SAN JOAQUIN COUNCIL OF GOVERNMENTS

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***209.235.0600** • 209.235.0438 (fax)*
www.sjcog.org

November 7, 2011

Mr. Muhaned Aljabiry
California Department of Transportation
Division of Transportation Programming, MS82
P.O. Box 942874
Sacramento, CA 64274-0001

Attention: Kang Tang

Subject: Submittal of the San Joaquin Council of Governments Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP, with corresponding Conformity Analysis

Dear Mr. Aljabiry:

Enclosed for your review and approval is the Amendment #12 to the 2011 Federal Transportation Improvement Program (FTIP), Amendment #2 to the 2011 Regional Transportation Plan and the associated conformity analysis. Amendment #12 to the 2011 FTIP (a Type 5 Formal Amendment) and Amendment #2 to the 2011 RTP incorporates the following changes:

- Amends the scope for the I-205 Lammers Interchange Project
  From: construction of an interchange at Lammers Road and I-205 to: Construct interchange I-205 at Eleventh Street, realign and widen Eleventh Street to 6-lanes from north of Grant Line Road to Byron Road, Construct Aux lane from Hansen to Eleventh in WB I-205, from Eleventh Street to Grant Line Road.
  Reprograms approximately $800,000 in High Priority Project (HPP) Funding, $847,803 in local funds, $5,000,000 in Transportation Improvement Funds, and $950,000 in Interstate Maintenance Discretionary (IMD) funds in FFY 11/12 from prior years; to FFY 11/12; and

- Amends the scope for I-5 Lathrop Interchange Improvements Project
  From: Install traffic signals at Lathrop Rd., Golden Valley Parkway, I-5 NB and I-5 SB Ramps, Pavement and Rehabilitation to: Install traffic signals on Lathrop Rd. at I-5 NB and I-5 SB ramps, rehab Pavement, increase the length of the existing turn lanes, and make geometric changes to improve traffic flow.

With these changes, 2011 FTIP Amendment #12 and 2011 RTP amendment #2 meet all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93.

A 30-day public review period began September 26, 2011 and concluded on October 25, 2011. A public hearing was held at the SJCOG offices to receive comments on October 17, 2011. The public participation process for Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP is consistent with San Joaquin Council of Governments Board adopted Public Participation Plan. On October 27, 2011 the San Joaquin Council of Governments Board of Directors approved Amendment #12 to the 2011 FTIP, Amendment #2 to the 2011 RTP and the corresponding Air Quality Conformity Analysis. State and Federal approval is requested.

Included with this letter are three hard copies of Amendment #12 to the 2011 FTIP, Amendment #2 to the 2011 RTP, and the corresponding Air Quality Conformity Analysis. An electronic copy of the four year financial plan will be sent via email. Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP is available online on the San Joaquin Council of Governments website at http://www.sjcog.org. If you have any questions regarding this document, please contact Sam Kaur or myself at (209) 235-0600.

Sincerely,

Andrew T. Chesley
San Joaquin Council of Governments

cc:

Sue Kiser, Federal Highway Administration
Scott Carson, Federal Highway Administration
Joseph Vaughn, Federal Highway Administration
Lorraine Lerman, Federal Transit Administration

Mr. Ken Baxter, Caltrans District 10
Ms. Sinaren Pheng, Caltrans DLAE

Executive Directors, Valley MPOs
Cari Anderson, CAC

SJCOG Amendment #12 to the 2011 FTIP and 2011 RTP Amendment #2
(Type #5: Formal Amendment, Conformity Determination and New Regional Emissions Analysis)

Attachment 1

Project List

Summary of Changes

SJCOG 2011 Formal Amendment Type 5 No. 12

Existing / New	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	Phase	Fund Type	PRIOR CTIPS Amt.	CURRENT CTIPS Amt.	Net Change	Net Change Total	FFY	Fund Source Category in Financial Summary Table	%	Comments
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Change Project Title and Scope										Prior Title: Lammers Rd/ I-205 Widening and Interchange . ProposedTitle - I-205/Lammers Rd/ Eleventh St. Interchange
													Current Scope: Construction of an interchange at Lammers Rd and I-205- Proposed Scope: Construct Interchange I-205 at Eleventh Street realign and widen Eleventh Street to 6-lanes from north of Grant Line to Byron Road. Construct Aux lanes from Hansen to Eleventh; and in WB I-205 from Eleventh Street to Grant Line Road.
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Move HPP Funds to FY11/12	RW	HPP	$800,000	$800,000	$0	$0	11/12	HPP	0%	Funds were reflected under prior years therefore % does not change
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Move City Funds to FY	RW	Local	$331,653	$331,653	$0	$0	11/12	Local	0%	Funds were reflected under prior years
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Move TI Funds to FY 11/12	PE	TI	$3,983,850	$3,983,850	$0	$0	11/12	TI	0%	Funds were reflected under prior years
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Move TI Funds to FY 11/12	RW	TI	$1,016,150	$1,016,150	$0	$0	11/12	TI	0%	Funds were reflected under prior years
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Move City Funds to FY 11/12	PE	Local	$516,150	$516,150	$0	$0	11/12	Local	0%	Funds were reflected under prior years therefore % does not change
Existing	212-0000-0227	I-205 Lammers Rd Widening and Interchange	Move IMD Funds to FY 11/12	PE	IMD	$950,000	$950,000	$0	$0	11/12	IMD	0%	Funds were reflected under prior years therefore % does not change
Existing	212-0000-0525	I-5 Lathrop Rd Interchange Improvements and Rehab	Scope Changes							11/12			Current Scope: Install traffic signals at Lathrop Rd., Golden Valley Parkway, I-5 NB and I-5 SB Ramps, Pavement and Rehabilitation. Proposed Scope: Install traffic signals on Lathrop Rd. at I-5 NB -5 and I-5 SB Ramps, Pavement and Rehab, increase length of existing turn lanes and make geometric changes to improve traffic flow.

San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST:	PPNO:	EA:	CTIPS ID:
10			212-0000-0227
CT PROJECT ID:			MPO ID: SJ07-2032
COUNTY:	ROUTE:		PM:
San Joaquin County			

TITLE (DESCRIPTION):
Lammers Rd/I-205 Widening and Interchange (Construction of an interchange at Lammers Rd and I-205 HR 3-193 #2055 and HR 3-366 #460)

MPO Aprv: 07/22/2010
State Aprv: 11/12/2010
Federal Aprv:

EPA TABLE II or III EXEMPT CATEGORY:
Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Tracy, City of

PROJECT MANAGER: ZABIH ZACA PHONE: (209) 831-4445 EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
7	Active	09/26/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	12		3,448,000	4,500,000
6	Official	07/22/2010	SKAUR	Adoption - Carry Over			2,148,000	5,450,000
5	Official	11/24/2009	SKAUR	Amendment - Cost/Scope/Sch. Change			2,148,000	5,450,000
4	Official	07/24/2008	WRIDDER	Adoption - Carry Over			2,148,000	4,500,000
3	Official	01/24/2008	JSWANSON	Amendment - Cost/Scope/Sch. Change	17		2,148,000	4,500,000
2	Official	07/27/2006	JSWANSON	Adoption - Carry Over		6,648,000		
1	Official	07/22/2004	SBUTLER	Adoption - New Project				1,000,000

- Demo -
- Fund Source 1 of 4
- Fund Type: High Priority Projects Program
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE									
RW	800,000								800,000
CON									
TOTAL	800,000								800,000

- Local Funds -
- Fund Source 2 of 4
- Fund Type: City Funds
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	516,150								516,150
RW	331,653								331,653
CON									
TOTAL	847,803								847,803

- Other Fed -
- Fund Source 3 of 4
- Fund Type: TRANSPORTATION IMPROVEMENTS
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	3,983,850								3,983,850
RW	1,016,150								1,016,150
CON									
TOTAL	5,000,000								5,000,000

- Federal Disc. -
- Fund Source 4 of 4
- Fund Type: Interstate Maintenance
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	950,000								950,000
RW									
CON									
TOTAL	950,000								950,000

Project Total

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	5,450,000								5,450,000
RW	2,147,803								2,147,803
CON									
TOTAL	7,597,803								7,597,803

Comments:
Project is carry over from 2009 FTIP.
******** Version 6 - 04/01/2010 ********
******** Version 5 - 11/23/2009 ********
******** Version 4 - 04/25/2008 ********
******** Version 3 - 02/25/2008 ********
******** Version 2 - 03/28/2006 ********
******** Version 1 - 04/29/2004 ********

San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST:	PPNO:	EA:	CTIPS ID:
10			212-0000-0227
CT PROJECT ID:			MPO ID: SJ07-2032
COUNTY: San Joaquin County	ROUTE:	PM:	

TITLE (DESCRIPTION):
I-205/Lammers Rd/ Eleventh St Widening and Interchange (Construct Interchange I-205 at Eleventh Street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road HR 3-193 #2055 and HR 3-366 #460)

MPO Aprv:
State Aprv:
Federal Aprv:

EPA TABLE II or III EXEMPT CATEGORY:
Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Tracy, City of

PROJECT MANAGER: ZABIH ZACA PHONE: (209) 831-4445 EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
7	Active	09/26/2011	AHOYT	Amendment - Cost/Scope/Sch. Change	12		2,148,000	5,450,000
6	Official	07/22/2010	SKAUR	Adoption - Carry Over			2,148,000	5,450,000
5	Official	11/24/2009	SKAUR	Amendment - Cost/Scope/Sch. Change			2,148,000	5,450,000
4	Official	07/24/2008	WRIDDER	Adoption - Carry Over			2,148,000	4,500,000
3	Official	01/24/2008	JSWANSON	Amendment - Cost/Scope/Sch. Change	17		2,148,000	4,500,000
2	Official	07/27/2006	JSWANSON	Adoption - Carry Over		6,648,000		
1	Official	07/22/2004	SBUTLER	Adoption - New Project				1,000,000

- Demo -
- Fund Source 1 of 4
- Fund Type: High Priority Projects Program
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE									
RW			800,000						800,000
CON									
TOTAL			800,000						800,000

- Local Funds -
- Fund Source 2 of 4
- Fund Type: City Funds
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE			516,150						516,150
RW			331,653						331,653
CON									
TOTAL			847,803						847,803

- Other Fed -
- Fund Source 3 of 4
- Fund Type: TRANSPORTATION IMPROVEMENTS
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE			3,983,850						3,983,850
RW			1,016,150						1,016,150
CON									
TOTAL			5,000,000						5,000,000

- Federal Disc. -
- Fund Source 4 of 4
- Fund Type: Interstate Maintenance
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE			950,000						950,000
RW									
CON									
TOTAL			950,000						950,000

Project Total

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE			5,450,000						5,450,000
RW			2,147,803						2,147,803
CON									
TOTAL			7,597,803						7,597,803

Comments:

Total Project Cost is $89 million as reflected in the RTP and funds are available beyond the FY 13/14.

******** Version 7 - 09/21/2011 ********

Project is carry over from 2009 FTIP.

******** Version 6 - 04/01/2010 ********

Amendment #12
1.Move $800,000 in HPP funds from Prior years to FY 11/12 for RW Phase
2. Move $331,653 in Local funds from Prior Years to FY 11/12 for RW phase
3. Move $516,150 in Local funds from Prior years to FY 11/12 for PE Phase
4. Move $3,983,850 in TI funds from prior years to FY 11/12 for PE phase
5. Move $1,016,150 in TI funds from prior years to FY 11/12 for RW phase
6. Move $950,000 in IMD funds from prior years to FY 11/12 for PE phase.
Please note that these earmarks were programmed in prior years and were not obligated. These funds are still available for this project.

San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST:	PPNO:	EA:	CTIPS ID:
10			212-0000-0525
CT PROJECT ID:			MPO ID: SJ09-4019
COUNTY: San Joaquin County	ROUTE:	PM:	

TITLE (DESCRIPTION):
I-5/Lathrop Rd Interchnage Improvements and Rehab (Intsall traffic signals at Lathrop Rd., Golden Valley Parkway, I-5 NB and I-5 SB Ramps, Pavement and Rehabilitation)

MPO Aprv: 03/24/2011
State Aprv: 04/11/2011
Federal Aprv:

EPA TABLE II or III EXEMPT CATEGORY:
Intersection signalization projects.

IMPLEMENTING AGENCY: Lathrop,City of

PROJECT MANAGER: RYAN BOULEY PHONE: (209) 941-7454 EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	09/26/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	12	896,000		106,000
5	Official	03/24/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	3	896,000		106,000
4	Official	07/22/2010	SKAUR	Adoption - Carry Over		896,000		106,000
3	Official	08/02/2010	SKAUR	Amendment - Cost/Scope/Sch. Change	33	203,000		106,000
2	Official	06/28/2010	SKAUR	Amendment - Cost/Scope/Sch. Change	30	203,000		106,000
1	Official	02/25/2010	SKAUR	Amendment - New Project	21	203,000		104,000

• RSTP -
• Fund Source 1 of 3
• Fund Type: STP Local
• Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	105,706								105,706
RW									
CON			182,072						182,072
TOTAL	105,706		182,072						287,778

• Local Funds -
• Fund Source 2 of 3
• Fund Type: City Funds
• Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE									
RW									
CON			261,184						261,184
TOTAL			261,184						261,184

• Federal Disc. -
• Fund Source 3 of 3
• Fund Type: Interstate Maintenance
• Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE									
RW									
CON			452,270						452,270
TOTAL			452,270						452,270

Project Total

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	105,706								105,706
RW									
CON			895,526						895,526
TOTAL	105,706		895,526						1,001,232

Comments:

******** Version 5 - 01/31/2011 ********

******** Version 4 - 08/26/2010 ********

******** Version 3 - 07/27/2010 ********

Toll Credits applied for PE Phase $ 11,983

******** Version 2 - 06/28/2010 ********

******** Version 1 - 02/11/2010 ********

Prior

San Joaquin Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST:	PPNO:	EA:	CTIPS ID:
10			212-0000-0525
CT PROJECT ID:			MPO ID: SJ09-4019
COUNTY: San Joaquin County	ROUTE:	PM:	

TITLE (DESCRIPTION):
I-5/Lathrop Rd Interchnage Improvements and Rehab (Install traffic signals on Lathrop Rd. at I-5 NB -5 and I-5 SB Ramps, Pavement and Rehabilitation , increase length of existing turn lanes and make geometric changes to improve traffic flow.)

MPO Aprv:
State Aprv:
Federal Aprv:

EPA TABLE II or III EXEMPT CATEGORY:
Intersection signalization projects.

IMPLEMENTING AGENCY: Lathrop,City of

PROJECT MANAGER: RYAN BOULEY PHONE: (209) 941-7454 EMAIL:

PROJECT VERSION HISTORY *(Printed Version is Shaded)* *(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	09/26/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	12	896,000		106,000
5	Official	03/24/2011	SKAUR	Amendment - Cost/Scope/Sch. Change	3	896,000		106,000
4	Official	07/22/2010	SKAUR	Adoption - Carry Over		896,000		106,000
3	Official	08/02/2010	SKAUR	Amendment - Cost/Scope/Sch. Change	33	203,000		106,000
2	Official	06/28/2010	SKAUR	Amendment - Cost/Scope/Sch. Change	30	203,000		106,000
1	Official	02/25/2010	SKAUR	Amendment - New Project	21	203,000		104,000

- RSTP -
- Fund Source 1 of 3
- Fund Type: STP Local
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	105,706								105,706
RW									
CON			182,072						182,072
TOTAL	105,706		182,072						287,778

- Local Funds -
- Fund Source 2 of 3
- Fund Type: City Funds
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE									
RW									
CON			261,184						261,184
TOTAL			261,184						261,184

- Federal Disc. -
- Fund Source 3 of 3
- Fund Type: Interstate Maintenance
- Funding Agency:

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE									
RW									
CON			452,270						452,270
TOTAL			452,270						452,270

Project Total

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	BEYOND	TOTAL
PE	105,706								105,706
RW									
CON			895,526						895,526
TOTAL	105,706		895,526						1,001,232

Comments:

******** Version 6 - 09/26/2011 ********

******** Version 5 - 01/31/2011 ********

******** Version 4 - 08/26/2010 ********

******** Version 3 - 07/27/2010 ********

Toll Credits applied for PE Phase $ 11,983

******** Version 2 - 06/28/2010 ********

******** Version 1 - 02/11/2010 ********

Scope changes only, funds remain unchanged.

