2 improvements and have funds programmed for construction in the 2025 FTIP.

PM 2-improvement interchange projects in construction or closeout include Interstate 580 / Patterson Pass Road / International Pkwy Diverging Diamond Interchange, State Route 120 / McKinley Avenue Interchange, and State Route 99 / Turner Road Interchange Improvements.

In the 2025 FTIP are also three other interchange projects that are included for Project Approval / Environmental Document (PA/ED).

- **STBG Projects**

Out of the \$51,101,835 available for FFY's 24/25 to 27/28, \$29,084,060 STBG is programmed to pavement resurfacing and rehabilitation projects. SJCOG will release another STBG Call for Projects in Spring 2024.

- **HBP**

In the 2025 FTIP, \$52,071,032 is programmed, made up of \$47,714,504 federal HBP and \$4,356,528 local funds. Eight bridges are being replaced, four bridges are worked on for replacements, and there are continued investments in the Bridge Preventative Maintenance Program (BPMP) for the City of Stockton and the San Joaquin County.

**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. In addition, percent of non-SOV (single occupancy vehicle) and annual hours of peak-hour excessive delay per capita measures are applicable for the Stockton Urbanized Area.

<b>Performance Measure</b>	<b>Target</b>
<b>NHS Performance</b>	
Percent of Interstate System mileage reporting reliable person-mile travel times	74.3%
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	84.2%
<b>Interstate Freight Movement</b>	
Percent of Interstate system mileage reporting reliable truck travel times	1.60
<b>CMAQ Program Performance</b>	
Annual hours of peak-hour excessive delay per capita (Stockton Urbanized Area (UA))	8.0
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	23,959
Percent of non-single occupancy vehicle (SOV) travel (Stockton UA)	23.6%

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 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 policy strategies.

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 provides transportation demand management (TDM) services through its dibs program, serving San Joaquin and Merced counties. The goal of the dibs program is to reduce congestion and improve air quality by promoting smart travel options such as carpooling, transit, vanpooling, biking, and walking, encouraging a shift to alternative modes. The program has seen steady growth across all its services, with significant success in its vanpool program. In the fiscal year (FY) 21/22, the vanpool program saw an increase of 164 new vanpools, a 30% rise from the prior year, reducing vehicle miles traveled (VMT) by over 30 million and removing 286,000 vehicles from the road. By the end of FY 22/23, the vanpool program had grown by 7% to a total of 446 vans, further reducing VMT by 40 million and taking 416,000 cars off the road.

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 those projects financed.

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

Examples of PM 3 relevant efforts by SJCOG region include:

- SJCOG integration of specific PM 3 performance metrics into its RCMP.

- SJCOG 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, a study that assesses the existing STAA route network and recommends new/modified STAA routes for jurisdictions' 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 2024 SHOPP features 43 Mobility projects programmed totaling \$862,000,000 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 2023 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 and particulate matter (both PM10 and PM2.5).

As previously mentioned, in May 2024, SJCOG released a Call for Projects for the most recent Cycle 7 funding of the Regional Active Transportation Program. SJCOG will be programming a total of \$18.2 million, which includes \$4.2 million CMAQ, after the federal approval of the 2025 FSTIP.

After the 2023 CMAQ Call for Projects, SJCOG had programmed 53% of our 2023 FTIP CMAQ funding capacity to highly cost-effective projects (greater than \$63 per pound of criteria pollutant). With the 2025 FTIP, as included in Appendix K, SJCOG still invests 22% of our regional CMAQ funding to highly cost-effective projects. Also, with additional funding capacities made available in the latter years of this 2025 FTIP, staff will be releasing another CMAQ Call for Projects in the Spring 2025. The primary factor for project selection is cost-effectiveness.

### Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in 4-Year Element	% of Funding in 4-Year Element
Interstate Reliability Projects	4	3%	\$515,939,000	29%	\$95,716,618	8%
Non-Interstate Reliability Projects	35	28%	\$890,655,860	50%	\$728,470,743	64%
Truck Travel Time Projects (See Note)	4	3%	\$515,939,000	29%	\$95,716,618	8%
CMAQ Projects	11	9%	\$20,812,336	1%	\$17,630,528	2%
<b>Total PM 3 Projects</b>	<b>50</b>	<b>40%</b>	<b>\$1,427,407,196</b>	<b>80%</b>	<b>\$841,817,889</b>	<b>74%</b>
Non-PM 3 Projects	75	60%	\$354,598,158	20%	\$296,255,835	26%
<b>Total FTIP Investments</b>	<b>125</b>	<b>100%</b>	<b>\$1,782,005,354</b>	<b>100%</b>	<b>\$1,138,073,724</b>	<b>100%</b>

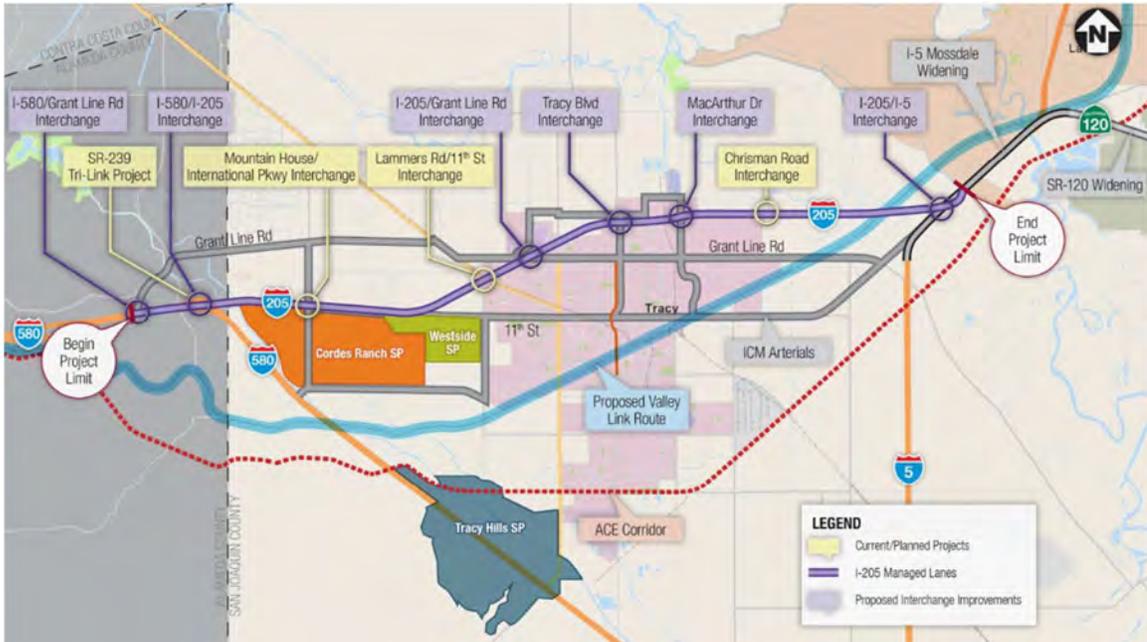
**Note:** Truck Travel Time reliability is an integral part of the overall travel time reliability for the SJCOG region and built into our projects. To avoid double counting, Truck Travel Time Projects (integral part of Interstate Reliability Projects) are not summed as part of Total PM3 Projects.

**PM 3 Project Highlights**

- As previously described in the earlier PM 1 project highlights, State Routes 99 / 120 Connector Phase 1B has \$56,345,000 programmed for construction in the 2025 FTIP, and State Routes 99 / 120 Connector Phase 1A begins construction in July 2024. Both of these projects relieve congestion and benefit safety. State Route 99 is a major north-south corridor, and State Route 120 / Interstate 205 / Interstate 580 is one of few east-west travel corridors between the Central Valley and the Bay Area. It is easy to imagine the very high level of congestion at the State Routes 99 / 120 juncture during morning and evening peak periods.



- Caltrans will be delivering the Interstate 205 (I-205) Managed Lanes Project, 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.



- City of Stockton Fiber Optics Phase 2. There is \$6,994,240 of CMAQ and Carbon Reduction Program (CRP) funds programmed. The City will install fiber optic cables and synchronize traffic signals in Downtown Stockton. The Regional Transit District (RTD) Downtown Transit Center will see improved transit service reliability as the result of this project. Besides signals timing to minimize congestion (which could result in bus routes running behind schedule) especially during peak periods, this project improves the City of Stockton's ability to monitor and efficiently react to traffic congestion and unplanned events (such as collisions).
- SJCOG Travel Demand Management : DIBS Rideshare Program. SJCOG continues to invest \$950,000 CMAQ annually in a very successful rideshare program that services both the Counties of San Joaquin and Merced. As reported in 2022 to the National Transit Database (NTD), this rideshare program has 446 vans in service and accounts for over 37 million passenger miles traveled. As reflected in the reported passenger miles, the vanpools often-times service longer distance commuters and super commuters (commutes of greater than 90 minutes). This program is highly cost-effective, because it removes the pollutants associated with many single-occupancy vehicles making the long-distance trips. This program also generates additional FTA 5307 funds for the Urbanized Areas of the San Joaquin Region.

**Transit Asset Management (TAM)**

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

<b>Transit Asset Management Performance Measures</b>		
<b>Asset Category</b>	<b>Performance Measurement</b>	<b>Asset Class Examples</b>
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 City of Escalon E Trans, 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.

Reporting Entity	Rolling Stock (Pct of revenue vehicles > ULB)				Equipment (Pct of non-revenue vehicles > ULB)			Facilities (Pct facilities < TERM=3)		Infrastructure (Pct fixed guideway w- restrictions)
	BUS Bus	CU Cutaway Bus	MV Minivan		Non-revenue/service automobile	Trucks & other rubber tire vehicles	Steel wheel vehicles	Admin/Maint Facilities	Passenger/Parking Facilities	Fixed guideway
Escalon eTrans	N/A	0%	0%			N/A		N/A	0%	N/A
Lodi Grapeline	BUS Bus	CU Cutaway Bus	TR Trolleybus		Non-revenue/service automobile	Trucks & other rubber tire vehicles	Steel wheel vehicles	Admin/Maint Facilities	Passenger/Parking Facilities	Fixed guideway
	0%	0%	0%		0%	N/A	N/A	N/A	0%	N/A
Manteca Transit	BUS Bus	CU Cutaway Bus			Non-revenue/service automobile	Trucks & other rubber tire vehicles	Steel wheel vehicles	Admin/Maint Facilities	Passenger/Parking Facilities	Fixed guideway
	0%	0%			0%	N/A	N/A	N/A	0%	N/A
Ripon Transit	BUS Bus	CU Cutaway Bus			Non-revenue/service automobile	Trucks & other rubber tire vehicles	Steel wheel vehicles	Admin/Maint Facilities	Passenger/Parking Facilities	Fixed guideway
	N/A	0%				N/A		N/A	N/A	N/A
Tracy Tracer	BUS Bus	CU Cutaway Bus			Non-revenue/service automobile	Trucks & other rubber tire vehicles	Steel wheel vehicles	Admin/Maint Facilities	Passenger/Parking Facilities	Fixed guideway
	0%	0%			0%	N/A	N/A	N/A	0%	N/A
San Joaquin Regional Transit District (RTD)	BUS Bus	CU Cutaway Bus	AB Articulated Bus	BR Over-Road Bus	Non-revenue/service automobile	Trucks & other rubber tire vehicles	Steel wheel vehicles	Admin/Maint Facilities	Passenger/Parking Facilities	Fixed guideway
	0%	0%	0%	0%	0%	0%	N/A	0%	N/A	N/A
San Joaquin Regional Rail Commission (SJRRCC)	Locomotive	Coach Cars	Cab Cars		Maintenance Vehicles	Trucks & other rubber tire vehicles	Shop Equip.	Admin/Maint Facilities	Passenger/Parking Facilities	Track & Bridges
	0%	0%	0%		0%	0%	0%	0%	0%	0%

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.

The six 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.

San Joaquin will continue to work with the region's transit operators 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.

The 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. The 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 and RTD's Commuter Route 150 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 those projects financed.

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.

Escalon E-Trans, Lodi Grapeline, Tracy Tracer, Manteca Transit, SJRTD, and ACE in the San Joaquin region have developed and adopted TAM plans and targets, which are available from the transit agencies. 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). The funding and the program of projects in the FTIP will enable Escalon E-Trans, Lodi Grapeline, Tracy Tracer, Manteca Transit, SJRTD, and ACE to achieve their respective transit asset management performance targets.

## Summary of Transit Asset Management Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in 4-Year Element	% of Funding in 4-Year Element
Transit Asset Projects	21	17%	\$89,912,930	5%	\$87,976,525	8%
Non-Transit Asset Projects	104	83%	\$1,692,092,424	95%	\$1,050,097,199	92%
<b>Total FTIP Investments</b>	<b>125</b>	<b>100%</b>	<b>\$1,782,005,354</b>	<b>100%</b>	<b>\$1,138,073,724</b>	<b>100%</b>

There are 21 projects in the 2025 FTIP with \$70.8 million in FTA funds, \$5.1 million in state funds, and \$11.5 million in local funds 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 San Joaquin region key projects that address TAM include:

Rolling Stock Programmed throughout San Joaquin County up to FFY 2025/26:

- Lodi Transit Capital Bus Procurements (CTIPS 212-0000-0810) - \$1,350,000 is programmed for Lodi Grapeline's procurement of new buses. \$3,000,000 was also previously programmed.
- Manteca Transit Bus Procurements (CTIPS 212-0000-0810) - \$1,290,000 is programmed for Manteca Transit's procurement of new buses. \$1,008,042 was also previously programmed.
- Tracy Transit Bus Procurements (CTIPS 212-0000-0810) - \$3,000,000 is programmed for Tracy Tracer's procurement of new buses. \$800,000 was also previously programmed.
- RTD Bus Procurements (CTIPS 212-0000-0810) - \$1,966,898 programmed for RTD's procurement of new buses. \$4,987,604 was also previously programmed.

### New Bus Delivery Delays

Before COVID, it was approximately 18 months from order date for the delivery of new transit buses. With the COVID supply slowdown, it has taken longer to receive the new

replacement buses. Transit agencies are still waiting on the delivery of many new buses that will replace those that have met useful life.

### **Which Zero Emission Bus (ZEB) Technology to Transition Fleet to? Electric or Hydrogen Fuel Cell.**

The Innovative Clean Transit Rule (ICT) requires public transit agencies to shift their bus fleets to zero emissions buses (ZEB), either electric or hydrogen fuel cell buses by 2040. By 2029, only ZEBs can be purchased.

For electrification, on top of buying the more-costly electric buses, infrastructure improvements are necessary for fueling. Also, the issues associated with the maintenance of electric buses, such as procuring new maintenance equipment/tools, making facility upgrades, and training staff, must also be considered.

For hydrogen fuel cell buses, a major issue is fueling. There are no nearby sources of hydrogen fuel so it would need to be transported into the region and stored for usage. Santa Cruz transit had purchased over 50 hydrogen buses in late 2023. Many transit agencies are initiating their own hydrogen pilot projects and/or are waiting to learn from Santa Cruz's undertaking.

Transitioning to clean fuel transit fleet is very costly and requires careful consideration prior to significant investments. Once a sensible and reasonably-proven ZEB approach is determined, transit agencies statewide will more quickly make investments towards the ICT's 2040 fleet requirement.

## 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 San Joaquin region.

Lodi Grapeline Safety Performance Measures and Targets							
Mode of Service	Fatalities	Fatality Rate / 10M VRM	Injuries	Injury Rate / 10M VRM	Safety Events	Safety Event / 10M VRM	System Reliability (VRM/Failures)
Fixed Route (MB)	0	0	0	0	0	0	10,181
Demand Response / ADA Paratransit (DR)	0	0	0	0	0	0	15,760

Manteca Transit Safety Performance Measures and Targets							
Mode of Service	Fatalities	Fatality Rate / 10M VRM	Injuries	Injury Rate / 10M VRM	Safety Events	Safety Event / 10M VRM	System Reliability (VRM/Failures)
Motor Bus (MB)	0	0	1	0	1	0.6	88,995
Demand Response / ADA Paratransit (DR)	0	0	1	3.1	1	3.1	16,210

Tracy Tracer Safety Performance Measures and Targets							
Mode of Service	Fatalities	Fatality Rate / 10M VRM	Injuries	Injury Rate / 10M VRM	Safety Events	Safety Event / 10M VRM	System Reliability (VRM/Failures)
Motor Bus (MB)	0	0	0	0	0	0	40,329
Demand Response / ADA Paratransit (DR)	0	0	0	0	0	0	22,807

San Joaquin Regional Transit District (RTD) Safety Performance Measures and Targets							
Mode of Service	Fatalities	Fatality Rate / 10M VRM	Injuries	Injury Rate / 10M VRM	Safety Events	Safety Event / 10M VRM	System Reliability (VRM/Failures)
Motor Bus (Fixed Route)	0	0	14	0.7	4	0.2	14,739
Commuter Bus (Commuter Service)	0	0	0	0	0	0	19,100
Demand Response (Mobility on Demand)	0	0	0	0	1	0.3	18,186
Demand Response (ADA/Paratransit)	0	0	1	0.3	0	0	38,540

It's important to note that transit agencies are still working to restore service levels to pre-COVID levels. As the vehicle revenue miles (VRM) increase and as new buses roll in, the system reliability will see improvement in the future.

## **Transit Agency Approach**

The transit agencies strive to root out the “heart of the problem” when it comes to safety and system reliability. After determining the causes of the problems, they employ a proactive approach to try to prevent these issues from recurring. For safety, this includes frequent trainings to staff regarding safety practices and protocols. For system reliability, this includes scheduling timely and regular preventative maintenance activities for the fleet vehicles, and investing in replacement vehicles to remove the older, more unreliable ones from service.

Being the biggest bus transit provider in the region, the San Joaquin Regional Transit District (RTD) invests significantly in fleet vehicle preventative maintenance and rehabilitation.

## **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.sjcog.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 policy 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 and RTD's Commuter Route 150 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 those projects financed.

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 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in 4-Year Element	% of Funding in 4-Year Element
Transit Safety Projects	3	2%	\$2,082,047	0%	\$2,082,047	0%
Non-Transit Safety Projects	122	98%	\$1,779,923,307	100%	\$1,135,991,677	100%
<b>Total FTIP Investments</b>	<b>125</b>	<b>100%</b>	<b>\$1,782,005,354</b>	<b>100%</b>	<b>\$1,138,073,724</b>	<b>100%</b>

There are 3 projects in the FY 2025 FTIP with \$2 million in §5307 and Measure K 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, projects that address transit safety include:

- RTD Safety and Security (CTIPS 212-0000-0817) – Ongoing project with \$1,421,360 programmed to purchase and install safety and security devices related to buses and facilities.
- RTD Downtown Transportation Center HVAC Upgrade (CTIPS 212-0000-0811) - \$561,500 programmed for HVAC replacements. With summer temperatures soaring to triple digits, passenger safety is a concern.
- Lodi Transit Bus Stop and ADA Path of Travel Improvements (CTIPS 212-0000-0811) - \$400,000 programmed for passenger safety and access.
- Manteca Transit Center Upgrades (CTIPS 212-0000-0811) - \$274,850 programmed for improvements that include safety and security investments.
- SJRRC Positive Train Control (CTIPS 212-0000-0809) – Ongoing safety project with \$200,000 programmed annually.
- SJRRC Security Projects (CTIPS 212-0000-0818) – Ongoing safety project with \$112,088 programmed annually to fund security-related equipment for the ACE service and ACE facilities.

- Stockton Diamond Grade Separation (CTIPS 112-0000-0446) – Project is slated for construction with over \$239 million invested.

Again, transit agencies are being more proactive in their preventative measures. These include safety trainings and preventative maintenance projects. Some agencies have these specifically identified while others have these elements built into their operational expenses.

- RTD Preventative Maintenance (CTIPS 212-0000-0814) – Ongoing project with \$39.6 million programmed for regular preventative inspections, checkups, and maintenance of revenue and non-revenue fleet vehicles.
- RTD Bus and Facilities Rehabilitation (CTIPS 212-0000-0814) – Ongoing project with \$1,535,755 programmed for activities that include part replacements/rebuilds and complete overhauls.
- SJRRC Preventative Maintenance (CTIPS 212-0000-0814) – Ongoing project with \$1,172,000 programmed.