SJCOG Amendment #12 to the 2011 FTIP and 2011 RTP Amendment #2
(Type #5: Formal Amendment, Updated Financial Tables)

Attachment 2

Updated Financial Tables

TABLE 1: REVENUE

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)
2010/11-2013/14 Federal Transportation Improvement Program
Amendment No. 12
($'s in 1,000)

	Funding Source	NOTES	4 YEARS (FSTIP Cycle)								CURRENT TOTAL
			2010/11 Amendment		2011/12 Amendment		2012/13 Amendment		2013/14 Amendment		
			Prior No.11	Current No. 12	Prior No.11	Current No. 12	Prior No.11	Current No. 12	Prior No.11	Current No. 12	
LOCAL	Sales Tax		$66,518	$66,518	$122,471	$122,471	$122,712	$122,712	$99,496	$99,496	$411,197
	-- City										
	-- County		$66,518	$66,518	$122,471	$122,471	$122,712	$122,712	$99,496	$99,496	$411,197
	Gas Tax		$25,498	$25,498	$26,008	$26,008	$26,529	$26,529	$27,059	$27,059	$105,094
	-- Gas Tax (Subventions to Cities)		$25,498	$25,498	$26,008	$26,008	$26,529	$26,529	$27,059	$27,059	$105,094
	-- Gas Tax (Subventions to Counties)										
	Other Local Funds		$26,062	$26,062	$26,813	$26,813	$27,040	$27,040	$27,270	$27,270	$107,185
	-- County General Funds		$20,112	$20,112	$20,720	$20,720	$20,800	$20,800	$20,881	$20,881	$82,513
	-- City General Funds										
	-- Street Taxes and Developer Fees		$5,950	$5,950	$6,093	$6,093	$6,240	$6,240	$6,389	$6,389	$24,672
	-- RSTP Exchange funds										
	Transit		$20,272	$20,272	$20,727	$20,727	$21,475	$21,475	$22,011	$22,011	$84,485
	-- Transit Fares		$20,272	$20,272	$20,727	$20,727	$21,475	$21,475	$22,011	$22,011	$84,485
	Tolls (e.g. non-state owned bridges)										
	Other (See Appendix 1)		$57,060	$57,060	$48,125	$48,125	$40,871	$40,871	$36,676	$36,676	$182,732
	Local Total		$195,410	$195,410	$244,144	$244,144	$238,627	$238,627	$212,512	$212,512	$890,698
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax										
	Regional Bond Revenue										
	Regional Gas Tax										
	Vehicle Registration Fees (CARB Fees, SAFE)										
	Other (See Appendix 2)										
	Regional Total										
STATE	State Highway Operations and Protection Program		$47,735	$47,735	$6,044	$6,044	$64,327	$64,327	$11,926	$11,926	$130,032
	SHOPP (Including Augmentation)		$46,537	$46,537	$6,044	$6,044	$64,327	$64,327	$11,926	$11,926	$128,834
	SHOPP Prior										
	State Minor Program		$1,198	$1,198							$1,198
	State Transportation Improvement Program		$43,494	$43,494	$20,984	$20,984	$29,171	$29,171	$1,195	$1,195	$94,844
	STIP (Including Augmentation)		$43,494	$43,494	$19,560	$19,560	$27,333	$27,333			$90,387
	Transportation Enhancement				$1,424	$1,424	$338	$338	$1,195	$1,195	$2,957
	STIP Prior						$1,500	$1,500			$1,500
	Transportation Enhancement										
	Proposition 1 A		$750	$750							$750
	Proposition 1 B		$86,248	$86,248	$400,847	$400,847	$101,224	$101,224	$4,272	$4,272	$592,591
	GARVEE Bonds (Includes Debt Service Payments)				$61,831	$61,831					$61,831
	Highway Maintenance (HM)		$7,014	$7,014							$7,014
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Safe Routes to School (SR2S)										
	State Emergency Repair Program										
	Other (See Appendix 3)										
	State Total		$185,241	$185,241	$489,706	$489,706	$194,722	$194,722	$17,393	$17,393	$887,062
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program		$15,951	$15,951	$14,276	$14,276	$13,986	$13,986	$14,266	$14,266	$58,479
	5308 - Clean Fuel Formula Program										
	5309a - Fixed Guideway Modernization		$2,100	$2,100	$2,100	$2,100	$2,100	$2,100	$2,100	$2,100	$8,400
	5309b - New and Small Starts (Capital Investment Grants)		$2,808	$2,808							$2,808
	5309c - Bus and Bus Related Grants		$6,097	$6,097	$870	$870	$870	$870	$870	$870	$8,707
	5310 - Elderly & Persons with Disabilities Formula Program		$463	$463	$472	$472	$481	$481	$491	$491	$1,907
	5311 - Nonurbanized Area Formula Program		$272	$272	$307	$307	$313	$313	$320	$320	$1,212
	5311c - Public Transportation on Indian Reservation										
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program		$709	$709	$343	$343	$350	$350	$357	$357	$1,759
	5317 - New Freedom		$269	$269	$120	$120	$123	$123	$125	$125	$637
	5320 - Transit in the Parks										
	FTA Transfer from Prior FTIP		$6,890	$6,890							$6,890
	Other (See Appendix 4)										
	Federal Transit Total		$35,559	$35,559	$18,488	$18,488	$18,223	$18,223	$18,529	$18,529	$90,799
FEDERAL HIGHWAY	Bridge Discretionary Program										
	Congestion Mitigation and Air Quality (CMAQ)		$8,477	$8,477	$8,629	$9,798	$8,785	$9,798	$8,943	$9,798	$37,871
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)										
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)										
	Federal Lands Highway										
	Ferry Boat Discretionary										
	High Priority Projects (HPP) and Demo		$15,280	$15,280		$800					$16,080
	High Risk Rural Road (HRRR)								$800	$800	$800
	Highway Bridge Program (HBP)		$5,654	$5,654	$17,602	$17,602	$18,455	$18,455	$12,002	$12,002	$53,713
	Highway Safety Improvement Program (HSIP)		$876	$876	$1,260	$1,260	$697	$697			$2,833
	National Scenic Byways Program										
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)										
	Public Lands Highway										
	Railway (Section 130)		$4,797	$4,797							$4,797
	Recreational Trails										
	Safe Routes to School (SRTS) (SAFETEA-LU)				$375	$375					$375
	Surface Transportation Program (Regional)		$6,555	$6,555	$6,673	$7,854	$6,793	$7,854	$6,916	$7,854	$30,117
	Transportation and Community and System Preservation Program				$652	$652					$652
	Transportation Improvements (TI)					$5,000					$5,000
	Other (see Appendix 5)		$6,948	$6,948	$1,096	$2,048					$8,996
	Federal Highway Total		$48,587	$48,587	$36,289	$45,389	$34,730	$36,804	$28,661	$30,454	$161,234
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009										
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)										
	Other (see Appendix 6)				$300	$300					$300
	Federal Railroad Administration Total				$300	$300					$300
	Federal Total		$84,146	$84,146	$55,077	$64,177	$52,953	$55,027	$47,190	$48,983	$252,333
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	State Infrastructure Bank										
	Section 129 Loans										
	Rail Rehab & Improvement Financing										
	Railroad Innovative Finance										
	Private Activity Bonds										
	Private Concession Fees										
	Private Donations										
	Program Income (from a federal project)										
	Other (See Appendix 7)										
	Innovative Financing Total										
REVENUE TOTAL			$464,797	$464,797	$788,927	$798,027	$486,302	$488,376	$277,095	$278,888	$2,030,088

MPO Financial Summary Notes:

TABLE 1: REVENUE - APPENDICES

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)
2010/11-2013/14 Federal Transportation Improvement Program
Amendment No. 12
($'s in 1,000)

Appendix 1 - Local Other

Local Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transportation Development Act	$22,544	$22,544	$22,995	$22,995	$23,455	$23,455	$23,924	$23,924	**$92,918**
Registration Fees (AB 434) Prop 42	$11,546	$11,546	$11,777	$11,777	$12,012	$12,012	$12,252	$12,252	**$47,587**
Measure B	$1,683	$1,683	$2,000	$2,000	$1,000	$1,000	$500	$500	**$5,183**
Buy America Bond SJRC	$21,287	$21,287	$11,353	$11,353	$4,404	$4,404			**$37,044**
Local Other Total	**$57,060**	**$57,060**	**$48,125**	**$48,125**	**$40,871**	**$40,871**	**$36,676**	**$36,676**	**$182,732**

Appendix 2 - Regional Other

Regional Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									

Appendix 4 - Federal Transit Other

Federal Transit Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix 5 - Federal Highway Other

Federal Highway Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Interstate Maintenance Discretionary (IMD)	$6,948	$6,948	$1,098	$2,048					**$8,996**
Federal Highway Other Total	**$6,948**	**$6,948**	**$1,098**	**$2,048**					**$8,996**

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Rail Road Adiministation			$300	$300					**$300**
Federal Railroad Administration Other Total			**$300**	**$300**					**$300**

Appendix 7 - Innovative Other

Innovative Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)
2010/11-2013/14 Federal Transportation Improvement Program
Amendment No. 12
($'s in 1,000)

	Funding Source	NOTES	4 YEARS (FSTIP Cycle)								
			2010/11 Amendment		2011/12 Amendment		2012/13 Amendment		2013/14 Amendment		CURRENT TOTAL
			Prior No.11	Current No. 12	Prior No.11	Current No. 12	Prior No.11	Current No. 12	Prior No.11	Current No. 12	
LOCAL	Local Total		$43,066	$43,066	$87,720	$88,568	$73,369	$73,369	$23,882	$23,882	$228,885
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax										
	Regional Bond Revenue										
	Regional Gas Tax										
	Vehicle Registration Fees (CARB Fees, SAFE)										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program		$38,180	$38,180	$6,044	$6,044	$64,327	$64,327	$11,926	$11,926	$120,477
	SHOPP (Including Augmentation)		$36,982	$36,982	$6,044	$6,044	$64,327	$64,327	$11,926	$11,926	$119,279
	SHOPP Prior										
	State Minor Program		$1,198	$1,198							$1,198
	State Transportation Improvement Program		$43,494	$43,494	$20,984	$20,984	$29,171	$29,171	$1,195	$1,195	$94,844
	STIP (Including Augmentation)		$43,494	$43,494	$19,560	$19,560	$27,333	$27,333			$90,387
	Transportation Enhancement				$1,424	$1,424	$338	$338	$1,195	$1,195	$2,957
	STIP Prior						$1,500	$1,500			$1,500
	Transportation Enhancement										
	Proposition 1 A		$750	$750							$750
	Proposition 1 B		$81,978	$81,978	$385,190	$385,190	$99,255	$99,255	$1,669	$1,669	$568,092
	GARVEE Bonds (Includes Debt Service Payments)				$61,831	$61,831					$61,831
	Highway Maintenance (HM)		$7,014	$7,014							$7,014
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Safe Routes to School (SR2S)										
	State Emergency Repair Program										
	Other (See Appendix B)										
	State Total		$171,416	$171,416	$474,049	$474,049	$192,753	$192,753	$14,790	$14,790	$853,008
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program		$13,025	$13,025	$12,517	$12,517	$11,728	$11,728	$13,290	$13,290	$50,560
	5308 - Clean Fuel Formula Program										
	5309a - Fixed Guideway Modernization		$2,098	$2,098			$2,100	$2,100	$2,100	$2,100	$6,298
	5309b - New and Small Starts (Capital Investment Grants)		$2,808	$2,808							$2,808
	5309c - Bus and Bus Related Grants		$5,927	$5,927							$5,927
	5310 - Elderly & Persons with Disabilities Formula Program		$50	$50							$50
	5311 - Nonurbanized Area Formula Program		$272	$272	$307	$307	$313	$313	$320	$320	$1,212
	5311c - Public Transportation on Indian Reservation										
	5311f - Intercity Bus										
	5316 - Job Access and Reverse Commute Program		$373	$373							$373
	5317 - New Freedom		$269	$269							$269
	5320 - Transit in the Parks										
	FTA Transfer from Prior FTIP		$6,890	$6,890							$6,890
	Other (See Appendix C)										
	Federal Transit Total		$31,712	$31,712	$12,824	$12,824	$14,141	$14,141	$15,710	$15,710	$74,387
FEDERAL HIGHWAY	Bridge Discretionary Program										
	Congestion Mitigation and Air Quality (CMAQ)		$7,599	$7,599	$8,501	$8,501	$8,785	$8,785	$8,811	$8,811	$33,696
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)										
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)										
	Federal Lands Highway										
	Ferry Boat Discretionary										
	High Priority Projects (HPP) and Demo		$12,880	$12,880		$800					$13,680
	High Risk Rural Road (HRRR)								$800	$800	$800
	Highway Bridge Program (HBP)		$5,654	$5,654	$17,602	$17,602	$18,455	$18,455	$12,002	$12,002	$53,713
	Highway Safety Improvement Program (HSIP)		$1,038	$1,038	$1,098	$1,098	$697	$697			$2,833
	National Scenic Byways Program										
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)										
	Public Lands Highway										
	Railway (Section 130)		$4,797	$4,797							$4,797
	Recreational Trails										
	Safe Routes to School (SRTS) (SAFETEA-LU)				$375	$375					$375
	Surface Transportation Program (Regional)		$6,504	$6,504	$6,617	$6,617	$5,929	$5,929	$6,326	$6,326	$25,376
	Transportation and Community and System Preservation Program				$652	$652					$652
	Transportation Improvements (TI)					$5,000					$5,000
	Other (see Appendix D)		$5,500	$5,500	$1,098	$2,048					$7,548
	Federal Highway Total		$43,972	$43,972	$35,943	$42,693	$33,866	$33,866	$27,939	$27,939	$148,470
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009 (ARRA)										
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)										
	Other (see Appendix E)				$300	$300					$300
	Federal Railroad Administration Total				$300	$300					$300
	Federal Total		$75,684	$75,684	$49,067	$55,817	$48,007	$48,007	$43,649	$43,649	$223,157
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	State Infrastructure Bank										
	Section 129 Loans										
	Rail Rehab & Improvement Financing										
	Railroad Innovative Finance										
	Private Activity Bonds										
	Private Concession Fees										
	Private Donations										
	Program Income (from a federal project)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			$290,166	$290,166	$610,836	$618,434	$314,129	$314,129	$82,321	$82,321	$1,305,050

MPO Financial Summary Notes:

TABLE 2: PROGRAMMED - APPENDICES

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)
2010/11-2013/14 Federal Transportation Improvement Program
Amendment No. 12
($'s in 1,000)

Appendix A - Regional Other

Regional Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix B - State Other

State Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Other Total									

Appendix C - Federal Transit Other

Federal Transit Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Transit Other Total									

Appendix D - Federal Highway Other

Federal Highway Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Inter State Maintenance Discretionary	$5,500	$5,500	$1,098	$2,048					$7,548
Federal Highway Other Total	$5,500	$5,500	$1,098	$2,048					$7,548

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administartion Earmark			$300	$300					$300
Federal Railroad Administration Other Total			$300	$300					$300

Appendix F - Federal Railroad Administration Other

Innovative Other	2010/11		2011/12		2012/13		2013/14		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 3: REVENUE-PROGRAMMED

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)
2010/11-2013/14 Federal Transportation Improvement Program
Amendment No. 12
($'s in 1,000)

	Funding Source	4 YEARS (FSTIP Cycle)								CURRENT TOTAL
		2010/11 Amendment		2011/12 Amendment		2012/13 Amendment		2013/14 Amendment		
		Prior No.11	Current No. 12	Prior No.11	Current No. 12	Prior No.11	Current No. 12	Prior No.11	Current No. 12	
LOCAL	Local Total	$152,344	$152,344	$156,424	$155,576	$165,258	$165,258	$188,630	$188,630	$661,808
REGIONAL	Tolls									
	-- Bridge									
	-- Corridor									
	Regional Transit Fares/Measures									
	Regional Sales Tax									
	Regional Bond Revenue									
	Regional Gas Tax									
	Vehicle Registration Fees (CARB Fees, SAFE)									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program	$9,555	$9,555							$9,555
	SHOPP (Including Augmentation)	$9,555	$9,555							$9,555
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program									
	STIP (Including Augmentation)									
	Transportation Enhancement									
	STIP Prior									
	Transportation Enhancement									
	Proposition 1 A									
	Proposition 1 B	$4,270	$4,270	$15,657	$15,657	$1,969	$1,969	$2,603	$2,603	$24,499
	GARVEE Bonds (Includes Debt Service Payments)									
	Highway Maintenance (HM)									
	Traffic Congestion Relief Program (TCRP)									
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)									
	Safe Routes to School (SR2S)									
	State Emergency Repair Program									
	Other									
	State Total	$13,825	$13,825	$15,657	$15,657	$1,969	$1,969	$2,603	$2,603	$34,054
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$2,926	$2,926	$1,759	$1,759	$2,258	$2,258	$976	$976	$7,919
	5308 - Clean Fuel Formula Program									
	5309a - Fixed Guideway Modernization	$2	$2	$2,100	$2,100					$2,102
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants	$170	$170	$870	$870	$870	$870	$870	$870	$2,780
	5310 - Elderly & Persons with Disabilities Formula Program	$413	$413	$472	$472	$481	$481	$491	$491	$1,857
	5311 - Nonurbanized Area Formula Program									
	5311c - Public Transportation on Indian Reservation									
	5311f - Intercity Bus									
	5316 - Job Access and Reverse Commute Program	$336	$336	$343	$343	$350	$350	$357	$357	$1,386
	5317 - New Freedom			$120	$120	$123	$123	$125	$125	$368
	5320 - Transit in the Parks									
	FTA Transfer from Prior FTIP									
	Other									
	Federal Transit Total	$3,847	$3,847	$5,664	$5,664	$4,082	$4,082	$2,819	$2,819	$16,412
FEDERAL HIGHWAY	Bridge Discretionary Program									
	Congestion Mitigation and Air Quality (CMAQ)	$878	$878	$128	$1,297		$1,013	$132	$987	$4,175
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)									
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)									
	Federal Lands Highway									
	Ferry Boat Discretionary									
	High Priority Projects (HPP) and Demo	$2,400	$2,400							$2,400
	High Risk Rural Road (HRRR)									
	Highway Bridge Program (HBP)									
	Highway Safety Improvement Program (HSIP)	-$162	-$162	$162	$162					
	National Scenic Byways Program									
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)									
	Public Lands Highway									
	Railway (Section 130)									
	Recreational Trails									
	Safe Routes to School (SRTS) (SAFETEA-LU)									
	Surface Transportation Program (Regional)	$51	$51	$56	$1,237	$864	$1,925	$590	$1,528	$4,741
	Transportation and Community and System Preservation Program									
	Transportation Improvements (TI)									
	Other	$1,448	$1,448							$1,448
	Federal Highway Total	$4,615	$4,615	$346	$2,696	$864	$2,938	$722	$2,515	$12,764
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009									
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)									
	Other									
	Federal Railroad Administration Total									
	Federal Total	$8,462	$8,462	$6,010	$8,360	$4,946	$7,020	$3,541	$5,334	$29,176
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	State Infrastructure Bank									
	Section 129 Loans									
	Rail Rehab & Improvement Financing									
	Railroad Innovative Finance									
	Private Activity Bonds									
	Private Concession Fees									
	Private Donations									
	Program Income (from a federal project)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		$174,631	$174,631	$178,091	$179,593	$172,173	$174,247	$194,774	$196,567	$725,038

ATTACHMENT 3
2011 RTP AMENDMENT #2: PROGRAMMING CHANGES

Amendment #2 to the 2011 RTP

The RTP as amended conforms to the applicable SIPs, meets all applicable transportation planning requirements per 23 CFR Part 450, and meets the transportation conformity regulations. These changes require a formal RTP amendment, including a new regional emissions analysis. These changes are necessary due to provide consistency with environmental documents, and changes to project scope. There are no changes to the project costs.