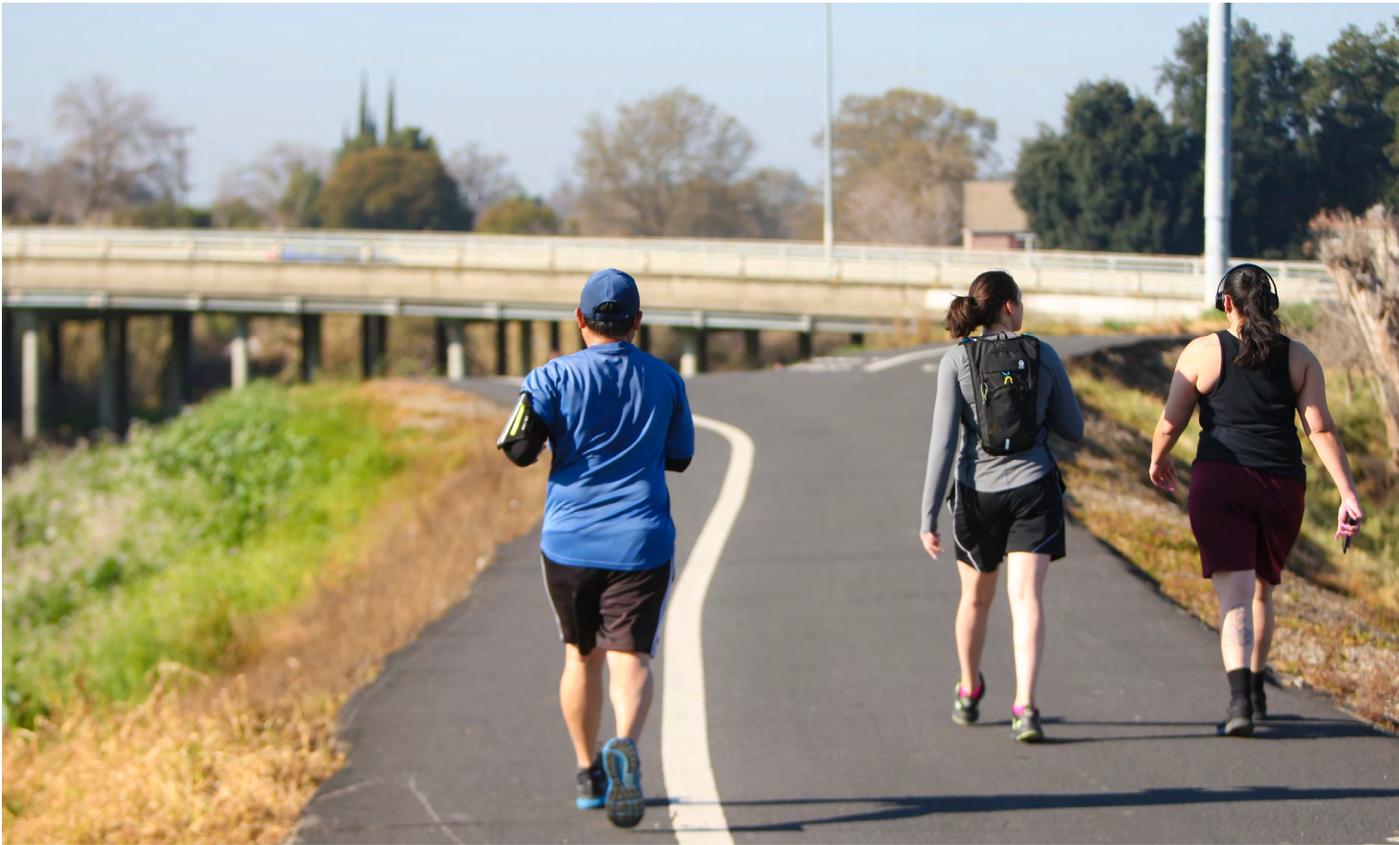
## **Appendix M**

### **Environmental Justice Analysis**

# APPENDIX P

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## Environmental Justice Title VI Analysis



# P1 INTRODUCTION

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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

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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.

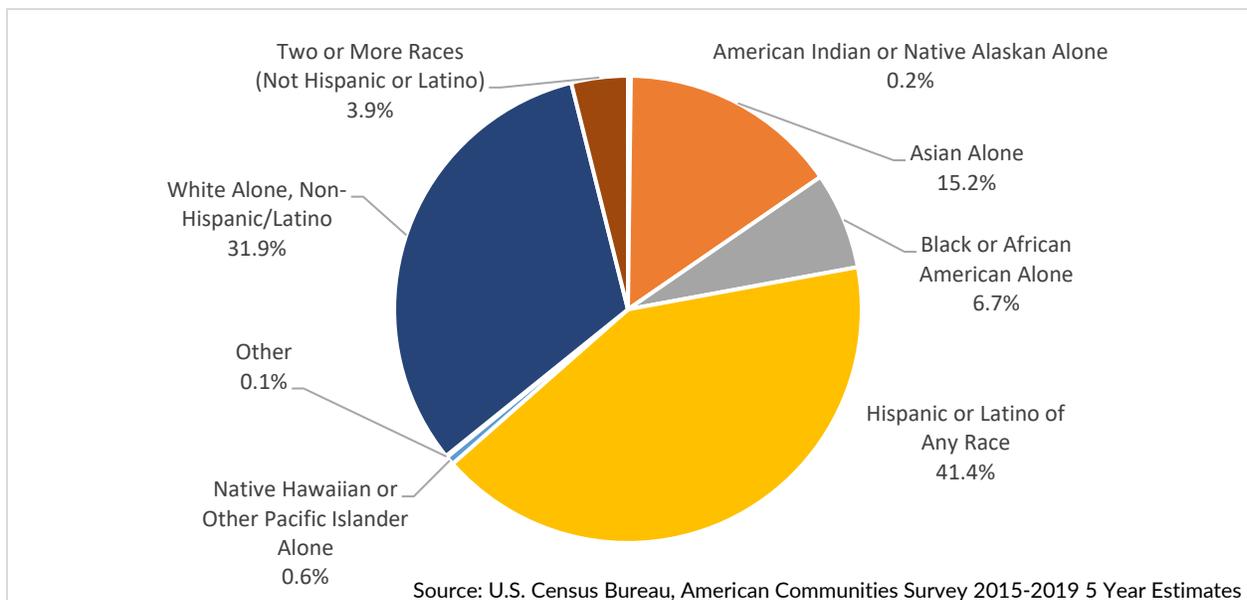
Minority populations include persons who identify as any of the following groups as defined by the Census Bureau: American Indian or Native Alaskan Alone (non-Hispanic/non-Latino); Asian Alone (non-Hispanic/non-Latino); Black or African American Alone (non-Hispanic/non-Latino); Hispanic or Latino of 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.<sup>1</sup> 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 25<sup>th</sup> percentile in the state for pollution burden along with several other factors that reveal social and economic vulnerabilities. If the 25<sup>th</sup> 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.

<sup>1</sup> 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:

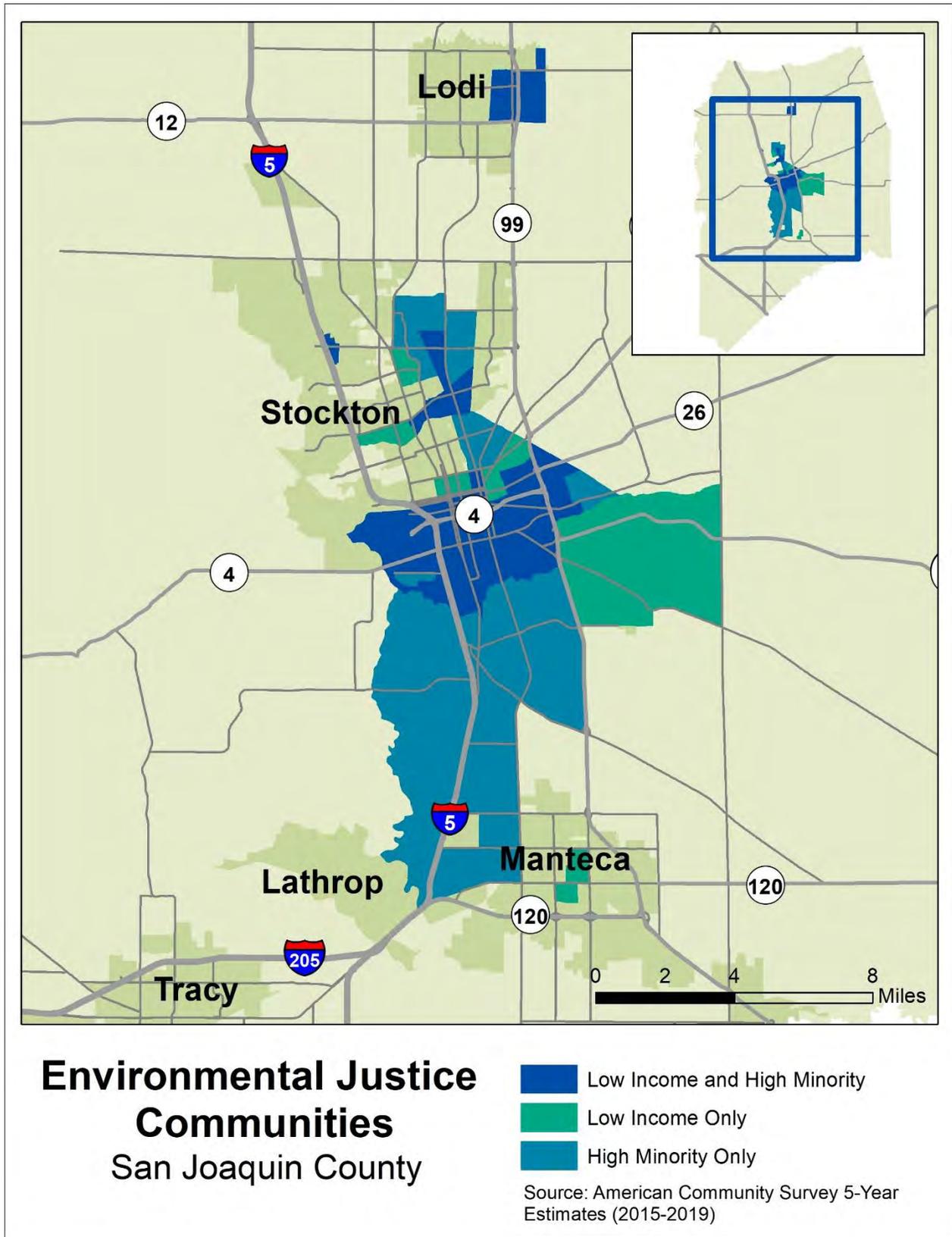
- At least 50 percent above the County average for percentage of population age 5 and over that speak English “less than very well”.
- At least 50 percent above the County average for percentage of population that is age 65 and over.
- At least 50 percent above the County average for percentage of population 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%
<b>Total</b>	<b>51 of 139</b>	<b>31.8%</b>

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.<sup>2</sup>

### 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

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<sup>2</sup> 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...” <sup>3</sup>	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

<sup>3</sup> 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](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