Amendment #2 makes the following changes to the 2011 RTP:

- I-205 at Lammers Road Interchange Project (SJ11-2010): amends the project scope to maintain consistency with the environmental document and changes the open to traffic date from 2015 to 2016. See below for Project details.

MPO RTP ID	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total Project Cost	Open to Traffic
SJ11-2010	Tier I	City of Tracy	I-205/Lammers Road/Eleventh Street Interchange	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	$89,000,000	2017

Table 7-2: 2011 Regional Transportation Plan Amendment #2 Project List - Interchange Projects Category

Identifiers					Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier		Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	Tier I	Tier II	FTIP Programming	NEPA Approval	Open to Traffic
SJ07-2003			Tier I		Caltrans	SR-99 at Charter Way	Interchange improvements	SR-99 at Charter Way		See SJ07-1018	See SJ07-1018	$0			
SJ07-2027			Tier I		Caltrans	SR-99 at Golden Gate	Construct new interchange	SR-99 at Golden Gate		See SJ07-1018	See SJ07-1018	$0			
SJ07-2029			Tier I		Caltrans	SR-99 at Mariposa Road	Reconstruct interchange	SR-99 at Mariposa Road		See SJ07-1018	See SJ07-1018	$0			
SJ07-2026	212-0000-0576	7634B	Tier I		Caltrans	SR-99 at French Camp Road (SR-99 Widening Phase II)	Reconstruct interchanges	In Manteca on Route 99 from 1.4 miles north of Lathrop Road to .4 mile north of Arch Road		$73,230,000	$73,230,000	$0	2011	2010	2014
SJ07-2014	212-0000-0577	7634C	Tier I		Caltrans	SR-99 at Lathrop Road (SR-99 Widening Phase III)	Reconstruct interchanges	In Manteca on Route 99 from 0.6 mile south of Cottage Avenue to 0.4 miles north of Arch Road		$116,081,000	$116,081,000	$0	2011	2010	2015
SJ07-2004	212-0000-0525		Tier I		Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road		$33,000,000	$33,000,000	$0		2013	2018
SJ11-IMD1	212-0000-0548		Tier I		Lathrop	I-5 Louise Ave Interchange Improvements	Improve Louise Ave under I-5 to widen ramps and Widen Louise Ave under I-5 to add one new turn lane and one new through lane	I-5 Louise Ave		$3,645,975	$3,645,975	$0			2015
SJ07-2005			Tier I		Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue		$33,000,000	$33,000,000	$0		2011	2015
SJ07-2006	212-0000-0397		Tier I		Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane		$39,183,247	$39,183,247	$0	2008	2012	2016
SJ07-2009	212-0000-0231		Tier I		Manteca	SR-120 at McKinley Avenue	Reconstruct/improve interchange including necessary auxillary lanes (P.M. 2.2/2.2)	SR-120 at McKinley Avenue		$30,200,000	$30,200,000	$0	2009	2012	2020
SJ07-2012			Tier I		Manteca	SR-120 at Union Road	Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road		$32,970,000	$32,970,000	$0		2011	2015
SJ07-2015			Tier I		Ripon	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)		$10,000,000	$10,000,000	$0		2015	2018
SJ11-2003			Tier I		Ripon	SR-99 at Jacktone/UPRR Interchange	On-ramp improvements.	SR-99 at Jacktone Overcrossing/UPRR Interchange		$2,500,000	$2,500,000	$0		2017	2020
SJ07-2016			Tier I		Ripon	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange	Reconstruct interchange including reconstruction of existing overcrossing structure	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange		$5,000,000	$5,000,000	$0		2019	2022
SJ07-2017			Tier I		San Joaquin County	SR-132 at Bird Road	Upgrade interchange, lengthen ramps, widen approaches, install signal controls with necessary auxiliary lanes(P.M. 2.2/2.2)	SR-132 at Bird Road		$20,000,000	$20,000,000	$0	2007	CEQA 2006	2011
SJ07-2020	212-0000-0309		Tier I		Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road		$47,000,000	$47,000,000	$0	2007	2009	2017
SJ07-2021	212-0000-0230	7239	Tier I		Stockton	I-5 at French Camp/Arch-Sperry Road (HR 3-193 #2067)	Reconstruct existing French Camp Road interchange, construct auxiliary lanes on I-5, and realign Manthey Road (P.M. 20.8-21.2)	I-5 from PM 22.1/23.6 on French Camp Road from approx 2000 feet west of the IC and approx. 1700 feet east of the IC on Sperry Road. Improvements on nearby streets.		$60,400,000	$60,400,000	$0	2010	2007	2014
SJ11-2004	212-0000-0309		Tier I		Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane		$20,000,000	$20,000,000	$0	2007	2009	2016
SJ11-2005	212-0000-0309		Tier I		Stockton	I-5 at Gateway Boulevard	Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)	I-5 at Gateway Boulevard		$80,300,000	$80,300,000	$0	2007	2009	2018
SJ11-2006	212-0000-0309		Tier I		Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive		$80,500,000	$80,500,000	$0	2007	2009	2015
SJ11-2002	212-0000-0562		Tier I		Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road		$122,100,000	$122,100,000	$0		2013	2017
SJ11-2007			Tier I		Stockton	SR-99 at March Lane and Wilson Way	Construction of the March Lane/SR-99 interchanges with connections to Wilson Way	SR-99 at March Lane and Wilson Way		$198,100,000	$198,100,000	$0		2015	2019
SJ11-2001	212-0000-0561		Tier I		Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada		$110,800,000	$110,800,000	$0		2013	2017
SJ11-2008			Tier I		Stockton	SR-99 at Gateway Boulevard	Construction of new interchange	SR-99 at Gateway Boulevard		$105,800,000	$105,800,000	$0		2014	2018
SJ11-2009			Tier I		Tracy	I-205 at MacArthur	Modification of existing interchange	I-205 at MacArthur		$9,670,000	$9,670,000	$0	2010	2011	2014

Table 7-2: 2011 Regional Transportation Plan Amendment #2 Project List - Interchange Projects Category

Identifiers					Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier		Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	Tier I	Tier II	FTIP Programming	NEPA Approval	Open to Traffic
SJ11-2010	212-0000-0227		Tier I		Tracy	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road		$89,000,000	$89,000,000	$0	2006	2011	~~2015~~ 2017
SJ11-2011			Tier I		Tracy	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road		$30,966,820	$30,966,820	$0		2014	2017
SJ11-CM01	212-0000-0531		Tier I		Caltrans	I-5 and SR 12 Park & Ride Lot	Construct 43 space P&R lot on Hwy 12 and I-5	I-5 and SR 12		$345,000	$345,000	$0			2012
SJ11-2012	212-0000-0228		Tier I		Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman		$30,000,000	$30,000,000	$0	2009	2011	2015
SJ11-2013			Tier II		Caltrans	I-5 at SR-4 (Crosstown Freeway)	Reconstruct Freeway to Freeway Interchange	I-5 at SR-4 (Crosstown Freeway)		$59,000,000		$59,000,000			
SJ11-2014			Tier II		Caltrans	SR-99 at SR-4 (Crosstown Freeway)	Reconstruct Freeway to Freeway Interchange	SR-99 at SR-4 (Crosstown Freeway)		$30,000,000		$30,000,000			
SJ11-2015	212-0000-0398		Tier II		Caltrans	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)		See SJ07-1039		See SJ07-1039			
SJ11-2016			Tier II		Caltrans	SR-99 at SR-12 East (Victor Road)	Complete reconstruction of SR 99/SR-12 interchange to provide 6 through lanes on SR 99 and modify on-ramps and off-ramps	SR-99 at SR-12 East (Victor Road)		See SJ07-1039		See SJ07-1039			
SJ11-2017			Tier II		Caltrans	SR-12 at I-5	Loop Ramps	SR-12 at I-5		$11,250,000	$0	$11,250,000			
SJ11-2018			Tier II		Caltrans	SR-99 at SR-26	Reconstruct interchange	SR-99 at SR-26		$19,500,000	$0	$19,500,000			
SJ11-2019			Tier II		Caltrans	SR-99 at SR-88	Reconstruct interchange	SR-99 at SR-88		$19,500,000	$0	$19,500,000			
SJ11-2020			Tier II		Lathrop	SR-120 at Yosemite/Guthmiller	Reconstruct interchange	Yosemite/Guthmiller		$22,000,000	$0	$22,000,000			
SJ11-2021			Tier II		Manteca	SR-120 at Airport Way	Reconstruct interchange	SR-120 at Airport Way		$18,010,350	$0	$18,010,350			
SJ11-2022			Tier II		Manteca	SR-120 at Main Street (Manteca)	Reconstruct interchange	SR-120 at Main Street (Manteca)		$15,887,700	$0	$15,887,700			
SJ11-2023			Tier II		Manteca	SR-99 at Austin Road	Reconstruct/improve interchange with new grade separation	SR-99 at Austin Road		$100,979,221	$0	$100,979,221			
SJ11-2024			Tier II		Ripon	SR-99 at Olive Road Interchange	Construct new full access Highway Overhead Interchange at Olive Road	SR-99 at Olive Road		$100,000,000	$0	$100,000,000			
SJ11-2025			Tier II		Stockton	I-5 at Charter Way	I-5/Charter Way interchange improvements (P.M. 25.3)	I-5 at Charter Way between Navy Drive and about 200 ft east of the IC		$21,388,847	$0	$21,388,847			
SJ11-2026			Tier II		Stockton	I-5 at Downing Ave	Modification of interchange to a higher capacity design (P.M. 23.4-24.4)	I-5 at Downing Ave		$66,000,000	$0	$66,000,000			
SJ11-2027			Tier II		Stockton	I-5 at Matthews Road	Reconstruct interchange	I-5 at Matthews Road		$35,000,000	$0	$35,000,000			
SJ11-2028			Tier II		Stockton	I-5 at Roth Road	Reconstruct interchange	I-5 at Roth Road		$35,000,000	$0	$35,000,000			
SJ11-2029			Tier II		Stockton	SR-99 at Arch Sperry Road	Phase 2 interchange improvements	SR-99 at Arch Sperry Road		$15,000,000	$0	$15,000,000			
SJ11-2030			Tier II		Stockton	SR-99 at Armstrong Road	Reconstruct interchange	SR-99 at Armstrong Road		$35,000,000	$0	$35,000,000			
SJ07-2034	212-0000-0228		Tier II		Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 2: Construct new cloverleaf interchange	I-205 at Paradise Road/Chrisman		$31,000,000	$0	$31,000,000			
SJ11-2031			Tier II		Tracy	I-580 at Corral Hollow Road	Modification of existing interchange	I-580 at Coral Hollow Road		$20,000,000	$0	$20,000,000			
SJ11-2032			Tier II		Tracy	I-580 at Lammers Road	Construction of new interchange	I-580 at Lammers Road		$55,000,000	$0	$55,000,000			
										$2,093,308,160	**$1,383,792,042**	**$709,516,118**			

Regional CMP Regional Roadway, Highway Interchange, and Grade Separation Project Review & Formation Process

Project Description and Location:

In the City of Tracy, this project would remove the existing Eleventh Street ramps at I-205 and replace them with a "partial cloverleaf" interchange at a realigned Eleventh Street. Eleventh Street would be realigned as a 6-lane arterial roadway with an overcrossing of I-205 and would extend north to Grant Line Road and Byron Road.

The replacement interchange would be located approximately 2.3 miles east of the Mountain House Parkway interchange and 1.6 miles west of the Grant Line Road interchange. An auxiliary lane in the westbound direction along I-205 would connect the Grant Line Road on ramp to Eleventh Street exit ramp. Freeway auxiliary lanes would be extended westerly to and from Mountain House Parkway.

Existing Condition:

Both Eleventh Street and Lammers roadways are included in the CMP regional network. In addition, per the Regional Expressway Plan, Lammers is intended to be engineered to expressway standards.

During the PM Peak Hour, the RCMP roadway condition assessment indicates that the segment of Eleventh Street is operating at an LOS of C. I-205 in the proposed location of the new interchange is operating at LOS D.

Project Need:

Is to provide full access to both directions of I-205
Improve interchange traffic operations at I-205; and,
Accommodate forecasted traffic growth.

I-205 provides direct access to the western portion of the City of Tracy which is experiencing residential and commercial growth and represents a major transportation hub in San Joaquin County. Without a new or modified interchange, traffic operations at Eleventh Street and Grant

Line Roads are expected to worsen over the next 20 years, as the Tracy community continues to grow to the north and west, in accordance with the adopted General Plan.

RCMP Project Review & Formation Process:

The project formation process uses quantifiable measures that tie back to the RTP's goals, objectives, and performance measures. Using this process to evaluate the project strategies help to ensure that tier I projects will advance our regional goals and address areas having the greatest need. The criteria developed and applied to each one of the project strategies correlate to one or more of the following planning emphasis areas:

- Safety and security;
- Air quality;
- Congestion relief;
- Operational preservation;
- System management and operation;
- Integration of multimodal connectivity;
- Environmental and transportation justice;
- Economic vitality / goods movement;
- Project readiness; and,
- Collaboration.

To facilitate this process, a project strategy is assigned a symbol representing the degree to which the project strategy meets the evaluation criteria. The symbols are as follows:

● High Priority (HP) strategy (fully meets criteria);
◉ Moderate Priority (MP) strategy (meets a considerable amount of the criteria);
◉ Low Priority (LP) strategy (meets a portion of the criteria's intent); and,
○ Non Priority (NP) strategy (does not meet the criteria).

The components of the proposed project were assessed based on the same criteria used to review and formulate projects for the 2011 RTP. The results of this exercise are as follows:

I-205 @ Eleventh Street Interchange and Related Arterials: Regional CMP Regional Roadway and Highway Interchange Review & Formation Process

Regional Roadway

● HP ◉ MP ○ LP ○ NP

					Project Urgency				Technical Analysis		Operational Preservation					Environmental		Project Readiness	
					LOS	Safety & Security	Economic Vitality		Emissions	MSFR	Past Efforts	Project Design	Regional Expressway	Grade Separation	Multi-Modal	Equity		Stage	FTIP/CMP
					Addresses Segments on Network @ LOS D/E/F	Extent of Traffic Injury Incidents (IRI)	Goods Movement for Strategic Economic Centers &/or Key Support for Ag.	Provides Greater Access to Multimodal Goods Movement Hubs	Project Supports AQ Emission Reductions in Approved Transportation Control Measures	MSFR is < 1.0	Operational Improvements have been Reasonably Exhausted	All Reasonable Operational Preservation Measures are Included in Project's Design	On Regional Expressway Network	Improves and or Eliminates Conflicts @ Roadway/Railroad Crossings	Project Design Includes Elements that Support Multimodal Travel	Improves Mobility & Accessibility in EJ Sensitive Areas	Disproportionate Level of Impact on EJ Sentitive Communities	Conceptual - Project study - Environmental - Final Design - ROW Complete	Project in FTIP &/or CMP CIP
Project Sponsor	**Facility Name/Route**	**Project Description**	**Project Boundaries**	**Year Open to Traffic**															
Tracy	Eleventh Street	Widen to 6 lanes	New allignment north to connect with Byron Road	2016	○	○	●	●	◉	○	●	○	●	●	●	○	○	◉	●
Tracy	Lammers Road	Widen to 6 lanes	Eleventh Street north to Byron Road	2016	○	○	●	◉	◉	○	◉	●	●	○	●	○	●	○	○

Highway Interchange

● HP ◉ MP ○ LP ○ NP

					Project Urgency				Technical	Operational Preservation			Environ-mental	Project Readiness	
					LOS	Economic Vitality		Safety & Security	MSFR	Past Efforts	Multi-Modal	Expressway Connectivity	Equity	Stage	FTIP/CMP
					Addresses Segments on Network @ LOS D/E/F	Goods Movement for Strategic Economic Centers &/or Key Support for Ag.	Provides Greater Access to Multimodal Goods Movement Hubs	Extent of Traffic Injury Incident (IRI)	Maximum Service Flow Rate is < 1.0	Operational Improvements have been Reasonably Exhausted	Project Design Includes Elements that Reduce SOV Travel	Links Regional Expressway to the Highway System	Improves Mobility & Accessibility in EJ Sensitive Areas	Conceptual - Project study - Environmental - Final Design - ROW Complete	Project in FTIP &/or CMP CIP
Project Sponsor	**Facility Name/ Route**	**Project Description**	**Project Boundaries**	**Year Open to Traffic**											
Tracy	I-205 @ Eleventh Street	Construct New Interchange	I-205 @ New Realignment of Eleventh Street	2016	●	●	●	◉	◉	●	◉	●	○	◉	●

ATTACHMENT 4
CONFORMITY ANALYSIS

CONFORMITY ANALYSIS FOR THE 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #12 AND 2011 REGIONAL TRANSPORTATION PLAN AMENDMENT #2

OCTOBER 27, 2011

SAN JOAQUIN COUNCIL OF GOVERNMENTS

TANISHA TAYLOR

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2011 Federal Transportation Improvement Program Amendment #12 (FTIP Amendment #12) and the 2011 Regional Transportation Plan Amendment #2 (RTP Amendment #2). The San Joaquin Council of Governments is the designated Metropolitan Planning Organization (MPO) in San Joaquin County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2011 FTIP Amendment #12 and 2011 RTP Amendment #2; a finding of conformity is therefore supported. The 2011 FTIP Amendment #12 and 2011 RTP Amendment #2 and corresponding Conformity Analysis were approved by the San Joaquin Council of Governments Policy Board on October 27, 2011. FHWA/FTA last issued a finding of conformity for the 2011 TIP and 2011 RTP on April 11, 2011.

The 2011 TIP Amendment #12 and 2011 RTP Amendment #2 have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the appropriate documents.

The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10), as well as a maintenance plan for

carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. Therefore, transportation plans and programs for the nonattainment areas for the San Joaquin County area must satisfy the requirements of the Federal transportation conformity regulation.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and

(4) interagency and public consultation.

On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2011, 2012, 2014, 2017, 2018 (via interpolation), 2020, 2023, 2025 and 2035 for each applicable pollutant. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the San Joaquin Council of Governments Conformity Analysis are:

- For carbon monoxide, the total regional on-road vehicle-related emissions associated with implementation of the 2011 FTIP Amendment #12 and the 2011 RTP Amendment #2 for the analysis years are projected to be less than the approved emissions budget established in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. The applicable conformity test for carbon monoxide is therefore satisfied.
- For ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2011 FTIP Amendment #12 and the 2011 RTP Amendment #2 for all years tested are projected to be less than the adequate emissions budgets specified in the *2007 Ozone Plan*. The conformity tests for ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2011 FTIP Amendment #12 and the 2011 RTP Amendment #2 for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan*. The conformity tests for PM-10 are therefore satisfied.
- For PM2.5, the total regional on-road vehicle-related emissions associated with implementation of the 2011 FTIP Amendment #12 and the 2011 RTP Amendment #2 for the analysis years are projected to be less than the adequate emission budgets specified in the *2008 PM2.5 Plan*. The conformity tests for PM2.5 for both the 1997 and 2006 standards are therefore satisfied.
- The 2011 FTIP Amendment #12 and the 2011 RTP Amendment #2 will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.
- Since the local SJV procedures (e.g., Air District Rule 9120 Transportation Conformity) have not been approved by EPA, consultation has been conducted in accordance with Federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures.

Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public meeting documentation conducted on the 2011 FTIP Amendment #12 and 2011 RTP Amendment #2 and corresponding Conformity Analysis on October 17, 2011. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for the 2011 Federal Transportation Improvement Program Amendment #12 (TIP Amendment #12) and the 2011 Regional Transportation Plan Amendment #2 (RTP Amendment #2) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for the Conformity Analysis.

San Joaquin Council of Governments is the designated Metropolitan Planning Organization (MPO) for San Joaquin County in the San Joaquin Valley. As a result of this designation, San Joaquin Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed (FFY 2010/11 – 2013/14) programming document for the preservation, expansion, and management of the transportation system. The 2011 RTP Amendment #2 has a 2035 horizon that provides the long term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> "Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to 2002. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

On July 1, 2004 EPA published the final rule, Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004a).

EPA issued a final rule on May 6, 2005 to add the following particulate matter 2.5 microns or less in diameter (PM2.5) precursors to the transportation conformity rule: nitrogen oxides (NOx), volatile organic compounds (VOCs), sulfur oxides (SOx), and ammonia (NH3) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM2.5 nonattainment areas, before and after PM2.5 SIPs are submitted.

In late March 2006, EPA and the Federal Highway Administration (FHWA) published "Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas". This guidance affects Federal project-level approvals for "projects of air quality concern" in PM2.5 and PM10 nonattainment areas on or after April 5, 2006.

EPA issued a final rule on January 24, 2008 regarding changes to make the rule consistent with the Clean Air Act as amended by the most recent transportation funding legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

MULTI-JURISDICTIONAL GUIDANCE

EPA issued "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule (EPA, 2004b). This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for carbon monoxide, ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination.

With respect to PM2.5, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the "multi-jurisdictional" guidance directly into the rule. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The Rule allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control District (Air District) adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the 1990 Clean Air Act Amendments. Rule 9120 contains the Transportation Conformity Rule promulgated November 24, 1993 verbatim. The Rule provides guidance for the development of consultation procedures and processes at the local level. As required by the Transportation Conformity Rule, Rule 9120 was submitted to EPA on January 24, 1995 as a revision to the State SIP. The rule becomes effective on the date EPA promulgates interim, partial, or final approval in the Federal Register.

To date, the Rule has not received approval by EPA. Section 51.390(b) of the Transportation Conformity Rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." It should also be noted that EPA has changed 40 CFR 51.390 to streamline the requirements for State conformity SIPs. Since a transportation conformity SIP has not been approved for the SJV, the Federal transportation conformity rule still governs.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (EPA, 2010b). All analyses for the Conformity Analysis were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started in September 2011 (see Chapter 2).

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EMFAC2007 was used in the Conformity Analysis and is documented in Chapter 3.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the new TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

- MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
- MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, and corresponding conformity determinations are prepared by each MPO. Copies of the Draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. Both the TIP and RTP are required to be publicly available and an opportunity for public review and comment is provided. The consultation process for the conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

San Joaquin Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and

west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range. Conformity for the 2011 FTIP Amendment #12 and RTP Amendment #2 includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the NAAQS for 8-hour ozone, and PM2.5; and has a maintenance plan for PM-10, as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM2.5:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan on May 12, 2010, effective May 27, 2010.

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

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for carbon monoxide, ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for subregional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such subregional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "…if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a

conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

CARBON MONOXIDE

The urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties are classified maintenance for carbon monoxide. The motor vehicle emission budgets for carbon monoxide are specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* in tons per average winter day. EPA published a direct final rulemaking approving the plan on November 30, 2005, effective January 30, 2006.

For carbon monoxide, the Federal transportation conformity regulation requires that the TIP and RTP must pass an emissions budget test with a budget that has been approved by EPA for transportation conformity purposes. New conformity budgets have been approved for 2003, 2010 and 2018 for portions of the San Joaquin Valley as provided in the following table.

Table 1-1:
On-Road Motor Vehicle CO Emissions Budgets

County	2003 Emissions (winter tons/day)	2010 Emissions (winter tons/day)	2018 Emissions (winter tons/day)
Fresno	240	240	240
Kern	180	180	180
San Joaquin	170	170	170
Stanislaus	130	130	130

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC). The motor vehicle emission budgets for ozone are specified in the 2007 Ozone Plan in tons per average summer day. EPA published the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register on January 22, 2009, effective February 6, 2009.

The SJV was reclassified from a Serious nonattainment area for the 8-hour ozone standard to Extreme effective June 4, 2010. The 2007 Ozone Plan requested an Extreme nonattainment classification and attainment date of 2023, and includes the corresponding additional RFP years. The SIP has identified subarea budgets for each MPO in the nonattainment area. For this Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plan.

The adequate conformity budgets from Table 9.3 of the Plan are provided in the table below. These budgets will be used to compare to emissions resulting from the 2011 FTIP Amendment

#12 and RTP Amendment #2. CARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

Table 1-2:
Adequate Budgets from the 2007 Ozone Plan
(summer tons/day)

	2011		2014		2017	
County	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
Fresno	15.5	47.9	12.9	37.2	11.1	29.1
Kern (SJV)	15.7	79.4	13.5	64.1	11.6	49.5
Kings	3.4	15.9	2.8	12.3	2.3	9.4
Madera	3.7	12.2	3.1	9.7	2.6	7.7
Merced	6.2	28.8	5.1	22.3	4.2	17.1
San Joaquin	12.1	34.7	10.1	27.8	8.6	21.3
Stanislaus	9.0	22.3	7.5	17.2	6.5	13.4
Tulare	9.2	20.9	7.7	16.6	6.7	13.1

PM-10

The 2007 PM-10 Maintenance Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008, which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional reentrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction.

The conformity budgets from Tables 6 and 7 of the Plan are provided below (including the minor technical corrections) and will be used to compare emissions for each analysis year. CARB subsequently updated the 2005 attainment budgets; these updates are reflected in the table below.

Table 1-3:
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

	2005		2020	
County	**PM-10**	**NOx**	**PM-10**	**NOx**
Fresno	13.5	59.2	16.1	23.2
Kern[(a)]	12.1	88.3	14.7	39.5
Kings	3.1	16.7	3.6	6.8
Madera	3.6	13.9	4.7	6.5
Merced	6.2	39.4	6.4	12.9
San Joaquin	9.1	42.6	10.6	17.0
Stanislaus	5.6	29.7	6.7	10.8
Tulare	7.3	25.1	9.4	10.9

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

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on November 12, 2008, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

PM2.5

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

The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The conformity budgets from Table 7-2 of the Plan are provided below and will be used to compare emissions resulting from the 2011 FTIP Amendment #12 and RTP Amendment #2.

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

Table 1-4:
On-Road Motor Vehicle PM2.5 Emissions Budgets
(tons per average annual day)

	2009		2012		2014	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	2.2	56.5	1.9	44.2	1.1	26.0
Kern (SJV)	3.4	87.7	3.0	74.2	1.4	41.6
Kings	0.7	17.9	0.6	14.6	0.3	8.1
Madera	0.6	14.1	0.5	11.4	0.3	6.7
Merced	1.5	33.6	1.2	26.7	0.6	14.8
San Joaquin	1.6	39.1	1.4	32.8	0.9	20.3
Stanislaus	1.0	25.8	0.9	20.8	0.5	12.4
Tulare	0.9	23.3	0.8	19.5	0.5	12.2

As noted above, the Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) allows 2006 PM2.5 areas with adequate or approved 1997 PM2.5 budgets to determine conformity for both of the NAAQS at the same time, using the budget test.

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Table 1-5:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
CO	NA	2018	2017/2025	2035
Ozone	2011/2014/2017	2023	2025	2035
PM-10	NA	2020	2025	2035
PM2.5	2012	2014	2017/2025	2035

[1] Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003 and 2010, Ozone 2008, PM-10 2005, PM2.5 2009), although they may be used to demonstrate conformity.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. For CO, the analysis year 2018 will be interpolated from 2017 and 2025.

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

CHAPTER 2:
LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

A. LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial modeling began in February 2010. On January 21, 2010, a summary of transportation model updates and latest planning assumptions was transmitted to the San Joaquin Valley Interagency Consultation Group (IAC) for review and comment or concurrence. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary and provided concurrence. The conformity analysis and modeling for this TIP/RTP Amendment began in September 2011. There have been no updates to the latest planning assumptions and or transportation model since the initial modeling noted above.

Key elements of the latest planning assumption guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.

- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.

- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The San Joaquin Council of Governments uses the TP+/VIPER transportation model. The model was validated in 2009 for the 2005/06 base year. The latest planning assumptions used in the transportation model validation and Conformity Analysis are summarized in Table 2-1.

Table 2-1
Summary of Latest Planning Assumptions for the San Joaquin Council of Governments Conformity Analysis

Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
Population	Base Year: 2005 Projections: In November 2009, the SJCOG policy board adopted population projections to the year 2035 based on 2000 census data.	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation.	SJCOG anticipates that work on updated population data will complete in fiscal year 2018/2019
Employment	Base Year: 2005 Projections: In November of 2009 the SJCOG policy board adopted employment projections developed by the University of the Pacific to the year 2035 based on Economic Development Department data.	This data is disaggregated to the TAZ level for input into the TP+/VIPER for the base year validation.	SJCOG anticipates that work on updated employment data will be complete in fiscal 2018/2019 year
Traffic Counts	The 2009 update of the SJCOG model includes 940 traffic counts for 2005; some counts from 2006 were factored to the 2005 base year.	TP+/VIPER was validated using these traffic counts.	All readily available counts are included in each model update
Vehicle Miles of Travel	The SJCOG policy board accepted the 2005/6 re-validated model along with the 2011 RTP	TP+/VIPER is the transportation model used to estimate VMT in San Joaquin County.	SJCOG anticipates the next scheduled travel model update in FY 2017.
Speeds	The 2009 transportation model validation was based on survey data on peak and off-peak highway speeds collected in 2006. Speed distributions were updated in EMFAC 2007, using methodology approved by ARB and with information from the transportation model.	TP+/VIPER. The transportation model includes a feedback loop that assures congested speeds are consistent with travel speeds. EMFAC 2007	Speed studies will be included in each model update
Vehicle Registrations	EMFAC 2007 is the most recent model for use in California conformity analyses. Vehicle registration data is included by ARB in the model and cannot be updated by the user.	EMFAC 2007	ARB has committed to update the fleet information in EMFAC on a 3-year cycle (see 1/31/06 letter to EPA and FHWA). The next update is scheduled to occur in 2010.
State Implementation Plan Measures	Latest implementation status of commitments in prior SIPs.	Emission reduction credits consistent with the SIPs are post-processed via spreadsheets as documented in Ch. 4.	Updated for every conformity analysis.

B. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

Supporting Documentation:

In November 2009 the SJCOG policy board adopted population and employment projections to the year 2035. SJCOG hired the University of the Pacific Research and Forecasting Center which used population estimates from the 2000 Census, and tax return data from the internal revenue service as a basis for population projections. Employment projections were based on estimates from the California Department of Economic Development. Employment estimates were augmented by local data on government employment where available by the University of the Pacific.

Land use and socioeconomic data at the Traffic Analysis Zone level are used for determining trip generation in the traffic model. Population and employment projections at the countywide, jurisdictional, and TAZ level were developed based on historical growth rates, and a consensus process utilizing input from the SJCOG Technical Advisory Committee.

C. TRANSPORTATION MODELING

The San Joaquin Valley Metropolitan Planning Organizations (MPOs) utilize the TP+/Viper traffic modeling software. The Valley TPA regional traffic models consist of traditional four-step traffic forecasting models. They use land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. Each TPA model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the San Joaquin Council of Governments transportation modeling methodology meets those requirements.

The updated SJCOG model contains over 700 Traffic Analysis Zones. The model also includes a wide geographic area outside of San Joaquin County to capture through trips and San Joaquin County's unique relationship to the San Francisco Bay Area. The model was re-validated in 2009 to within three percent of the 2005 Highway Performance Monitoring System (HPMS) total VMT. The 2005 HPMS data was the latest available at the time of the model update. Trip generation rates in the updated model are directly based on data specific to San Joaquin County derived from the 2001 Caltrans Statewide Travel Survey

TRAFFIC COUNTS

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).