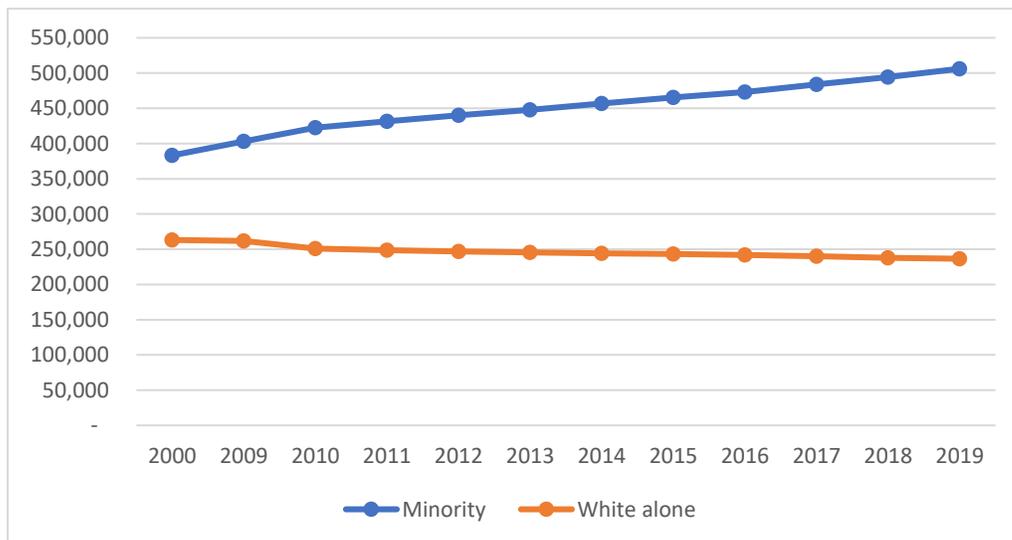
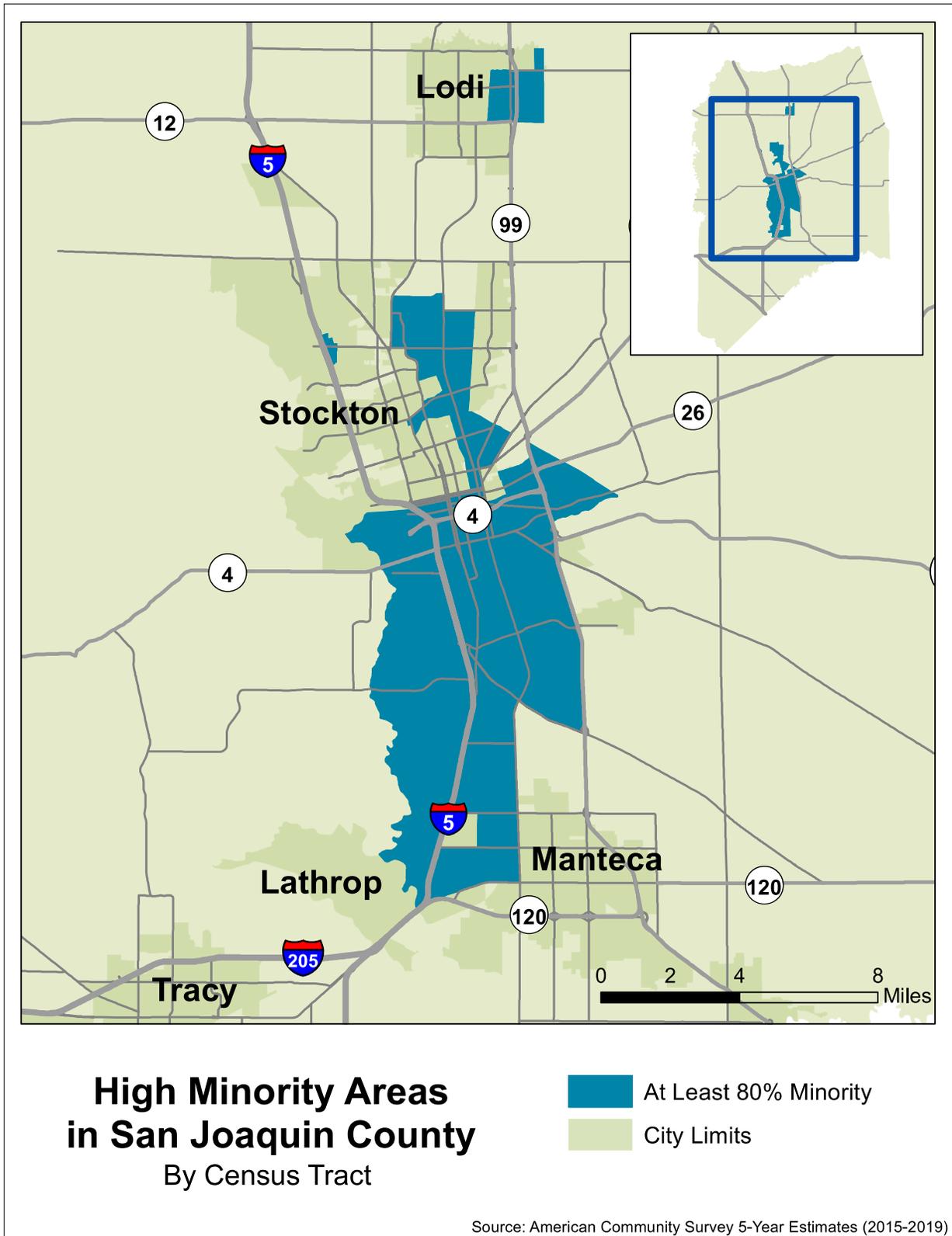


Table P3-2. Minority Population Trends by Jurisdiction, 2000 – 2019

	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.

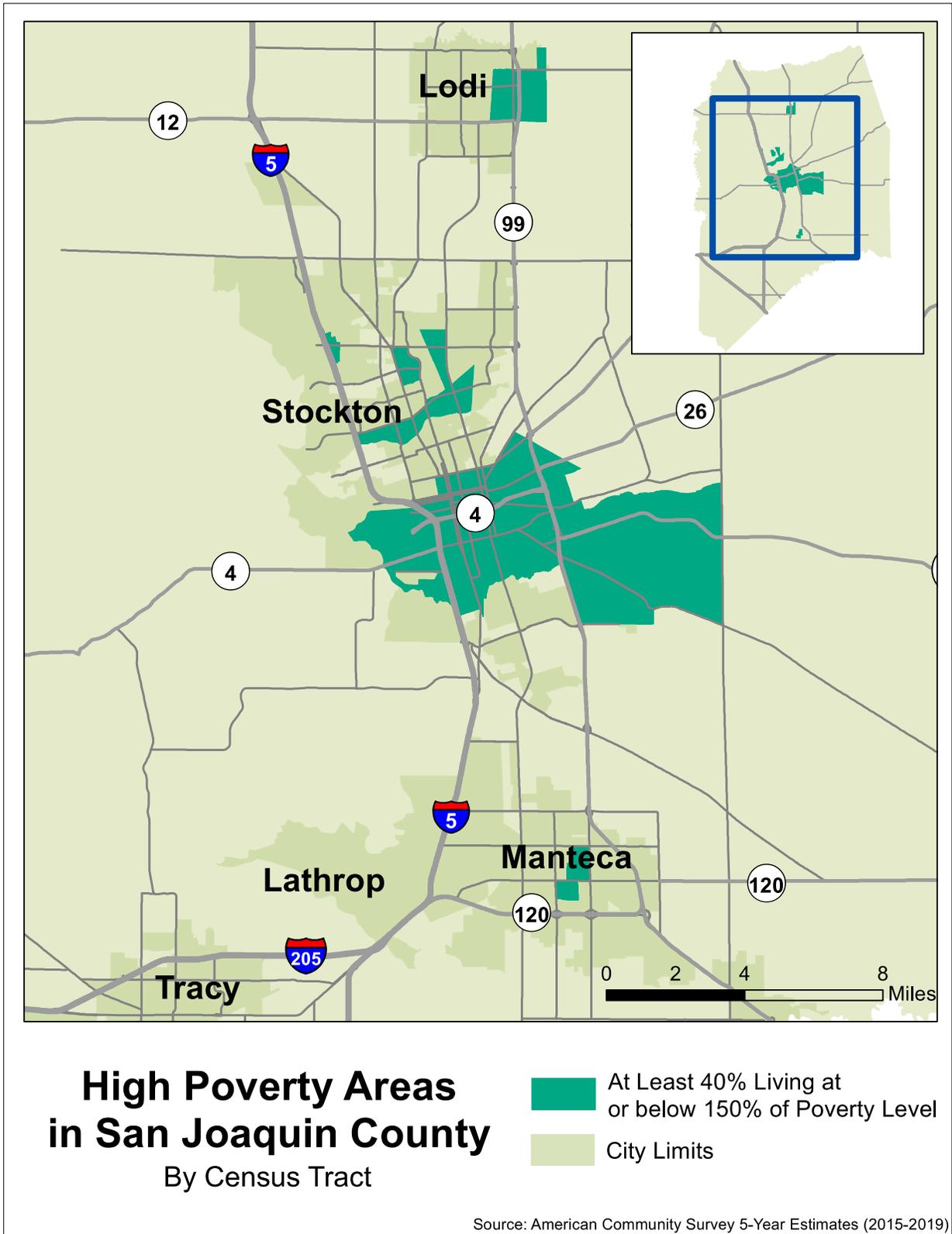
Table P3-3. Change in Population by Poverty Status in San Joaquin County, 2000 – 2019