Supporting Documentation:

The SJCOG model was re-validated in 2009 to the 2005/06 base year. Over 940 counts from 2005 were used in the validation of the model. Some counts from 2006 were factored to the 2005 base year.

Origin and destination data for San Joaquin County derived from the 2001 Caltrans Statewide Travel Report were used as a basis for trip generation rates.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes. In addition, documentation of the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split. Finally, document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.

Supporting Documentation:

Peak Hour speed studies were conducted on San Joaquin County freeways, arterial, and collector roads in fall of 2006 and used in the 2007 model validation. These studies were utilized for the 2011 re-validation as well.

The SJCOG traffic model includes a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the peak hour and off peak travel speeds used throughout the traffic model process.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls.

Supporting Documentation:

The transit assumptions used in the updated model for the 2011 Regional Transportation Plan were reviewed and revised. Based on estimates of current transit usage, a very conservative mode split of one percent was used in the base year conditions, and that rate was also used for future years. Since the percentage of transit usage is expected to increase in future years, this is a very conservative estimate.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.). In addition, documentation of how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices is required. The use of HPMS, or a locally developed count-based program or procedures that have been chosen to reconcile and calibrate the network-based travel model estimates of VMT must be documented.

Supporting Documentation:

The models were validated by comparing its estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screenlines) throughout each county.

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity rule states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or

maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors may then be applied to model estimates of future VMT. In this factoring process, consideration was given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

The 2009 model update was calibrated to within three percent of the Highway Performance Monitoring System (HPMS) estimated total VMT for 2005 and re-validated in 2009. The 2005 estimate was the most recent available at the time of model validation.

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) requires that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects (see Appendix B).

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network (see Appendix B).

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented (see Appendix B). It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

Supporting Documentation:

The build highway networks include qualifying projects based on the 2011 Federal Transportation Improvement Program Amendment #12 (2011 FTIP Amendment #12) and the 2011 Regional Transportation Plan Amendment #2 (2011 RTP Amendment #2). Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, Valley TPA highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called "centroid connectors". These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

2011 FTIP Amendment #12 and RTP Amendment #2 include changes impacting the following analysis years: 2017, 2020, 2023, and 2025. A detailed description can be found in the 2011 RTP amendment #2 summary of changes document contained in the documentation for 2011 FTIP Amendment #12 and RTP Amendment #2.

D. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the San Joaquin Council of Governments transportation modeling area for each scenario in the Conformity Analysis is presented in Table 2-2.

Table 2-2
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2011	**694.8**	**217.5**	**16.5**	**N/A**
2012	**707.1**	**221.1**	**16.9**	**N/A**
2014	**731.7**	**228.3**	**17.7**	**N/A**
2017	**768.6**	**247.3**	**18.9**	**N/A**
2020	**809.7**	**258.5**	**19.9**	**~~5709~~5707**
2023	**842.3**	**269.2**	**20.8**	**N/A**
2025	**872.9**	**275.8**	**21.5**	**5922~~4~~**
2035	**989.8**	**312.8**	**24.4**	**597~~880~~**

Note: Project changes do not result in significant changes to total VMT in horizon years. Detailed results can be found in Appendix C.

E. VEHICLE REGISTRATIONS

San Joaquin Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2007 model (http://www.arb.ca.gov/msei/onroad/latest_version.htm). EMFAC2007 is the most recent model for use in California conformity analyses. Vehicle

registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

F. STATE IMPLEMENTATION PLAN MEASURES

The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the applicable air quality plans. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures. Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

CARBON MONOXIDE

No committed control measures are included in the conformity demonstration.

OZONE

Committed control measures in the 2007 Ozone Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-3.

Table 2-3
2007 Ozone Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
District Existing ~~Indirect Source Mitigation~~ and School Bus Fleets rules	Summer NOx
ARB existing Reflash, Idling, and Moyer	Summer ROG Summer NOx
District Proposed Employee Trip Reduction	Summer ROG Summer NOx

NOTE: While the ARB Proposed passenger and truck measures included in the Draft State Strategy were included in the 2007 Ozone Plan and conformity budgets, they are not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP. In addition, the District Existing Indirect Source Mitigation Measure has been removed in accordance with the EPA Federal Register notice published May 9, 2011 (effective June 8, 2011).

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions and are included in the conformity demonstration are shown in Table 2-4.

Table 2-4
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls	PM-10 road construction dust

PM2.5

The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions.

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

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

Measure Description	Pollutants
ARB Adopted State and Local Measures not included in EMFAC 2007	Annual PM2.5 Annual NOx

NOTE: While the ARB 2007 State Strategy included in the Draft State Strategy was included in the 2008 PM2.5 Plan and conformity budgets, it is not included in the conformity analysis. EPA has indicated that these measures cannot be included, since there is no written commitment to the specific control measures contained in the SIP. In addition, the District Existing Indirect Source Mitigation Measure has been removed in accordance with the EPA Federal Register notice published May 9, 2011 (effective June 8, 2011).

The PM-10 diesel exhaust emission reductions are reduced by the ARB size fraction for diesel vehicle exhaust to yield a PM2.5 diesel exhaust emission reduction. The ARB size fraction data can be accessed at http://www.arb.ca.gov/ei/speciate/speciate.htm The PMSIZE link (under speciation profiles) opens a spreadsheet that contains size fractions. Row 75 of the spreadsheet specifies that the diesel exhaust fraction of PM-10 that represents PM2.5 or smaller is 0.92. This fraction was used because the approved ARB control measure in the EPA approved 2007 PM-10 Maintenance Plan only affects diesel vehicle exhaust. This is documented in the spreadsheet EMFAC explanation tab. The PM2.5 fraction is calculated by multiplying the PM-10 diesel exhaust fraction by the ARB size fraction 0.92.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for carbon monoxide, ozone precursors, and particulate matter is EMFAC2007. CARB emission factors for PM-10 have been used to calculate reentrained paved and unpaved road dust, and fugitive dust associated with road construction. For the Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIP, which include:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.
- EPA published a budget adequacy determination for the 2012 conformity budgets contained in the 2008 PM2.5 Plan on May 12, 2010, effective May 27, 2010.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-5.

A. EMFAC2007

The EMFAC model (short for EMission FACtor) is a computer model that can estimate emission rates for motor vehicles for calendar years from 1970 to 2040 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, eight different classes of trucks, motorcycles, urban and school buses and motor homes.
EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or county within air basin level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emission inventory in tons/day for a specific day, month, or season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel and speeds.

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations. EMFAC2007 is the latest update to the EMFAC model for use by California State and local governments to meet Clean Air Act (CAA, 1990) requirements. On January 18, 2008 EPA announced the availability of this latest version of the California EMFAC model for use in SIP development in California.

Since the transportation conformity regulation (40 CFR 93.110) requires areas to use the latest information for estimating vehicle activity, EPA approved the CARB methodology for updating the default vehicle activity data in EMFAC2002 in April 2003. CARB's methodology, "Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emission Budgets and Assess Conformity," explains how vehicle activity data should be updated. This methodology has not been updated for EMFAC2007, but remains applicable. The methodology explains how each parameter associated with vehicle activity was originally developed in EMFAC, how each parameter is related, and how each can be updated when new data becomes available. These relationships are important when adjusting vehicle trips or VMT (vehicle miles traveled). For example, VMT in EMFAC2007 is directly related to vehicle population and mileage accrual rate. Similarly, start and evaporative vehicle emissions are also related to vehicle population levels. If new VMT data is available, CARB suggests modifying the input vehicle population levels, instead of directly inputting new VMT data, so that start and evaporative emissions are revised appropriately. Updated vehicle activity data can also be input to EMFAC using the WIS interface.

A transportation data template has been prepared to summarize the transportation model output for use in EMFAC 2007. The template includes allocating VMT by speed bin by modeling period, as well as creating a 24-hour VMT percentage by speed bin array for input into EMFAC 2007.

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

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for reentrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

The core methodology for estimating paved road dust emissions is based on the algorithm published in the 5th Edition of AP-42 (U.S. EPA). CARB default assumptions for roadway silt loading by roadway class, rainfall correction factor average vehicle weight remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

On January 13, 2011 EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published

the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The emissions analysis for 2011 RTP Amendment #2 and 2011 FTIP Amendment #12 was begun in September 2011 prior to the grace period for the January 2011 AP-42 method, and therefore continues to utilize the EPA approved AP-42 method for conformity determinations in the SJV.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

1997 Standard - EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses.

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005 (EPA, 2005b). The guidance indicates that all areas currently designated nonattainment for PM2.5 are violating the annual standard for the pollutant. Therefore, in order to be consistent with the standard, PM2.5 nonattainment areas must develop annual emission

inventories for the purpose of developing SIP budgets and demonstrating transportation conformity.

2006 Standard – EPA published 2006 24-hour PM2.5 standard Nonattainment area designations on November 13, 2009 with an effective date of December 14, 2009. Conformity to the 2006 24-hour PM2.5 standard will apply December 14, 2010. The 1997 standards will continue to apply as they were not revoked. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual standard.

The following PM2.5 approach addresses both the 1997 standards and the 2006 24-hour standard

EMFAC2007 includes data for temperature, relative humidity, and characteristics for gasoline fuel sold that vary by geographic area, calendar year, and month and season. The annual average represents an average of all the monthly inventories. As a result, EMFAC will be run to estimate direct PM2.5 and NOx from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM2.5 standards.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 areas that are currently using network based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials.

In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation.

The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2007 represent the most accurate data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, State and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. The annual inventory methodology contained in the plan and used to establish emissions budgets is consistent with the methodology used herein. The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007. As indicated under the Conformity Test Requirements, re-entrained road dust and construction-related fugitive dust from highway or transit projects is not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 Standard – The 2008 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 Standard – In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test to determine conformity for both of the NAAQS at the same time.

D. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis were provided for Interagency Consultation and reviewed at an Interagency Consultation Workshop; no comments were received and concurrence was received from EPA, CARB, and the Air District. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2011 adjust_vmt Spreadsheet
- 2011 Conformity EMFAC Spreadsheet (updated to remove ISR credit by analysis year)
- 2011 Conformity Paved Road Spreadsheet
- 2011 Conformity Unpaved Road Dust Spreadsheet
- 2011 Conformity Construction Spreadsheet
- 2011 Conformity Trading Spreadsheet
- 2011 Conformity Totals Spreadsheet

CHAPTER 4:
TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The Federal definition for the term "transportation control measure" is provided in 40 CFR 93.101:

> "any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart."

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> "Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA."

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

(i) programs for improved public transit;

(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

(iii) employer-based transportation management plans, including incentives;

(iv) trip-reduction ordinances;

(v) traffic flow improvement programs that achieve emission reductions;

(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

(viii) programs for the provision of all forms of high-occupancy, shared-ride services;

(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

(xi) programs to control extended idling of vehicles;

(xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

(xiii) employer-sponsored programs to permit flexible work schedules;

(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

(xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

> "(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
>
> (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan."

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

> "(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable

implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan."

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For the Conformity Analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR CARBON MONOXIDE

The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006). However, the Plan does not include TCMs for the San Joaquin Valley.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The only applicable ozone plan is the *1994 Ozone Attainment Demonstration Plan* and the *Revised 1996 Rate of Progress Plan*.

The transportation control measures contained in the *1994 Ozone Attainment Demonstration* are not clearly delineated. Both transportation control measures and mobile source measures are discussed under the heading of transportation control measures. The Attainment Demonstration specifically includes Rule 9001 – Commute Based Trip Reduction; however, this rule was never approved by EPA as part of the SIP. In addition, the Revised 1996 Rate of Progress Plan specifically identifies TCMs committed for implementation from 1990 through 1996. The commitments are listed within the following TCM categories:

TCM1 – Traffic Flow Improvements
TCM2 – Public Transit
TCM3 – Rideshare Programs (Rule 9001)
TCM4 – Bicycle Programs
TCM5 – Alternative Fuels Program

Most of the TCMs in the plans were implemented in the short term, and have been fully implemented. As a result, any resulting creditable emission reduction benefits have been incorporated into the traffic forecasts for the region. However, the TIP/RTP provides continued funding for transportation projects that support TCM programs (e.g., traffic flow improvements, public transit, rideshare programs, and bicycle programs). In addition, voluntary implementation of Rule 9001 (Employee Commute Options) is ongoing even though the Rule was not approved by EPA and cannot be implemented as a mandatory program under SB437.

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

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

The Amended 2003 PM-10 Plan was approved by EPA on April 28, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002.* These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs. Accordingly, they will be tracked for timely implementation through 2010.

C. IDENTIFICATION OF 2002 RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing Federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as

appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis has been updated in each subsequent conformity analysis (e.g., 8-hour, PM2.5, 2007 and 2009 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA

in October 2006. The 2002 RACM TID Table has been updated part of this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

> The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, San Joaquin Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2011 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2011 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions).

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. San Joaquin Council of Governments also considered PM-10 commitments from other PM-10

nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been adopted since 2007. New PM-10 plans were developed for Imperial County and Owens Valley (California), Maricopa County and Miami (Arizona), and the Municipality of Guaynabo (Puerto Rico).

Only the Maricopa County PM-10 plan contained any new measures for possible inclusion in the 2011 RTP. In December 2007, the Maricopa Association of Governments (MAG) developed the "Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area," which contained commitments to reduce PM-10 emissions. The MAG PM-10 Plan contains one new commitment applicable to the San Joaquin Valley, which indicates that the Arizona Department of Transportation (ADOT) would commit to repaving or overlaying paved roads with rubberized asphalt that reduces PM-10 emissions by reducing vehicle tire wear. Overlaying freeways with rubberized asphalt is part of ADOT's "Quiet Pavement" program to mitigate highway noise. Rubberized asphalt also affects PM-10 emissions, as PM-10 emissions rates from tire wear on rubberized asphalt are 30 to 50 percent lower than on Portland Cement Concrete. Therefore, the ADOT program continues with multiple purposes, which are to reduce PM-10 emissions and to mitigate noise. Therefore, as part of the 2011 RTP, San Joaquin Council of Governments will also consider a commitment to "Repave or overlay paved roads with rubberized asphalt".

Based on consultation with CARB and the Air District, San Joaquin Council of Governments considered priority funding allocations in the 2011 RTPs for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the attainment year 2010 for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

(2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads

(3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

SJCOG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority. SJCOG conducts a Congestion Mitigation and Air Quality (CMAQ) "Call for Projects" that includes funding for PM-10 projects. These additional projects are included in the FTIP once that process is concluded. Reliable long-term funding estimates for the PM-10 portion of the "Call for Projects" process are not available and therefore, not included in the RTP. Currently, Caltrans incorporates rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities. In 2003, Caltrans established a goal of using at least 15 percent rubberized asphalt concrete compared to all flexible pavement by weight; Caltrans has exceeded this goal each year. In 2005, AB 338 was passed and requires Caltrans to gradually phase in the use of crumb rubber, which is used to make rubberized-asphalt concrete, on state highway construction and repair projects, to the extent feasible. SJCOG will continue to work with member jurisdictions and evaluate the ability to proceed with PM-10 projects as part of the FTIP and RTP.

There is no "new" RTP development with 2011 FTIP Amendment #12/RTP Amendment #2. As a result, there is no update to the 2011 conformity analysis with respect to inclusion of additional long-range local government control measures.

CHAPTER 5:
INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix G.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly.

The interagency consultation process for the 2011 TIP Amendment #12~~,~~ and 2011 RTP Amendment #3, and corresponding Conformity Analysis began on the May 26, 2011 IAC conference call with a discussion of the removal of the District Existing Indirect Source

Mitigation Measure in accordance with the EPA Federal Register notice published May 9, 2011 (effective June 8, 2011).

In March 2010, it was reported that the Draft Transportation Model Summary & Latest Planning Assumptions were transmitted for IAC and concurrence was received from FHWA & EPA. In addition, the Draft Conformity Analysis Years were transmitted for IAC and concurrence was received from FHWA & EPA. The Draft Conformity Procedures were also transmitted for IAC and concurrence from EPA, CARB & Air District was received.

The Draft 2011 TIP Amendment #12, RTP Amendment #2 and corresponding Conformity Analysis were released on September 26, 2011 for a 30-day public comment period, followed by Board adoption in October 27, 2011.

The SJCOG 2011 RTP Amendment #2 and 2011 FTIP Amendment #12 were developed in cooperation with SJCOG's local partner agencies, including member jurisdictions, Caltrans, and local transit agencies. SJCOG distributed the draft 2011 RTP Amendment #2 ~~-~~and draft 2011 FTIP Amendment #12 to the Citizen's Advisory Committee for review. At the October 27, 2011 SJCOG Board meeting, the SJCOG Board took action to adopt the 2011 RTP Amendment #2, the 2011 FTIP Amendment #12 and the associated conformity analysis.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general, TIP/RTP amendments and corresponding conformity analyses are the subject of a public notice and 30 day review period prior to adoption. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6:
TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for carbon monoxide (CO), 8-hour ozone (ROG and NOx), PM-10 and PM2.5. The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for CO, ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

For carbon monoxide, the applicable conformity test is the emissions budget test, using the budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The carbon monoxide budgets were approved by EPA for conformity purposes, effective January 30, 2006. The modeling results indicated that the on-road vehicle CO emissions predicted for the "Build" scenario for 2017 are less than the 2010 emissions budgets and 2018, 2025, and 2035 are less than the 2018 emissions budget. The TIP Amendment #12 / RTP Amendment #2 therefore satisfy the conformity emissions test for carbon monoxide.

For ozone, the applicable conformity test is the emissions budget test, using the 2007 Ozone Plan budgets established for ROG and NOx for an average summer (ozone) season day. EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register on January 22, 2009, effective February 6, 2009. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP Amendment #12 / RTP

Amendment #2 therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budget for 2020. The TIP Amendment #12 / RTP Amendment #2 therefore satisfy the conformity emissions tests for PM-10.

1997 Standards: For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP Amendment #12 / RTP Amendment #2 therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 Standard: In accordance with Transportation Conformity Rule PM2.5 and PM10 Amendments published on March 24, 2010 (effective April 23, 2010) for 2006 PM2.5 NAAQS Nonattainment areas, if a 2006 PM2.5 area has adequate or approved SIP budgets that address the 1997 standards, it must use the budget test. For PM2.5, the applicable conformity test is the emission budget test, using budgets established in the 2008 PM2.5 Plan. EPA published a budget adequacy determination for the 2012 conformity budget contained in the 2008 PM2.5 Plan May 12, 2010, effective May 27, 2010. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP Amendment #12 / RTP Amendment #2 therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for the 2011 Federal Transportation Improvement Program Amendment #12 and the 2011 Regional Transportation Plan Amendment #2 is supported.

Table 6-1:
Conformity Results Summary

REFERENCES

CAA. 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

EPA. 1993. 40 CFR Parts 51 and 93. *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act.* U.S. Environmental Protection Agency. Federal Register, November 24, 1993, Vol. 58, No. 225, p. 62188.

EPA. 2004a. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes.* U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004b. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards.* U.S. Environmental Protection Agency. July 21, 2004.

EPA. 2005a. *Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standards: PM2.5 Precursors; Final Rule*. U.S. Environmental Protection Agency. Federal Register, May 6, 2005, Vol. 70, No. 87, p. 24280.

EPA. 2005b. *Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM2.5 Nonattainment Areas for Use in SIPs and Conformity.* U.S. Environmental Protection Agency. EPA420-B-05-008. August 2005

EPA, 2008. 40 CFR Parts 51 and 93. *Transportation Conformity Rule Amendments To Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Final Rule*. Federal Register, January 24, 2008, Vol. 73, No. 16, p. 4420.

EPA, 2010a. 40 CFR Part 93..*Transportation Conformity Rule PM2.5 and PM10 Amendments; Final Rule.* Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.

EPA, 2010b. *Transportation Conformity Regulations EPA-420-B-10-006.* March.

USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

USDOT. 2001. Federal Highway Administration. Planning Assistance and Standards. 23 CFR 450. October 16.

APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 9	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 2, App. B 21-23	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. 1	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Ch. 1, 2, 3, 4, 5, 6 9-15, 23-30, 33-36, 39,41	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 10-14	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2 16	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Ch. 2 18	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous	Ch. 2 20	

40 CFR	Criteria	Page	Comments
	conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.		
§93.111	Document the use of the latest emissions model approved by EPA.	Ch. 3 25	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 37-38	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Ch. 4, App. E 35-36	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e)[i]	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 39-40	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 15	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 6 39-41	
§93.119[1]	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	N/A	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	N/A	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the	Ch. 2, App B 21-22	

40 CFR	Criteria	Page	Comments
	nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis		
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Ch. 2 16	
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 19	
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 18	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 19	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 18	
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 18-19	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 18-19	
§93.122	Document that reasonable methods were used to	Ch. 2	

40 CFR	Criteria	Page	Comments
(b)(2) [2]	estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	19	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 18-19	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 26-29	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch. 2, App B 21	

[i] Note that some areas are required to complete both interim emissions tests.
[ii] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers
This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations. **Document #46711**

APPENDIX B

TRANPORTATION PROJECT LISTING

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035
Caltrans	SJ07-1001	212-0000-0395	Construct east and westbound auxiliary lanes	I-205	Near Tracy, Mountain House Boulevard to MacArthur Drive	$16,500,000			X	X	X	X	X	X
Caltrans	SJ07-1003		Widen from 6 to 8 lanes (inside/outside)	I-205 HOV	I-580 to I-5	$400,000,000								X
Caltrans	SJ07-1005		Widen 6 to 8 lanes (inside)	I-5 HOV	French Camp Road to Charter Way	$63,900,000						X	X	X
Caltrans	SJ07-1006		Widen 6 to 8 lanes (inside)	I-5 HOV	SR 120 to French Camp Road	$159,500,000							X	X
Caltrans	SJ07-1007	212-0000-0393	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	I-5 HOV	Country Club Blvd to Hammer Lane	$95,000,000			X	X	X	X	X	X
Caltrans	SJ11-1001		Widen from 6 to 8 lanes (inside median) including auxiliary lanes	I-5 HOV	Hammer Lane to North of Eight Mile Road	$106,080,000							X	X
Caltrans	SJ07-1008	212-0000-0123	Widen 9 to 12 through lanes	I-5 HOV Mossdale	SR-120 to I-205 (P.M. R13.9/R15.6)	$192,500,000								X
Caltrans	SJ07-1010		Widen from 4 to 6 lanes	SR-12	Lower Sacramento Road to Route 99	$58,100,000								X
Caltrans	SJ07-1012	212-0000-0399	Widen from 2 to 4 lanes	SR-12/SR-88	Within the joint Route 88/Route 12 corridor	$72,500,000							X	X
Caltrans	SJ07-1014		Widen 4 to 6 lanes (inside)	SR-120	I-5 to SR99	$90,600,000								X
Caltrans	SJ07-1015		New alignment from Fresno Ave. to Navy Drive	SR-4 Extension	Fresno Avenue to Navy Drive	$174,000,000				X	X	X	X	X
Caltrans	SJ07-1017	112-0000-0258	Widen highway from 4 to 6 lanes, and construct aux lanes	SR-99 Widening in Manteca and San Joaquin Phase I	In Manteca on Route 99 from .9 mile south of Route 120 west to .4 mile south of Arch Road	$54,530,000		X	X	X	X	X	X	X
Caltrans	SJ07-2026	212-0000-0576	Reconstruct interchanges	French Camp road Interchange (SR-99 Widening in Manteca and San Joaquin Phase II)	In Manteca on Route 99 from 1.4 miles north of Lathrop Road to .4 mile north of Arch Road	$73,230,000			X	X	X	X	X	X
Caltrans	SJ07-2014	212-0000-0577	Reconstruct interchanges	SR-99 Widening in Manteca and San Joaquin Phase III	In Manteca on Route 99 from 0.6 mile south of Cottage Avenue to 0.4 miles north of Arch Road	$116,081,000				X	X	X	X	X

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
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Caltrans	SJ07-1018	212-0000-0344	Widen from 4 to 6 lanes with interchange modifications and realignment of the Highway 4 east approach and connection to SR-99	SR-99	Rt 4-Crosstown Freeway to South of Arch Road (PM 14.6/18.4)	$250,500,000				X	X	X	X	X
Caltrans	SJ07-2003		Interchange improvements	SR-99 at Charter Way	SR-99 at Charter Way	See SJ07-1018				X	X	X	X	X
Caltrans	SJ07-2027		Construct new interchange	SR-99 at Golden Gate	SR-99 at Golden Gate	See SJ07-1018				X	X	X	X	X
Caltrans	SJ07-2029		Reconstruct interchange	SR-99 at Mariposa Road	SR-99 at Mariposa Road	See SJ07-1018				X	X	X	X	X
Caltrans	SJ07-2026		Reconstruct interchange	SR-99 at French Camp Road	SR-99 at French Camp Road	See SJ07-1017				X	X	X	X	X
Caltrans	SJ07-2014		Reconstruct interchange	SR-99 at Lathrop Road	SR-99 at Lathrop Road	See SJ07-1017				X	X	X	X	X
Lathrop	SJ07-2004		Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road	I-5 at Lathrop Road	$33,000,000					X	X	X	X
Lathrop	SJ07-2005		Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue	I-5 at Louise Avenue	$33,000,000				X	X	X	X	X
Lodi	SJ07-2006	212-0000-0397	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane	SR-99 at Harney Lane	$39,183,247				X	X	X	X	X
Manteca	SJ07-2009	212-0000-0231	Reconstruct/improve interchange including necessary auxillary lanes (P.M. 2.2/2.2)	SR-120 at McKinley Avenue	SR-120 at McKinley Avenue	$30,200,000					X	X	X	X
Manteca	SJ07-2012		Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road	SR-120 at Union Road	$32,970,000				X	X	X	X	X
Ripon	SJ07-2015		Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)	SR-99 at Main Street/UPRR Interchange (Ripon)	$10,000,000					X	X	X	X
Ripon	SJ11-2003		On-ramp improvements.	SR-99 at Jacktone/UPRR Interchange	SR-99 at Jacktone Overcrossing/UPRR Interchange	$2,500,000					X	X	X	X

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Ripon	SJ07-2016		Reconstruct interchange including reconstruction of existing overcrossing structure	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange	$5,000,000						X	X	X
Ripon	SJ07-5021		Construction of a new park n ride lot	Ripon Park N Ride Lot	Park N Ride Lot at Jack Tone Road and SR-99	$646,000			X	X	X	X	X	X
San Joaquin County	SJ07-2017		Upgrade interchange, lengthen ramps, widen approaches, install signal controls with necessary auxiliary lanes(P.M. 2.2/2.2)	SR-132 at Bird Road	SR-132 at Bird Road	$20,000,000	X	X	X	X	X	X	X	X
Stockton	SJ07-2020	212-0000-0309	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road	I-5 at Eight Mile Road	$47,000,000				X	X	X	X	X
Stockton	SJ07-2021	212-0000-0230	Reconstruct existing French Camp Road interchange, construct auxiliary lanes on I-5, and realign Manthey Road (P.M. 20.8-21.2)	I-5 at French Camp/Arch-Sperry Road (HR 3-193 #2067)	I-5 from PM 22.1/23.6 on French Camp Road from approx 2000 feet west of the IC and approx. 1700 feet east of the IC on Sperry Road. Improvements on nearby streets.	$60,400,000			X	X	X	X	X	X
Stockton	SJ11-2004	212-0000-0309	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	I-5 at Hammer Lane	$20,000,000				X	X	X	X	X
Stockton	SJ11-2005	212-0000-0309	Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)	I-5 at Gateway Boulevard	I-5 at Gateway Boulevard	$80,300,000					X	X	X	X
Stockton	SJ11-2006	212-0000-0309	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive	I-5 at Otto Drive	$80,500,000				X	X	X	X	X
Stockton	SJ11-2002	212-0000-0562	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road	SR-99 at Eight Mile Road	$122,100,000				X	X	X	X	X
Stockton	SJ11-2007		Construction of the March Lane/SR-99 interchanges with connections to Wilson Way	SR-99 at March Lane and Wilson Way	SR-99 at March Lane and Wilson Way	$198,100,000					X	X	X	X
Stockton	SJ11-2001	212-0000-0561	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada	SR-99 at Morada	$110,800,000				X	X	X	X	X
Stockton	SJ11-2008		Construction of new interchange	SR-99 at Gateway Boulevard	SR-99 at Gateway Boulevard	$105,800,000					X	X	X	X
Tracy	SJ11-2009		Modification of existing interchange	I-205 at MacArthur	I-205 at MacArthur	$9,670,000			X	X	X	X	X	X

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Tracy	SJ11-2010	212-0000-0227	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	I-205/Lammers Road/Eleventh Street Interchange	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	$89,000,000				X	X	X	X	X
Tracy	SJ11-2011		Modification of existing interchange	I-205 at Grant Line Road	I-205 at Grant Line Road	$30,966,820				X	X	X	X	X
Tracy & Lathrop	SJ11-2012	212-0000-0228	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman	I-205 at Paradise Road/Chrisman	$30,000,000				X	X	X	X	X
Escalon	SJ07-3009		Widen from 2 to 4 lanes	McHenry Avenue	First Street and Catherine Way	$3,065,000	X	X	X	X	X	X	X	X
Escalon	SJ07-3010		Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	McHenry Avenue	Catherine Avenue to Jones Road	$2,822,795				X	X	X	X	X
Lathrop	SJ07-3014		Construct new roadway parallel to I-5, 2 lanes from Towne Centre Drive to Brookhurst Blvd, 4 lanes from Brookhurst Blvd to Paradise Road	Golden Valley Parkway	Along Northwest side of I-5 from Lathrop Road to Paradise Road	$59,290,000					X	X	X	X
Lathrop	SJ07-3015		Widen from 2 to 4 lanes	Lathrop Road	I-5 to east of UPRR	$2,771,026			X	X	X	X	X	X
Lathrop	SJ07-3016		Widen 2 lane to 4 lane	Louise Avenue	Lathrop SPRR to east side UPRR	$2,074,680	X	X	X	X	X	X	X	X
Lodi	SJ07-3018		Widen from 2/3 lane collector to 4 lane divided arterial	Harney Lane	SR-99 to Lower Sacramento Road (2.6 Miles)	$22,008,760	X	X	X	X	X	X	X	X
Lodi	SJ07-3019		Widen 2 to 4 lanes	Lockeford Street	Stockton Street to Cherokee Lane	$7,621,000					X	X	X	X
Manteca	SJ07-3023		Widen from 2 to 4 lanes	Airport Way	SR-120 to Lathrop Road	$7,167,475		X	X	X	X	X	X	X
Manteca	SJ11-3007		Widen from 4 to 6 lanes	Airport Way	SR-120 - Lathrop Road (Manteca)	$6,503,392							X	X
Manteca	SJ11-3008		Widen from 2 to 4 lanes	Airport Way	Lathrop Road to Roth Road	$5,399,125			X	X	X	X	X	X
Manteca	SJ11-3009		Construct new 4 lane roadway (gap closure)	Atheron Drive	Main Street to Van Ryn Avenue	$2,800,000	X	X	X	X	X	X	X	X
Manteca	SJ11-3010		Construct new 4 lane roadway (gap closure)	Atheron Drive	East of Airport Way to Union Road	$2,494,918		X	X	X	X	X	X	X
Manteca	SJ11-3011		Construct new 4 lane roadway	Atheron Drive	McKinley Ave to West of Airport Way	$877,686			X	X	X	X	X	X

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Manteca	SJ11-3012		Construct new 4 lane roadway	Atheron Drive	Woodward Ave to McKinley Ave	$3,302,992						X	X	X
Manteca	SJ07-3024		Widen from 2 to 4 lanes	Lathrop Road	From East of UPRR to SR-99	$2,870,280					X	X	X	X
Manteca	SJ07-3027		Widen 2 to 4 lanes	Louise Avenue	East of UPRR to East of SR-99	$1,301,068	X	X	X	X	X	X	X	X
Manteca	SJ11-3013		Construct new 2 lane expressway	McKinley Avenue	SR-120 to Woodward Ave	$2,122,436					X	X	X	X
Manteca	SJ11-3014		Construct new 4-6 lane expressway	McKinley Avenue	Main Street to SR-99	$7,363,306					X	X	X	X
Manteca	SJ11-3015		Construct new 2 lane expressway	McKinley Avenue	Woodward Ave to Main Street	$8,213,538						X	X	X
Ripon	SJ11-3016		Rehabilitate and widen roadway from 2 to 4 lanes	Stockton Avenue	Second Street to Doak Boulevard	$3,000,000			X	X	X	X	X	X
Ripon	SJ11-3017		Widen from 2 to 6 lanes	Jack Tone Road, Phase 1	Santos Road to South Clinton Avenue	$9,500,000				X	X	X	X	X
Ripon	SJ11-3018		Construct 2-lane extension of Garrison Road.	Garrison Road Gap Closure	Maple Avenue to 500 ft east of Acacia Avenue	$3,000,000				X	X	X	X	X
Ripon	SJ11-3019		Widen from 2 to 6 lanes	River Road, Phase 1	North Ripon Road to Jack Tone Road	$5,000,000					X	X	X	X
Ripon	SJ11-3020		Construct 2-lane extension of Garrison Road	Garrison Road Extension to Austin Road	Jack Tone Road to Austin Road	$10,000,000							X	X
Ripon	SJ11-3021		Extension of Doak Blvd	Doak Blvd	South Highlands to Austin Rd	$18,000,000								X
San Joaquin County	SJ11-CM09		Widening McHenry Avenue to install a two-way left turn lane and replacing two bridge structures	McHenry Avenue Improvements & Bridge Replacement	Stanislaus River Bridge to Jones Avenue	$28,309,200			X	X	X	X	X	X
San Joaquin County	SJ11-3022		Widen from 2 to 4 lanes; installing concrete median barrier, and installing shoulder wide to accommodate bicyclists	Lower Sacramento Road	Pixley Slough Bridge to Harney Curve	$20,522,000			X	X	X	X	X	X
San Joaquin County	SJ11-3023		Improve roadway and intersections	Eleventh Street	Tracy City Limits to I-5	$19,347,000				X	X	X	X	X
San Joaquin County	SJ11-3024		Widen from 2 to 3 lanes, add paved shoulders	Cherokee Road	SR-99 to Suburban Road	$3,816,000					X	X	X	X
San Joaquin County	SJ11-3025		Passing lanes and channelization	Howard Road	Howard Road	$15,000,000						X	X	X
San Joaquin County	SJ11-3026		Widen from 2 to 4 lanes	Mariposa Road	Austin Road to Jack Tone Road	$26,255,000							X	X
San Joaquin County	SJ11-3027		Passing lanes and channelization	Tracy Boulevard	I-205 to Howard Road	$5,000,000							X	X