	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

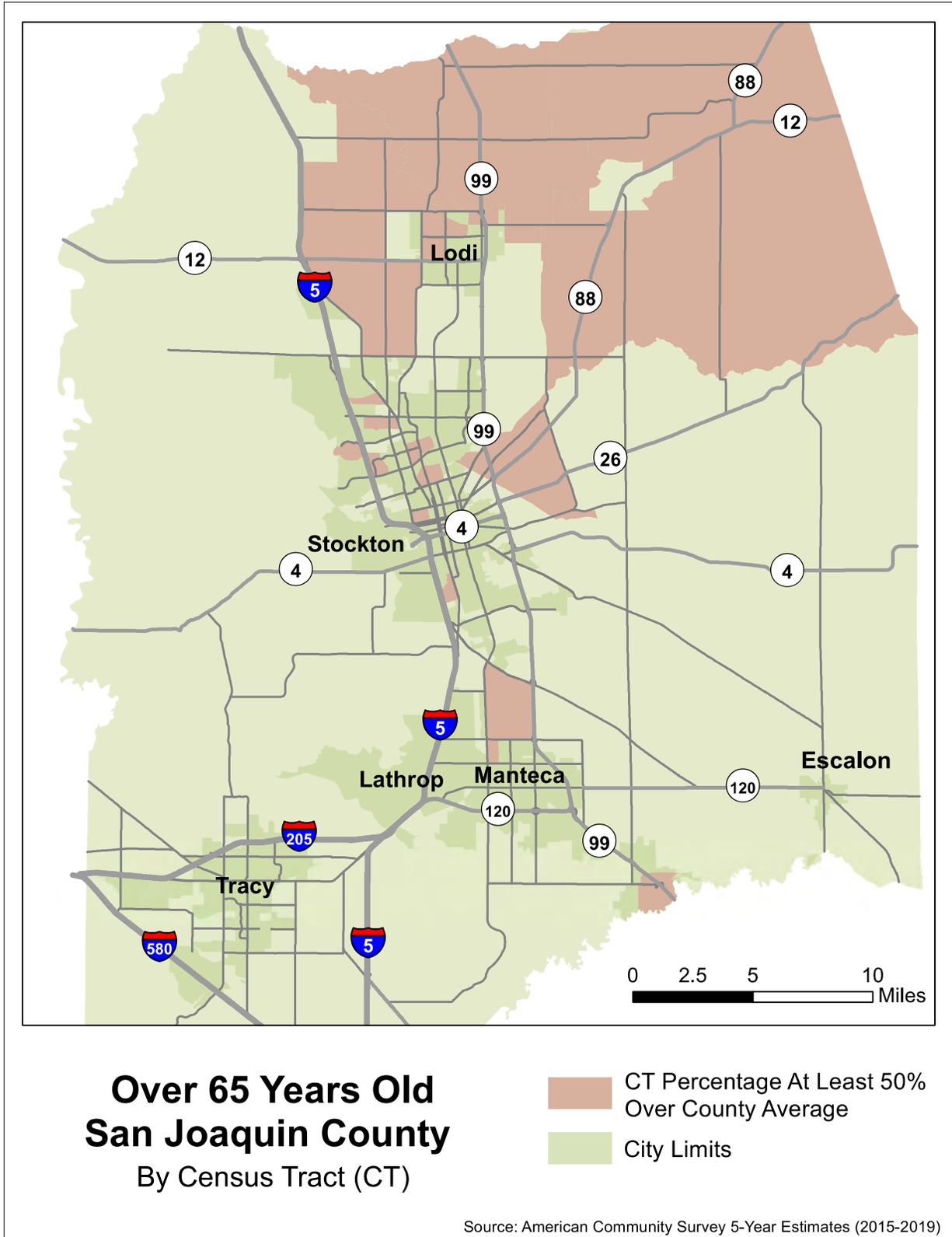


Figure P3-5. Individuals with a Disability

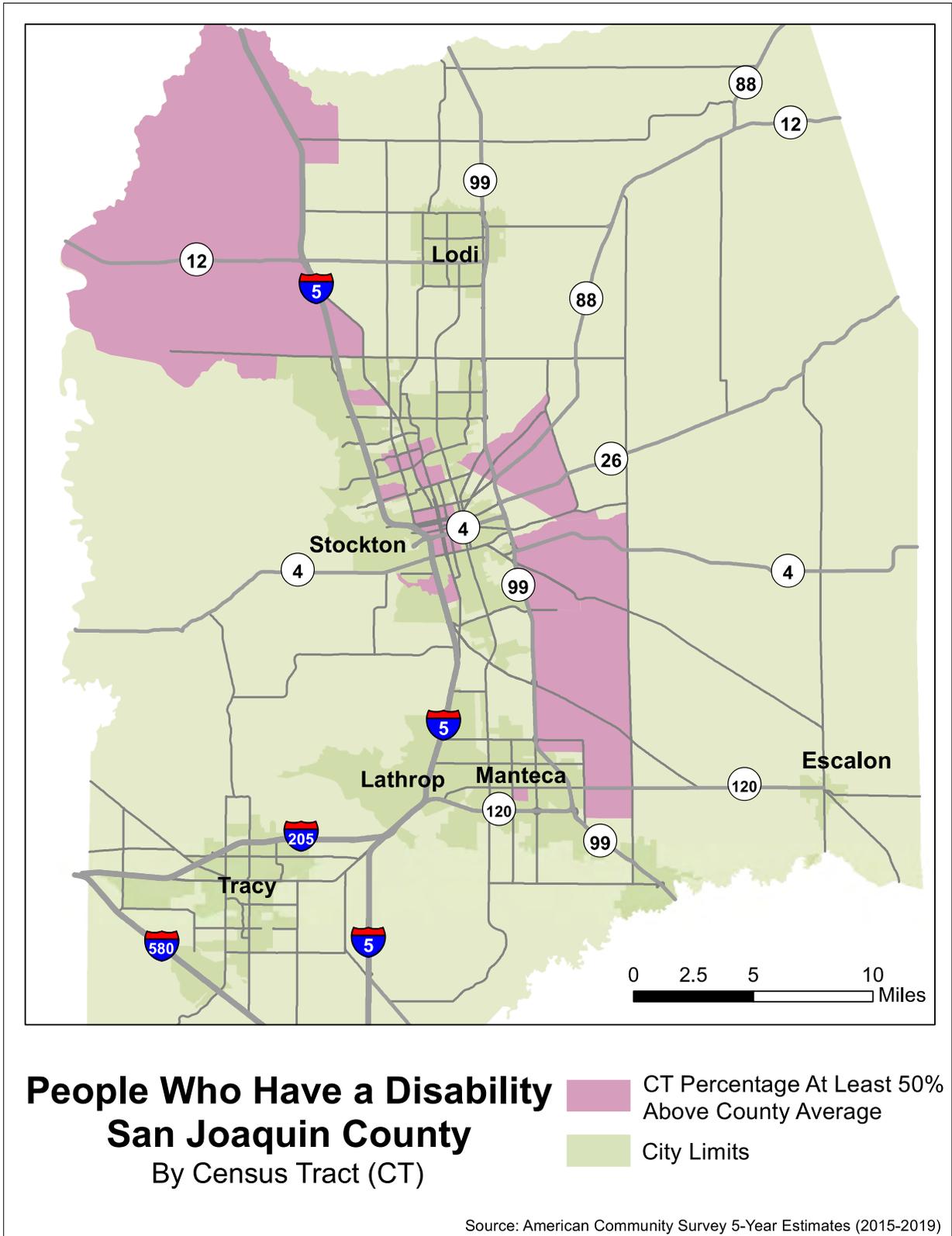


Figure P3-6. Households with Below Average Internet Access

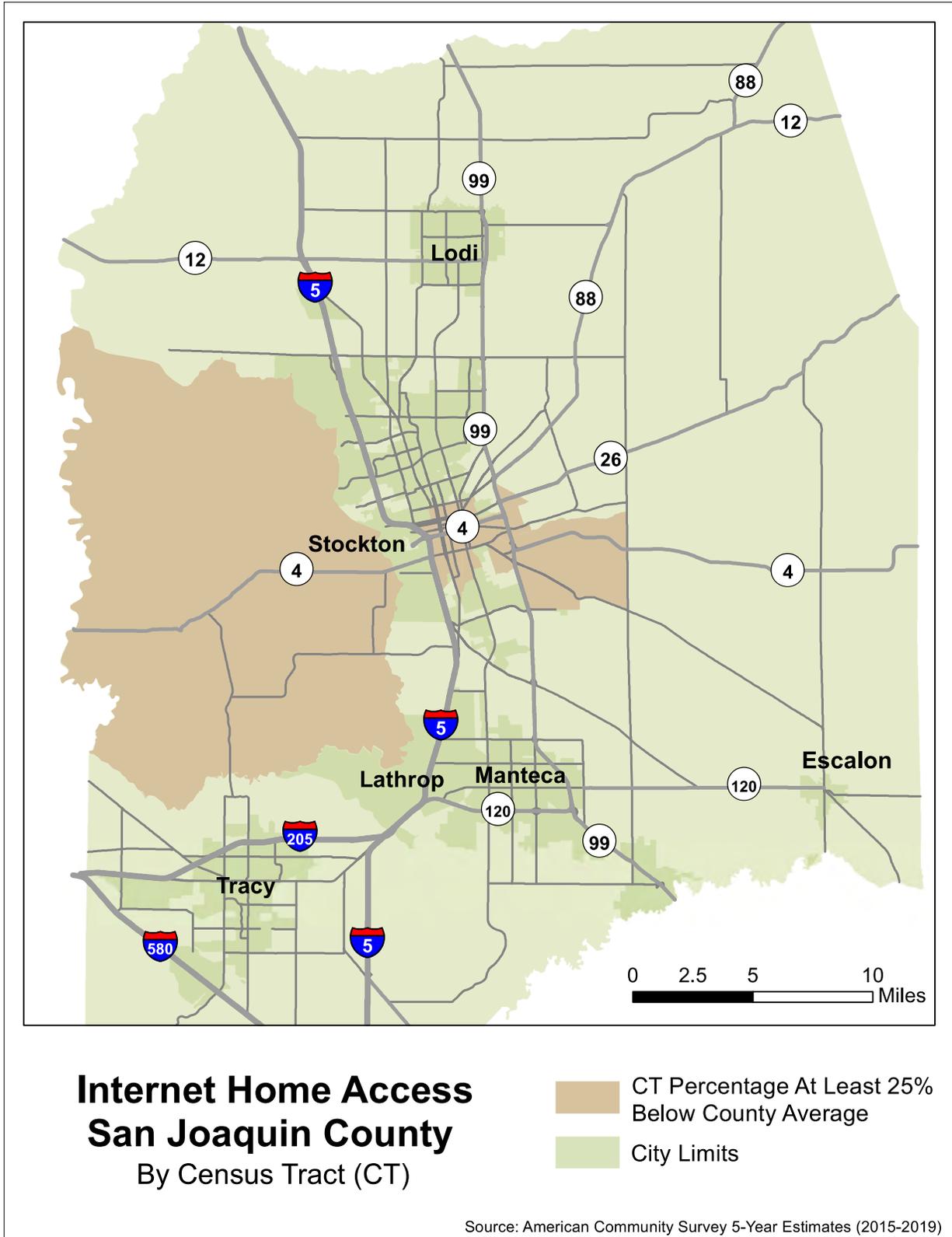


Figure P3-7. People with Limited English Proficiency

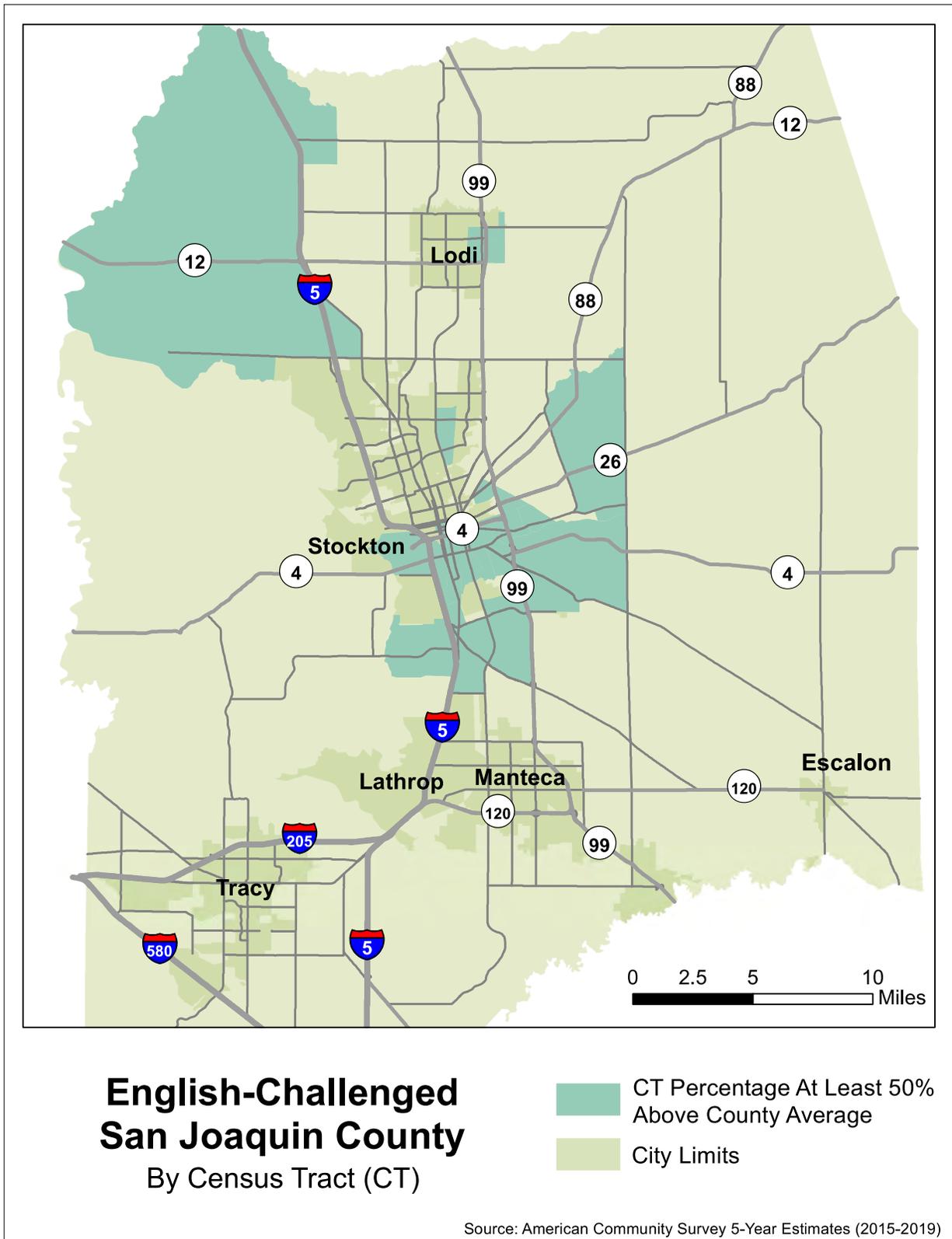
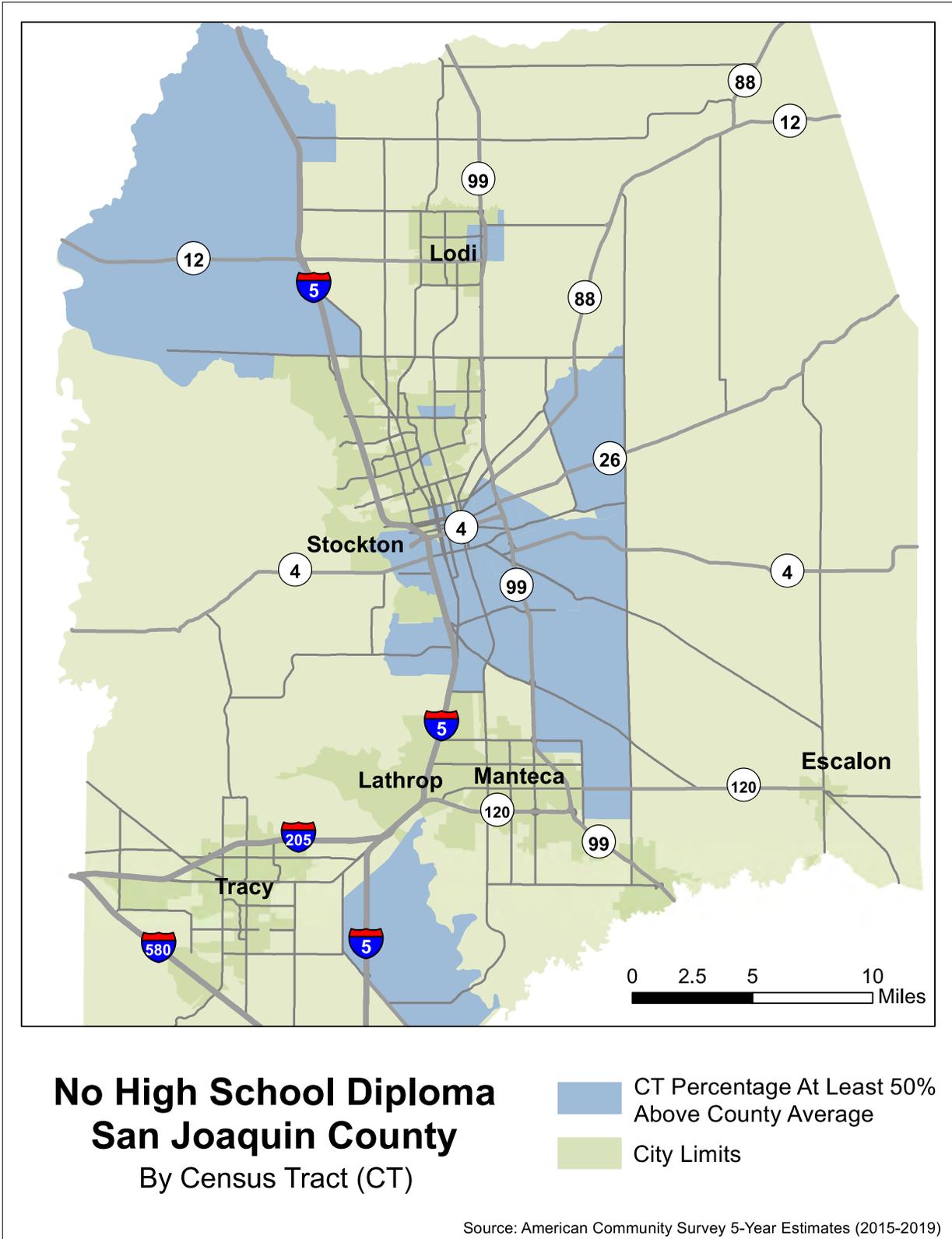


Figure P3-8. People Without a High School Diploma



# P4 Analysis Results

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## 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 Measures<sup>1</sup>

Performance Measure	Sub-Geography	Base Year <sup>2</sup>	2018 Plan <sup>3</sup>	Draft Plan <sup>3</sup>
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)

<sup>1</sup> Results projected to year 2035 and controlled to 2046 numbers

<sup>2</sup> Base year is 2016

<sup>3</sup> 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 slighter 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'	%
		<b>San Joaquin County</b>	<b>304,178</b>	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%
<b>San Joaquin County Environmental Justice Areas</b>	<b>87,641</b>	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	<b>28.81%</b>	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%
<b>Total</b>	<b>\$12,476*</b>	<b>100%</b>

\*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. <sup>1</sup> 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.

<sup>1</sup> 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
<b>Total</b>	<b>\$12,475,702,542</b>	<b>\$3,508,608,300</b>	<b>\$8,967,094,242</b>
<b>Share of Total Benefit</b>		<b>28.1%</b>	<b>71.9%</b>

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
<b>Total</b>	<b>\$12,475,702,542</b>	<b>\$8,284,941,786</b>	<b>\$4,190,760,756</b>
<b>Share of Total Benefit</b>		<b>66.4%</b>	<b>33.6%</b>

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
<b>Total</b>	<b>\$54,582</b>	<b>\$39,468</b>	<b>\$64,202</b>

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
<b>Total</b>	<b>\$16,800</b>	<b>\$16,370</b>	<b>\$17,719</b>

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

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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 Measures<sup>1</sup>

Performance Measure	Sub-Geography	Base Year <sup>2</sup>	2018 Plan <sup>3</sup>	Draft Plan <sup>3</sup>
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)

<sup>1</sup> Results projected to year 2035 and controlled to 2046 numbers

<sup>2</sup> Base year is 2016

<sup>3</sup> 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

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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"> <li>• Provide opportunities for advocates and residents of EJ communities to participate in the design of public surveys.</li> <li>• Improve public surveys so that responses from residents from EJ communities could be easily identified.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate key regional trends that effect low-income and minority communities in greater detail.</li> <li>• Use the RTP/SCS Regional Progress Report to monitor progress made toward the Plan's goals in Environmental Justice communities.</li> <li>• Use the findings of the Gentrification and Displacement Risk Assessment (Described in Chapter 3) to identify gentrification and displacement risk in the region.</li> </ul>

# Appendix N

## FY 2023 Annual Obligations



## Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2022/2023

Federal law requires Metropolitan Planning Organizations (MPO), such as the San Joaquin Council of Governments (SJCOC), to publish an annual listing of projects for which federal funds have been obligated in the region for the preceding Federal Fiscal Year (FFY) 2022/2023, which is the period between October 1, 2022, and September 30, 2023.

This report is published to list all federally funded transportation projects in the San Joaquin County region that were obligated during FFY 2022/2023. Obligation refers to the Federal government's commitment to pay or reimburse the lead agency for the Federal share of a project's cost. Obligation does not indicate expenditure or project completion; only that the project has been approved for Federal reimbursement. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program (FTIP).