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Stockton	SJ11-3028		Widen 1.5 mile section of roadway from 2 lanes both directions to 6 lanes with a center dual turn lane	Thornton Road	Pershing Avenue to Bear Creek Bridge	$15,000,000	X	X	X	X	X	X	X	X
Stockton	SJ07-3076		Construction of new 4 lane road	Trinity Parkway Extension	Bear Creek to Otto Dr	$1,480,000	X	X	X	X	X	X	X	X
Stockton	SJ07-3082	212-0000-0260	Replace 2 lane bridge with 4 lane bridge	Davis Rd over Pixley Creek Bridge	Davis Road Bridge over Pixley Slough between Eight Mile Road and Waterburry Drive. 0.1 miles South of Eight Mile Road	$3,500,000	X	X	X	X	X	X	X	X
Stockton	SJ11-3032		Construction of new 6 lane road	Holman Rd	Gary Galli Dr to Eight Mile Rd	$14,160,000	X	X	X	X	X	X	X	X
Stockton	SJ11-3033		Widen from 2 to 6 lanes	Lower Sacramento Rd	Eight Mile Rd to Armor Dr	$41,590,000		X	X	X	X	X	X	X
Stockton	SJ11-3004		Construction of new bridge crossing	Sutter Street Bridge	Crossing at Calaveras River	$2,000,000		X	X	X	X	X	X	X
Stockton	SJ11-3034		Widen from 3 to 4 lanes	Davis Rd	Eight Mile to Bear Creek	$7,860,000			X	X	X	X	X	X
Stockton	SJ11-3035		Widen from 3 to 4 lanes	Davis Rd	Bear Creek to Thornton Rd	$3,700,000			X	X	X	X	X	X
Stockton	SJ11-3036		Widen from 4 to 8 lanes	French Camp Road	I-5 to Val Dervin	$600,000			X	X	X	X	X	X
Stockton	SJ11-3006		Widen from 2 to 4 lanes	Hammer Lane (Phase III)	Alexander Rd to Thornton Rd including Pershing Ave intersection	$17,200,000			X	X	X	X	X	X
Stockton	SJ11-3037		New Street	Hammer Ln Extension	Mariners Dr to Trinity Parkway	$3,490,000			X	X	X	X	X	X
Stockton	SJ11-3038		Widen from 6 to 8 lanes	Hammer Ln Extension	Mariners Dr to I-5	$2,470,000			X	X	X	X	X	X
Stockton	SJ11-3039		Widen	Lower Sacramento Rd	Marlette Rd to Pixley Slough	$21,400,000			X	X	X	X	X	X
Stockton	SJ11-3040		Construction of new 8 lane road	Sperry Rd	French Camp Rd to McKinley Ave	$70,000,000			X	X	X	X	X	X
Stockton	SJ11-3041		Widen from 2 to 8 lanes	Sperry Rd	McKinley Ave to Performance Ave	$20,000,000			X	X	X	X	X	X
Stockton	SJ11-3042		Widen from 2 to 4 lanes	Stanislaus Street	Crosstown Freeway to Park Street	$3,900,000			X	X	X	X	X	X
Stockton	SJ11-3043		Widen from 4 to 6 lanes	Arch Road	Fite Court to Frontier Way	$1,010,000				X	X	X	X	X
Stockton	SJ11-3044		Widen from 3 to 6 lanes	Arch Road	Frontier Way to SR-99	$3,500,000				X	X	X	X	X
Stockton	SJ11-3045		Widen from 2 to 6 lanes	Eight Mile Rd	New Road D to New Road F	$1,980,000				X	X	X	X	X
Stockton	SJ11-3048		Widen from 3 to 6 lanes	Eight Mile Rd	New Road F to New Road E	$3,850,000				X	X	X	X	X
Stockton	SJ11-3049		Widen from 4 to 8 lanes	Eight Mile Rd	New Road E to Trinity Parkway	$4,050,000				X	X	X	X	X
Stockton	SJ11-3050		Widen from 5 to 8 lanes	Eight Mile Rd	I-5 to Thornton Rd	$7,060,000				X	X	X	X	X
Stockton	SJ11-3051		Widen from 2 to 6 lanes	Eight Mile Rd	Holman Rd to SR 99	$9,700,000				X	X	X	X	X

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Stockton	SJ11-3052		Construct 2 lane bridge to cross Calaveras River linking Ryde Avenue with Feather River Drive	Feather River Dr. Extension	Feather River Drive to Ryde Avenue	$4,400,000				X	X	X	X	X
Stockton	SJ11-3053		Widen from 2 to 6 lanes	French Camp Road	Wolfe Rd to Manthey Rd	$4,930,000				X	X	X	X	X
Stockton	SJ11-3054		Widen from 4 to 8 lanes	French Camp Road	Manthey Rd to I-5	$1,580,000				X	X	X	X	X
Stockton	SJ11-3055		Widen from 4 to 6 lanes	Lower Sacramento Rd	Morada Ln to Hammer Ln	$12,000,000				X	X	X	X	X
Stockton	SJ11-3056		Widen from 4 to 6 lanes	Lower Sacramento Rd	Armor Dr to Morada Ln	$3,470,000				X	X	X	X	X
Stockton	SJ07-3078		Construction of new 4 lane road	Maranatha Dr	March Ln to Hammer Ln	$4,410,000				X	X	X	X	X
Stockton	SJ07-3083		Widen from 2 to 6 lanes	Mariposa Road Widening	SR 99 to Stagecoach Rd	$5,500,000				X	X	X	X	X
Stockton	SJ07-3084		Widen from 3 to 6 lanes	Morada Lane	West Ln to Holman Rd	$9,410,000				X	X	X	X	X
Stockton	SJ07-3085		Widen from 4 to 8 lanes	Sperry Rd	Performance Ave to Airport Way	$5,600,000				X	X	X	X	X
Stockton	SJ07-3087		Construct 4 lane extension	Trinity Parkway Extension	Otto Drive to Hammer Lane	$3,500,000				X	X	X	X	X
Stockton	SJ07-3089		Widen from 2 to 6 lanes	Arch Road	Newcastle Rd to Fite Court	$4,180,000				X	X	X	X	X
Stockton	SJ07-3090		Widen from 4 to 6 lanes	Airport Way	Arch Road to French Camp Road	$31,500,000					X	X	X	X
Stockton	SJ07-3091		Widen from 4 to 6 lanes	Airport Way	Industrial Drive to Eighth Street	$11,620,000					X	X	X	X
Stockton	SJ07-3092		Widen from 4 to 6 lanes	Airport Way	Eighth Street to Dr Martin Luther King Jr Blvd Way	$4,950,000					X	X	X	X
Stockton	SJ07-3093		Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	Alpine Avenue	UPRR (SPRR) to Wilson Way	$12,900,000					X	X	X	X
Stockton	SJ11-3057		Widen from 4 to 8 lanes	Arch-Airport Rd	SR-99 to Pock Lane	$3,690,000					X	X	X	X
Stockton	SJ11-3058		Widen from 6 to 8 lanes	Arch-Airport Rd	Pock Lane to B Street	$1,650,000					X	X	X	X
Stockton	SJ11-3059		Widen from 6 to 8 lanes	Arch-Airport Rd	B Street to Alitalia Ave	$1,610,000					X	X	X	X
Stockton	SJ11-3060		Widen from 3 to 8 lanes	Arch-Airport Rd	Alitalia Ave to Airport Way	$1,550,000					X	X	X	X
Stockton	SJ11-3061		Widen from 2 to 8 lanes	Eigth Mile Rd	Thornton Rd to Lower Sacramento Rd	$25,000,000					X	X	X	X
Stockton	SJ11-3062		Construction of new 4 lane road	Maranatha Dr	Wilson Way to March Ln	$7,460,000					X	X	X	X

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Stockton	SJ11-3063		Construction of new 8 lane road	March Ln Extension	Holman Rd to SR 99	$14,390,000					X	X	X	X
Stockton	SJ11-3064		Construction of new 4 lane road	Morada Lane	Lower Sacramento Rd to West Ln	$36,050,000					X	X	X	X
Stockton	SJ07-3094		Widen from 2 to 6 lanes	Eight Mile Rd	Lower Sacramento Rd to West Ln	$5,620,000					X	X	X	X
Stockton	SJ07-3095		Widen from 2 to 6 lanes	Eight Mile Rd	West Ln to Holman Rd	$20,900,000					X	X	X	X
Stockton	SJ07-3096		Widen from 6 to 8 lanes	March Ln Widening	El Dorado St to Holiday Dr	$7,360,000					X	X	X	X
Stockton	SJ07-3097		Widen from 2 to 4 lanes	Navy Dr	BNSF RR to Fresno Ave	$12,500,000					X	X	X	X
Stockton	SJ07-3098		Widen from 6 to 8 lanes including reconstruction of intersections, addition of turn and acceleration lanes and construction/extension of a raised landscaped median	Pacific Avenue	Hammer Lane to March Lane-Between the Calaveras River and Hammer Lane	$55,800,000					X	X	X	X
Tracy	SJ07-3107		Widen from 5 to 6 lanes	Grant Line Road	Naglee Road to Lammers Road	$6,061,443		X	X	X	X	X	X	X
Tracy	SJ07-3108		Widen 2 to 4 lanes (Valpico Road to Schulte Road) and extend 4 lane roadway (Mt. Diablo Road to Eleventh Street)	MacArthur Drive	MacArthur Drive from Valpico Road to Schulte Road; MacArthur Drive from Mt. Diablo Road to Eleventh Street	$26,000,000		X	X	X	X	X	X	X
Tracy	SJ07-3109		Extend 4 lane roadway	Schulte Road	Faith Lane (San Marco Subdivision limits) to Lammers Road	$19,623,940		X	X	X	X	X	X	X
Tracy	SJ07-3110		Widen from 2 to 4 lanes	Corral Hollow Road	Parkside Drive to Linne Road	$22,618,820				X	X	X	X	X
Tracy	SJ07-3111		Replacement of existing Tracy East Overhead Bridge at UPRR	Eleventh Street Bridge	East Eleventh Street Bridge at UPRR	$30,652,000				X	X	X	X	X
Tracy	SJ07-3112		Widen from 2 to 4 lanes	Lammers Road	Phase 1: I-205 to Old Schulte Road	$35,000,000				X	X	X	X	X
Tracy	SJ07-3113		Widen from 2 to 4 lanes	Linne Road	Corral Hollow Road to Chrisman Road	$8,600,000				X	X	X	X	X
Lodi	SJ07-4006		Construct grade separation	Harney Lane at UPRR	Harney Lane at UPRR	$18,502,089				X	X	X	X	X
Manteca	SJ07-4008		Construct five lane grade separation over the UPRR	Airport Way/UPRR	Airport Way/UPRR between Louise Avenue and Lathrop Road	$21,492,318							X	X
Port of Stockton	SJ07-4024		Construct grade separation	Daggett Road at BNSF	Daggett Road at BNSF	$12,460,000		X	X	X	X	X	X	X

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Ripon	SJ07-4010		Reconstruct Main Street Over Crossing structure	Main Street at UPRR	Main Street at UPRR	$10,000,000					X	X	X	X
Ripon	SJ07-4011		Reconstruct existing overcrossing structure	Wilma Avenue at UPRR	Wilma Avenue at UPRR	$10,000,000						X	X	X
San Joaquin County			Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	Lower Sacramento Road/UPRR (near Woodson Road)	$40,000,000					X	X	X	X
Stockton	SJ07-4012		Construct grade separation of roadway and railway	Eight Mile/UPRR (Easterly) Former SPRR	Eight Mile Road between Leach Road and Golf View Road	$42,400,000		X	X	X	X	X	X	X
Stockton	SJ07-4013		Construct grade separation of roadway and railway	Eight Mile/UPRR (Westerly)	Eight Mile/UPRR (Westerly) between Davis Road and Lower Sacramento Road	$39,400,000		X	X	X	X	X	X	X
Stockton	SJ07-4014		Construct at-grade quiet zone improvements at railway	Alpine Road/UPRR (West)	Alpine Ave/UPRR (west)	31400000			X	X	X	X	X	X
Stockton	SJ07-4015		Construct a 6 lane divided underpass includes the LSR bridge over Bear Creek	Lower Sacramento Road, at UPRR (Bear Creek in Stockton)(West)	Lower Sacramento Road, at UPRR between Bear Creek and Marlette Road	61200000			X	X	X	X	X	X
Stockton	SJ07-4016		At-Grade Crossing	Airport Way/BNSF	Airport Way/BNSF	2800000				X	X	X	X	X
Stockton	SJ07-4017		Grade Separation	Alpine Ave/UPRR (east)	Alpine Ave/UPRR (east)	35100000					X	X	X	X
Stockton	SJ07-4018		Construct grade separation of roadway and railway	Morada Ln/UPRR (West)	Morada Ln/UPRR (west)	34600000					X	X	X	X
Caltrans	SJ11-CM01	212-0000-0531	Construct 43 space P&R	I-5 and SR 12 Park & Ri	I-5 and SR 12	345000		X	X	X	X	X	X	X
Port of Stockton	SJ11-3065		Widen Navy Drive from 2-4 lanes, to include the widening of the BNSF undercrossing; Signal and intersection improvements at Navy Drive/Washington Street; Utility undergound and/or relocation	Navy Drive	Just east of the BNSF RR (conforms to SR4 Crosstown Extension limits) to just north of Washington Street (conforms to Navy Drive Bridge limits)	$43,747,000							X	X
Port of Stockton	SJ07-3034	212-0000-0261	Navy Drive Bridge over San Joaquin River, Rough and Ready Island. Replace Bridge from 2 lanes to 4.	HBRR Navy Drive Bridge No 29C0023	Navy Drive Bridge over San Joaquin River, Rough and Ready Island. Replace Bridge from 2 lanes to 4.	$15,606,000			X	X	X	X	X	X

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Type of Improvement	Facility Name/Route	Project Limits		2011	2012	2014	2017	2020	2023	2025	2035
Lathrop	SJ11-3066		Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	Roth Road/I-5 Interchange	Roth Road/Harlan Road Intersection to Roth Road/Manthey Road Intersection	$16,800,000					X	X	X	X
Lathrop	SJ11-4002		Construct 4 lane grade separation between Roth Road and Railroad	Roth Road Grade Separation (Easterly)	On Roth Road East of the Army Depot and West of the UPRR Intermodal Terminal	$29,100,000					X	X	X	X

Federally-Funded Non-Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Type of Improvement	Description Facility Name/Route	Project Limits	Estimated Cost	Conformity Analysis Year (project open to traffic) 2011	2012	2014	2017	2020	2023	2025	2035
No Projects														