### Federal Fund Types:

CMAQ	Congestion Mitigation Air Quality
RSTP	Regional Surface Transportation Program (also known as Surface Transportation Block Grant, STBG)
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
HR3	High Risk Rural Roads
HBP	Highway Bridge Program
SHOPP	State Highway Operation and Protection Program

**SJCOG FFY 22/23 FEDERAL OBLIGATIONS**

Agency	Fed. No.	SJCOG ID	Project	Fund Type	Fund Amount	Obligation Date
SJCOG	6088(081)	SJ11-9009	Travel Demand Management (TDM) Program	CMAQ	\$ 4,391,325	7/31/2023
				CRRSAA RSTP	\$ 636,127	6/1/2023
Stockton	5008(192)	SJ18-9014	Arch Airport Road Traffic Synchronization And Signal Prioritization Projec	CMAQ	\$ 1,007,000	11/22/2022
Lathrop	5456(020)	SJ14-CM17	Louise Avenue And Mckinley Avenue Intersection Improvements	CMAQ	\$ 400,000	5/1/2023
Stockton	5008(181)	SJ14-9007	Left Turn Lanes at Various Locations	CMAQ	\$ 1,599,073	5/1/2023
County	5929(324)	SJ18-9011	Signalization Of Mariposa Road And Jack Tone Road	CMAQ	\$ 111,000	8/4/2023
Stockton	5008(191)	SJ18-9012	Transportation Management Center Equipment. - Upgrade Traffic Management	RSTP	\$ 3,535,000	7/28/2023
				CMAQ	\$ 100,000	
Stockton	5008(027)	SJ07-3071	PE: Road Resurfacing: Hammer Lane; Riverbrook Road; and Brookside Road	RSTP	\$ 482,178	9/6/2023
				HIP	\$ 732,860	
County	5929(314)	SJ07-3071	Road Resurfacing of Howard Road from Undine Road to Middle River	RSTP	\$ 1,976,000	3/28/2023
Lodi	5154(052)	SJ07-3071	Resurfacing of Turner Road (Stockton Street to SR 99) & Century Blvd (Woodbridge Irrig Dist Canal to Ham Lane)	RSTP	\$ 769,410	11/9/2022
Stockton	5008(184)	SJ07-3116	Add Designated Left-turn Lanes To The Intersection Of Airport Way & Hazelton Ave	HSIP	\$ 362,557	11/10/2022
Stockton	5008(183)	SJ07-3116	Upgrade Traffic Signals And Intersection Improvements at Various Locations	HSIP	\$ 184,860	11/21/2022
Stockton	5008(186)	SJ07-3116	Install Pathway With Bot Dots (to Avoid Walking Along Roadway) Along Dr. MLK Jr Blvd & Aurora Street	HSIP	\$ 95,478	12/28/2022
County	5929(289)	SJ07-3116	Install A Roundabout At The Intersection Of Duncan And Comstock Road	HR3	\$ 2,564,761	3/29/2023
County	5929(229)	SJ07-3002	Preventive Maintenance On Five Movable Bridges	HBP	\$ 3,482,549	2/6/2023
County	5929(242)	SJ07-3002	Bridge Replacement: Sexton Road Over S. San Joaquin Irrigation District (ssjid) Canal (bridge 29c0319	HBP	\$ 2,797,500	3/14/2023
County	5929(276)	SJ07-3002	Bridge Replacement: Escalon Bellota Road Over Mormon Slough (bridge 29c0051,	HBP	\$ 819,787	5/1/2023
Stockton	5008(177)	SJ07-3002	Bridge Preventive Maintenance: Multiple Bridge Locations	HBP	\$ 1,424,837	4/26/2023
Caltrans	0056346	-	Bridge Rehabilitation: Stockton Channel Viaduct Bridge No. 29-0176 L/R on I-5 (TC)	SHOPP Bridge	\$ 7,805,757	9/8/2023
Caltrans	2056357	-	Upgrade existing MBGR to Midwest Guardrail System on SR 205 at Various Locations from 1.4 miles west of Mountain House Pkwy OC to 0.1 mile east of Paradise Cut Bridge.	SHOPP Collision Reduction	\$ 4,941,654	9/8/2023
Caltrans	P004162	-	Install Ramp Meters, Traffic Monitoring Systems, CCTV, and Synchronize Signals with Ramp Metering on SR 4 at Various Locations from 0.3 mile east of SR 4 / I-5 Separation to 0.4 mile west of SR 4 / SR 99 Separation.	SHOPP Mobility	\$ 1,619,237	6/2/2023
Caltrans	P012129	-	ADA Upgrade On SR 12 in Lodi from Stockton Street to 0.2 mile east of Cherokee Lane.	SHOPP Mandates	\$ 3,020,100	3/15/2023
Caltrans	P099675	-	Construct Maint. Veh. Pullout and Gore Paving on SR 99 at Various Locations from 0.3 mile south of Hammett Road OC to 0.3 mile north of SR 99/120 Separation	SHOPP Collision Reduction	\$ 3,255,800	6/25/2023

# Appendix O

## Public Notices

**NOTICE OF PUBLIC HEARING ON THE  
DRAFT 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND  
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public hearing on July 11, 2024 at 2 p.m. at the at the SJCOG Board Room, located at 555 E. Weber Avenue, Stockton, California, regarding the Draft 2025 Federal Transportation Improvement Program (2025 FTIP) and the corresponding Draft Air Quality Conformity Analysis for the 2025 FTIP and 2022 RTP. The purpose of the public hearing is to receive public comments on these documents.

- The 2025 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.
- The Corresponding Conformity Analysis contains the documentation to support a finding that the 2025 FTIP and 2022 RTP meet the federal Clean Air Act air quality conformity requirements for ozone and particulate matter.

The public participation efforts for the 2025 FTIP 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, then the transit program (funded with FTA 5307 monies) will be the final program.

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

A 30-day public review and comment period will commence on June 26, 2024, and conclude on July 26, 2024. The draft documents are available at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA and on the SJCOG website at <https://www.sjcoq.org/110/Federal-Transportation-Improvement-Progr>.

Public comments are welcomed at the public hearing, or may be submitted in writing by July 26, 2024, by 5 p.m., to Ty Phimmasone at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the SJCOG Board at a regularly scheduled meeting to be held on August 22, 2024. The documents will then be submitted to state and federal agencies for their reviews and approvals.

Contact Person:  
Ty Phimmasone, Senior Regional Planner  
555 E. Weber Avenue  
Stockton, CA 95202  
[ftip@sjcoq.org](mailto:ftip@sjcoq.org)

**AVISO DE AUDIENCIA PÚBLICA SOBRE EL PROYECTO  
DEL PROGRAMA FEDERAL DE MEJORAMIENTO DEL TRANSPORTE PARA  
2025 Y EL CORRESPONDIENTE PROYECTO DE ANÁLISIS DE  
CONFORMIDAD**

POR EL PRESENTE SE DA AVISO que el Consejo de Gobiernos de San Joaquín (SJCOG, por sus siglas en inglés) tendrá una audiencia pública el 11 de julio de 2024 a las 2:00 p.m. en la Sala de Juntas de SJCOG, ubicada en 555 E. Weber Avenue, Stockton, CA, con respecto al Borrador del Programa Federal de Mejoramiento del Transporte 2025 (FTIP, por sus siglas en inglés), el Plan Regional de Transporte y el correspondiente Borrador del Análisis de Conformidad de la Calidad del Aire. El propósito de la audiencia pública es para recibir comentarios públicos sobre estos documentos.

- El FTIP de 2025 es una cotización a corto plazo de los gastos operativos y de mejora de capital que utilizan fondos federales y estatales para proyectos de transporte en el condado de San Joaquín durante los próximos cuatro años.
- El Análisis de Conformidad correspondiente contiene la documentación que respalda la conclusión de que el FTIP de 2025 cumple los requisitos federales de conformidad de la calidad del aire de la Ley de Aire Limpio para el ozono y material particulado.

Los esfuerzos de participación pública para el 2025 FTIP satisface los requisitos del Programa de Proyectos (POP, por sus siglas en inglés) de la Administración Federal de Tránsito (FTA, por sus siglas en inglés) Programa de Fórmula para Áreas Urbanizadas Sección 5307. Si no se reciben comentarios sobre el propuesto POP, entonces el programa de tránsito (financiado con fondos FTA 5307) será el programa final.

Para solicitar ayudas auxiliares necesarias para participar en la audiencia pública, las personas con discapacidades pueden llamar a SJCOG (con 3 días laborales de anticipación). Para los participantes que hablen otro idioma tenemos servicios de interpretación profesional disponibles. Los servicios de interpretación están disponibles (con un preaviso de 3 días laborables)

El 26 de junio de 2024 se abrirá un plazo de 30 días para la revisión y para recibir comentarios del público. El plazo concluirá el 26 de julio 2024. Los documentos preliminares están disponibles en la oficina de SJCOG ubicada en 555 E. Weber Avenue, Stockton, CA, y en el sitio web de SJCOG en <https://www.sjcoq.org/110/Federal-Transportation-Improvement-Progr>.

Los comentarios del público son bienvenidos en la audiencia pública o pueden ser presentados por escrito antes del 26 julio de 2024 a las 5:00 p.m. a Ty Phimmason en la dirección indicada a continuación.

Después que los comentarios sean considerados, los documentos serán considerados para adopción, por una resolución, por la Junta Directiva de SJCOG en la reunión regularmente programada el 22 de agosto de 2024.

Para más información, por favor póngase en contacto con:  
Ty Phimmasone, Planificador Regional Principal  
555 E. Weber Avenue  
Stockton, CA 95202  
[ftip@sjcog.org](mailto:ftip@sjcog.org)

## **Appendix P**

### **Response to Comments**

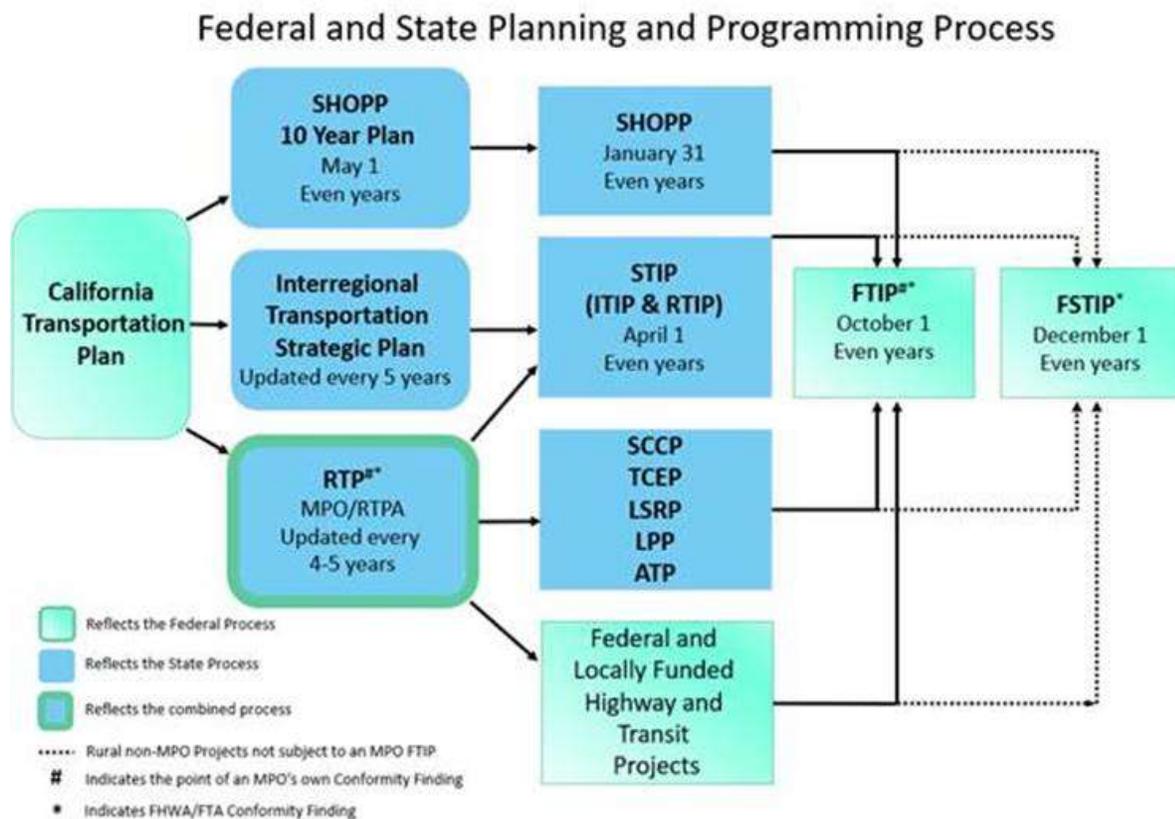
**From:** Kang, Peter B@DOT <peter.kang@dot.ca.gov>  
**Date:** Friday, July 26, 2024 at 4:51 PM  
**To:** FTIP <ftip@sjcog.org>  
**Cc:** Ty Phimmasone <Phimmasone@sjcog.org>, Le, Kien T@DOT <kien.le@dot.ca.gov>  
**Subject:** FW: IAC: and Draft Conformity Analysis

Hi Ty,

Thank you for the opportunity to review SJCOG Draft 2025 FTIP and Draft Conformity Analysis. Below are the public comments provided by the Caltrans Division of Financial Programming and Division of Transportation Planning. Please address each comment below and reach out if you have any questions.

**GENERAL COMMENTS**

1. Page 3: Second bullet sentence is repetitive. Recommend revising statement to: Part one is a priority list of project segments by phase to be carried out in a four-year period. **Done.**
2. Page 5: Please update Federal/State figure to be consistent with 2025 FSTIP. **Done.**



3. Page 12: Second sentence of second paragraph needs clarity. Recommend revising statement to: This is an assessment of the average pavement condition which is on the edge between “Good” and “At-risk” categories. **Done.**
4. Page 16: Remove letter “I” after period of first sentence. **Done.**
5. Page 16: Add a period after fourth bullet. **Done.**

- Page 19: Add acronym EJ to first line of second paragraph after stating Environmental Justice. **Done.**

**FINANCIAL SUMMARY**

Page 120: Appendix J-Table 2 Programmed SJCOG 2025 FTIP: Please update the revenue and programming per SJCOG FTIP 2024 SHOPP Report (see attached). **Done.**

**San Joaquin Council of Governments** **2024**  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
<b>SHOPP - Bridge Preservation</b>										
Road Maintenance and Rehabilitation Acc	\$589,541	\$4,393	\$27,040	\$233,108	\$325,000			\$6,029	\$26,534	\$556,978
<b>TOTAL</b>	<b>\$589,541</b>	<b>\$4,393</b>	<b>\$27,040</b>	<b>\$233,108</b>	<b>\$325,000</b>			<b>\$6,029</b>	<b>\$26,534</b>	<b>\$556,978</b>
<b>SHOPP - Collision Reduction</b>										
Surface Transportation Program	\$12,466	\$1,530	\$2,965	\$7,971				\$3,997	\$1,440	\$7,029
<b>TOTAL</b>	<b>\$12,466</b>	<b>\$1,530</b>	<b>\$2,965</b>	<b>\$7,971</b>				<b>\$3,997</b>	<b>\$1,440</b>	<b>\$7,029</b>
<b>SHOPP - Mandates</b>										
National Hwy System	\$16,139	\$6,316		\$9,823				\$3,317	\$6,090	\$6,732
<b>TOTAL</b>	<b>\$16,139</b>	<b>\$6,316</b>		<b>\$9,823</b>				<b>\$3,317</b>	<b>\$6,090</b>	<b>\$6,732</b>
<b>SHOPP - Mobility</b>										
Road Maintenance and Rehabilitation Acc	\$25,905	\$2,930	\$731	\$13,032		\$9,212		\$4,958	\$469	\$20,478
State Cash	\$5,645	\$1,558	\$4,087					\$1,539	\$31	\$4,075
<b>TOTAL</b>	<b>\$31,550</b>	<b>\$4,488</b>	<b>\$4,818</b>	<b>\$13,032</b>		<b>\$9,212</b>		<b>\$6,497</b>	<b>\$500</b>	<b>\$24,553</b>
<b>SHOPP - Roadway Preservation</b>										
National Hwy System	\$21,664	\$3,261	\$18,403					\$3,214	\$89	\$18,361
<b>TOTAL</b>	<b>\$21,664</b>	<b>\$3,261</b>	<b>\$18,403</b>					<b>\$3,214</b>	<b>\$89</b>	<b>\$18,361</b>
<b>MPO TOTAL</b>	<b>\$671,360</b>	<b>\$19,988</b>	<b>\$53,226</b>	<b>\$263,934</b>	<b>\$325,000</b>	<b>\$9,212</b>		<b>\$23,054</b>	<b>\$34,653</b>	<b>\$613,653</b>

**PERFORMANCE MEASURES TEMPLATE**

Page 157: Appendix L-Performance Measures: In the table "Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2025 FTIP," please indicate values (can be 0, 57 or 59) for the truck travel time reliability projects row and keep the note at the bottom of the table. **Done.**

**PROJECT LISTINGS**

- Page 29: Project Listings-FTIP Project Listing Guide: Please add to item 6 that SJCOG utilizes local match for CMAQ and toll credits for STBG for matching requirements. **Done.**
- Page 34: Regional Projects/Local Projects: RIPON CNG Solid Waste Collection Vehicle project. Please include location and description with project title. CTIPS ID and some project information is not visible; please adjust the table. **Done.**
- Page 34: Regional Projects/Local Projects: CTIPS ID 212-0000-0756 Please include location & description with project title. **Done.**
- Page 34: Regional Projects/Local Projects: CTIPS ID 212-0000-0754 Please include location & description with project title. **Done.**
- Page 35: Regional Projects/Local Projects: CTIPS ID 212-0000-0822 Please include location & description with project title. **Done.**
- Page 35: Regional Projects/Local Projects: CTIPS ID 212-0000-0799 Please include location & description with project title. **Done.**

7. Page 37: Grouped Project: State-Managed SHOPP: CTIPS ID 212-0000-0828 fund type in FTIP Module shows “National Highway System.” Please change the fund type to “SHOPP Advance CON.” **Done.**

#### **APPENDICES**

Page 140: Appendix L-Surface Transportation Block Group (STBG): Add web link to SJCGOGs STBGP project selection process <https://www.sjcog.org/656/Surface-Transportation-Block-Group-STBG>. **Done.**

Thank you,

Peter Kang, PE  
FSTIP Coordinator  
Office of Federal Programming and Data Management  
Division of Financial Programming  
California Department of Transportation  
Cell: (916) 216-3908

**From:** Espinosa Araiza, Erika@DOT <[Erika.Espinosa.Araiza@dot.ca.gov](mailto:Erika.Espinosa.Araiza@dot.ca.gov)>  
**Sent:** Monday, July 8, 2024 4:15 PM  
**To:** Kang, Peter B@DOT <[peter.kang@dot.ca.gov](mailto:peter.kang@dot.ca.gov)>  
**Cc:** Tavitas, Rodney A@DOT <[rodney.tavitas@dot.ca.gov](mailto:rodney.tavitas@dot.ca.gov)>  
**Subject:** FW: IAC: and Draft Conformity Analysis

Hello Peter,

The Air Quality Branch has completed a quality assurance review of the Draft Conformity Analysis for SJCOG Draft 2025 Federal Transportation Improvement Program (FTIP). Can you please include our comments in your email to the MPO?

- 93.102 We believe this information begins on p. 8. Please confirm and revise accordingly. **Fixed to Executive Summary pages 1, 3 and Chapter 1 pages 8-9.**
- 93.104 (b, c) Include the final board adoption resolution in the final draft of the amendment; Please update the date in the Executive Summary, p. 1 should it change before the final. **No change. August 22<sup>nd</sup> is the anticipated board adoption date.**
- 93.106 (a)(1)(iii) We recommend referencing p. 18, table 1-6 to this section in the conformity documentation checklist. **Added Table 1-6 as reference.**
- 93.106 We recommend adding p. 27 to the Conformity Documentation checklist to address documentation that the design, concept and scope of project allows adequate model representation to determination intersections with regionally significant facilities, route options, travel times, and transit ridership. **Included page 27.**
- 93.113 Appendix E contains Public Hearing Process Documentation. Revise conformity documentation checklist to reference the correct appendix. **Fixed to reference Appendix D Timely Documentation for TCMs.**

Best,



**Erika Espinosa Araiza**

*Associate Transportation Planner (she/her)*

Air Quality Branch, Office of Air Quality and Climate Change

Division of Transportation Planning | California Department of Transportation

(916) 662-6358

Email: [erika.espinosa.araiza@dot.ca.gov](mailto:erika.espinosa.araiza@dot.ca.gov)

## **Appendix Q**

### **Air Quality Conformity Analysis for the 2025 FTIP**

**(<https://www.sjcog.org/110/Federal-Transportation-Improvement-Progr>)**