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
							(per CTIPs - next sheet)
Caltrans	SJ07-1009	112-0000-0036	SR-12	Provide safety and operational improvements	I-5 to Bouldin Island (P.M. 18.1/27.6)	$28,000,000	1.06
Caltrans	SJ07-1016		SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)		1.06
Escalon	SJ07-3010		McHenry Avenue	Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	Catherine Avenue to Jones Road	$2,822,795	5.01
Escalon	SJ07-3011		SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue	$2,370,205	5.01
Escalon	SJ07-3013		Ullrey Avenue/McHenry Avenue Intersection	Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing.	$1,495,805	5.01
Ripon	SJ11-3018		Main Street	Rehabilitate and enhance roadway	Wilma Avenue to Jack Tone Road	$4,600,000	1.10
San Joaqion County	SJ11-3023		Pershing Avenue	Operational Improvements	Meadow Avenue to Thorton Road	$2,460,000	1.07
San Joaquin County	SJ11-3024		Benjamin Holt Drive	Widen to include center left turn lane, add access controls	Gettysburg Lane to Pacific Avenue	$2,624,000	5.01
San Joaquin County	SJ11-3025		Widening McHenry Avenue to install a two-way left turn lane and replacing two bridge structures			$28,309,200	1.07
Tracy	SJ11-CM12	212-0000-0542	Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5	$19,347,000	5.01
SJCOG	SJ07-3070	112-0000-0026	Plan Program Monitor	Plan Program Monitor	San Joaquin County	$15,000,000	4.01
Stockton	SJ11-3003	212-0000-0558	Weber Avenue	Roadway Reconstruction	Stanislaus St. to UPRR	$5,590,000	1.10
Stockton	SJ11-3005	212-0000-0564	El Dorado St	Streetscape Beautification	Calaveras River to Mariposa Ave	$7,900,000	4.12
Stockton	SJ11-3043		Airport Way	Streetscape Beautification	Tenth Street to Carpenter Rd	$6,500,000	4.12
Stockton	SJ11-3046		California St	Streetscape Beautification	Alpine Ave to Miner Ave	$12,200,000	4.12
Stockton	SJ07-3088		Airport Way	Intersection Modifications	Harding Way to Industrial Rd	$8,600,000	5.02
Tracy	SJ07-3114		Eleventh Street Improvements and MacArthur Dr. Intersection	Installation of traffic signal and/or roundabout improvements at intersections, center median, and an eastbound auxiliary lane at selected areas of Eleventh Street corridor	11th Street at MacArthur Drive	$4,500,000	5.02
Tracy	SJ07-3106		Grant Line Road Traffic Signals	Costs associated with connecting thirteen traffic signals along Grant Line Road	West City Limits to MacArthur Drive	$150,000	5.02
Escalon	SJ11-2001		etrans Transit Operations	Costs associated with service to Modesto	City of Escalon	$1,400,000	2.01

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Escalon	SJ11-2002		etrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	City of Escalon	$900,000	2.01
Lodi	SJ07-5001		Grapeline Capital	Purchase 13 replacement vehicles	Grapeline Capital	$1,600,000	2.02
Lodi	SJ07-5002	212-0000-0155	Grapeline Capital	Costs associated with the installation of bus stop shelters including benches at various locations	Grapeline Capital	$520,000	2.07
Lodi	SJ07-5003		Grapeline Capital	Costs associated with expanding the square footage of shop work space to accommodate bus maintenance and repair activities	Grapeline Capital	$1,000,000	2.11
Lodi	SJ07-5004	212-0000-0299	Grapeline Capital	Costs to improve and maintain transportation service facilities at transit facilities	Grapeline Capital	$3,250,000	2.08
Lodi	SJ07-5005		Grapeline Operations	Lodi Grapeline transit service facilities, fueling stations, and maintenance shop upgrades/expansions	Lodi Grapeline Transit Service Facilities	$1,500,000	2.01
Lodi	SJ07-5006		Grapeline Operations	Costs associated with the delivery of the ADA Paratransit/General Public Dial-A-Ride services.	Includes 2.5% increase in operations annually as a result of growth	$50,000,000	2.01
Lodi	SJ07-5007	212-0000-0292	Grapeline Operations	Purchase of six replacement Fixed route vehicles	Grapeline Operations	$3,000,000	2.10
Lodi	SJ07-5008	212-0000-0292	Grapeline Capital	Lodi Capital	Purchase 7 replacement buses in years 2010 to 2015, 20 in 2015 to 2025, and 40 in 2025 to 2035	$10,700,000	2.10
Lodi	SJ07-5009		Lodi Grapeline (Fixed Route)	Lodi Grapline Capital	Purchase 6 buses in years 2015 to 2025	$3,000,000	2.10
Lodi	SJ07-5011		GrapeLine Operations	Costs associated with the delivery of the GrapeLine fixed route services.	Includes 2.5% increase in operations annually as a result of growth	$55,200,000	2.01
Manteca	SJ07-5014	212-0000-0234	City of Manteca Short Range Transit Analysis and Action Plan	Costs to update document and support transit planning efforts	City of Manteca	$60,000	4.01
Manteca	SJ07-5015	212-0000-0358	Manteca Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	Manteca Transit	$100,000	2.07
Manteca	SJ07-5016	212-0000-0300	Manteca Transit System	Costs associated with Safety/Security/ITS	Manteca Transit	$25,000	2.01

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Manteca	SJ07-5017	212-0000-0235	Manteca Transit System Capital	Purchase of 8 vehicles over the next three years, 4 Vehicles the first year and 2 vehicles per year for two subsequent years	Manteca Transit Sytem Capital	$1,348,000	2.10
Manteca	SJ07-5018	212-0000-0282/ 2	Manteca Transit System Operations	Costs associated with the Operations and administration of DAR and fixed route	Manteca	$3,399,000	2.01
Ripon	SJ07-5019	212-0000-0359	City of Ripon Fixed Route Transit System Operations	Costs associated with the delivery of a fixed route transit system in the City of Ripon ($300,000 annually)	City of Ripon	$7,200,000	2.01
Ripon	SJ07-5022	212-0000-0359	Ripon Transit Service Capital	Costs associated with the purchase of two fixed route buses		$600,000	2.10
San Joaquin County	SJ07-5023	212-0000-0374	Replacement of Unleaded Fuel Vehicles (Fleet Services) with Hybrid Vehicles	Costs associated with the purchase of sixty hybrid (gas-electric) vehicles		$2,039,000	2.10
SJRTD	SJ07-5025	212-0000-0362	BRT Project Phase II Airport Way Corridor: Hybrid Diesel-Electric Bus Procurement	Costs associated with the purchase of hybrid diesel-electric buses		$5,500,000	2.10
SJRTD	SJ07-5026		Bus Rapid Transit (BRT)	Regional/Inter-Regional BRT system	Regional/Inter-Regional-Operations	$100,000,000	2.01
SJRTD	SJ07-5027	212-0000-0279	Bus Rapid Transit (BRT) Vehicles	Purchase of buses for service expansion (Intercity/Interregional)	San Joaquin County-Capital	$10,000,000	2.10
SJRTD	SJ07-5028	212-0000-0304	Camera and Security Equipment	Purchase and installation of camera and security equipment for surveillance on buses and bus facilities	SJRTD Capital	$750,000	2.01
SJRTD	SJ07-5029		Coordinated Transportation Vehicles	Includes new replacement buses or vans	San Joaquin County-Capital	$5,200,000	2.10
SJRTD	SJ07-5030	212-0000-0266	County Operations	FTA Section 5311 funding for services to rural areas of San Joaquin County	San Joaquin County-Operations	$7,635,887	2.01
SJRTD	SJ07-5031		County Wide DAR	Expansion and replacement buses	San Joaquin County-Capital	$4,200,000	2.10
SJRTD	SJ07-5032	212-0000-0161/ 2	Countywide DAR	Countywide GPDAR	San Joaquin County-Operations	$200,000,000	2.01
SJRTD	SJ07-5033	212-0000-360	Deviated Fixed Route Service: Replacement and Expansion (Ultra Low Sulfur Diesel) Buses	Cost associated with the purchase of replacement and expansion buses		$2,100,000	2.10
SJRTD	SJ07-5034	212-0000-0236	Downtown Transit Center	Construction, continuing development and improvements to the Downtown Transit Center	SJRTD Capital	$1,814,000	2.08
SJRTD	SJ07-5035	212-0000-0164	Intelligent Technologies	Intelligent Technologies	San Joaquin County-Capital	$5,700,000	2.01

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
SJRTD	SJ07-5036	212-0000-0304	Intercity/Interregional	Expansion and replacement buses	San Joaquin County-Capital	$50,000,000	2.10
SJRTD	SJ07-5037	212-0000-0161/ 2	Intercity/Interregional/Hopper	I/C I/R Operations	San Joaquin County-Operations	$300,000,000	2.01
SJRTD	SJ07-5039	212-0000-0367	Non-Revenue Hybrid Replacement Vehicles	Costs associated with the purchase of ten hybrid electric replacement vehicles		$219,000	2.10
SJRTD	SJ07-5040	212-0000-0332/ 2	Operational Facilities	Expansion/Modernization	San Joaquin County-Capital	$7,500,000	2.11
SJRTD	SJ07-5041		Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	Stockton Metropolitan Area-Capital	$6,400,000	2.07
SJRTD	SJ07-5042	212-0000-0352	Regional Transportation Center	Expansion/Modernization	San Joaquin County-Capital	$70,000,000	2.08
SJRTD	SJ07-5043	212-0000-0244	RTD Capital Improvement Projects	Capital improvements	San Joaquin County-Capital	$20,000,000	2.10
SJRTD	SJ07-5044		SMA	Expansion and replacement buses	Stockton Metropolitan Area-Capital	$50,000,000	2.10
SJRTD	SJ07-5045	212-0000-0161/ 2	SMA	SMA Fixed Route and SMA DAR	Stockton Metropolitan Area-Operations	$934,929,201	2.01
SJRTD	SJ07-5046	212-0000-0158	Support Vehicles	Cost to secure support vehicles	San Joaquin County-Capital	$1,000,000	2.10
SJRTD/□City of Stockto	SJ07-5047	212-0000-0364	BRT Project Phase II Airport Way Corridor: Stockton Airport to Downtown Transit Center	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments		$2,408,000	2.07
SJRTD	SJ11-2003		BRT Project Phase III: Hammer Lane Corridor.	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments	Stockton Metropolitan Area-Capital	$10,000,000	2.07
SJRTD	SJ11-2004		BRT Project Phase III: Hammer Lane Corridor. Hybrid Diesel-Electric Bus Procurement	Costs associated with the purchase of hybrid diesel-electric buses	Stockton Metropolitan Area-Capital	$6,000,000	2.01
SJRTD	SJ11-2005		BRT Project Phase III: Hammer Lane Corridor.	Hammer Triangle Transfer Station	Stockton Metropolitan Area-Capital	$800,000	2.07
SJRTD	SJ11-2006		BRT Project Phase III: Hammer Lane Corridor.	Hammer Triangle Transfer Station	Stockton Metropolitan Area-Capital	$34,200,000	2.07
Tracy	SJ07-5048	212-0000-0349	DAR	DAR Capital	Purchase 4 buses every 5 year period (20 Total)	$2,000,000	2.10
Tracy	SJ07-5049	212-0000-0350	Fixed Route Service	Capital	Purchase 3 buses every 5 year period; Purchase 2 buses every 10 year period	$3,000,000	2.10
Tracy	SJ07-5050	212-0000-0206	TRACER Capital	Construction of turnouts and 18 shelters	various locations including multi-modal station	$1,370,000	2.07

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Tracy	SJ07-5051	212-0000-0206	TRACER Capital	Phase I Bus Turnouts - Street Facility improvements for bus turnouts to improve traffic flow, decrease emissions, and operations/passenger safety	TRACER Capital	$1,760,000	5.03
Tracy	SJ07-5052	212-0000-0206	TRACER Capital	Phase Bus Turnouts II - Passenger Shelters	Costs of passenger shelters and bus turnouts	$1,125,000	2.07
Tracy	SJ07-5053	212-0000-0347	TRACER Capital	Paratransit Minivans	Cost of Paratransit Minivans at $70,000 each	$140,000	2.10
Tracy	SJ07-5054	212-0000-0348	TRACER Capital	Transit Supervisor Vehicle	Cost of a Transit Supervisor Vehicle	$50,000	2.10
Tracy	SJ07-5055	212-0000-0149	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	Includes 3.0% increase in operations annually as a result of growth	$20,676,000	2.01
Tracy	SJ07-5056	212-0000-0208	TRACER Project Mangement and Planning	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan and Grant Management	TRACER Project Management and Planning	$1,377,000	2.04
Tracy	SJ11-2007		Fixed Route Service	Fleet expansiobn - 6 Hybrid or CNG buses	Purchase 6 buses over a 5 year period	$3,700,000	2.10
Tracy	SJ11-2008		TRACER Capital	Vehicle Storage and Maintainence Facility	Location within City limits, to support expansion of fleet	$30,000,000	2.11
Tracy	SJ11-2009		TRACER Capital	CNG Station replacement	Cost to replace old equipment	$4,000,000	2.11
Tracy	SJ11-2010		TRACER Capital	Bus shelters replacement	Replacement of existing shelters/benches	$2,500,000	2.07
Lodi	SJ07-5058	212-0000-361	Dial-A-Ride Fixed Route Bus Replacement Project	Cost associated with the purchase of seven fixed route bus replacement projects		$1,000,000	2.10
Various Agencies	SJ07-5059	212-0000-0400	FTA JARC Funding	Costs associated with the competively selected projects from the Coordinated Human Services Transportation Plan for San Joaquin County.	San Joaquin County	$9,200,000	2.01
Various Agencies	SJ07-5060	212-0000-0401//2	FTA New Freedom Funding	Costs associated with the competively selected projects from the Coordinated Human Services Transportation Plan for San Joaquin County, and the costs associated with the implementation of the Coordinated plan.	San Joaquin County	$3,200,000	2.01
Caltrans	SJ07-6001	112-0000-0139	Caltrans Intercity Rail	Construct double main track, panelized turnouts, relocate/renew siding turnout, and realign existing trackage.	San Joaquin County between Escalon and Stockton	$31,200,000	2.09
SJRRC	SJ07-6002	212-0000-0121	ACE Capital	Acquisition of two rail cars	ACE Capital	$3,648,000	2.10

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
SJRRC	SJ07-6003	212-0000-0281	ACE Capital	Purchase two additional rail cars for ACE service expansion	ACE Capital	$8,800,000	2.10
SJRRC	SJ07-6004	212-0000-0190	ACE Capital	SJRRC shared costs for the overall maintenance of vehicles	ACE Capital	$7,564,000	2.01
SJRRC	SJ07-6005	212-0000-0262	ACE Capital	Capital lease with UPRR for a 10 year trackage rights	ACE Capital	$14,780,000	2.01
SJRRC	SJ07-6006	212-0000-0293	ACE Capital	Signal Upgrade project	Between Niles Junction and Lathrop	$4,325,000	2.01
SJRRC	SJ07-6007		ACE Capital	Purchase of Replacement Vehicles (Bus, Van) for ACE Service	ACE Capital	$126,000	2.10
SJRRC	SJ07-6008		ACE Capital	Construction of an ADA compliant pedestrian underpass and Center Platform at the Station to facilitate train movement	Santa Clara Caltrain Station	$3,448,000	2.08
SJRRC	SJ07-6009		ACE Capital	Realignment of tracking	Near Altamont Pass	$4,064,000	2.09
SJRRC	SJ07-6010	212-0000-0301	ACE Capital	Construction	Northwest Track Connection in Stockton	$7,500,000	2.08
SJRRC	SJ07-6011	212-0000-0302	ACE Capital	Improvements to the Wireless Security System on the ACE service	ACE Capital	$500,000	2.01
SJRRC	SJ07-6012	212-0000-0303	ACE Capital	Double Track in Lathrop and Track Extension in Stockton	Between Stockton and Lathrop	$4,000,000	2.09
SJRRC	SJ07-6013	112-0000-0140	ACE Capital	Restoration of abandoned Depot building	Downtown Stockton, between Weber Ave and Miner Ave	$7,000,000	2.08
SJRRC	SJ07-6014	212-0000-0210	ACE Equipment Maintenance Facility	Relocation of ACE Maintenance Facility from Union Pacific Railroad facility to permanent facility.	ACE Capital	$32,250,000	2.11
SJRRC	SJ07-6015	212-0000-0306	ACE Gap Closure Project	Allow SJRCC to operate on separate tracks from Union Pacific Railroad between maintenance yard and the station siding.	Between the Stockton ACE Station and the ACE Equipment Maintenance Facility	$7,000,000	2.01
SJRRC	SJ07-6016		ACE Service Extensions	Enhance/extend intercity rail to benefit residents; integrate ACE with the State intercity rail service; extend ACE service	San Joaquin County and San Joaquin Valley; Sacramento, Modesto, and San Francisco	$8,563,000	2.01
SJRRC	SJ07-6017		ACE Corridor	Acquisition of ACE Corridor between Lathrop and Niles Junction	Between Lathrop and Niles Junction	$45,000,000	2.09
SJRRC	SJ07-6018		Phase II Implementation Plan for the Central Valley Rail Service	Commuter rail service	Central Valley to Sacramento	$1,000,000	2.09

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
SJRRC	SJ07-6019		Operations	Shuttle Services in San Joaquin County stations	San Joaquin County	$1,123,000	2.09
SJRRC	SJ07-6020		Capital	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 1		$17,000,000	2.11
SJRRC	SJ07-6021		ACE Operations	ACE operations and Capital Access Fee (5 trains from 2012 to 2016, 6 trains from 2017 to 2021, 7 trains from 2022 to 2029 and 8 trains from 2030 to 2041)	SJRRC/Santa Clara/Alameda contributions shown	$241,365,000	2.01
SJRRC	SJ07-6022		Lathrop Transfer Station	Lathrop Transfer Station-Between ACE and Central Valley Service		$5,500,000	2.07
SJRRC	SJ07-6023		Rail Information Systems	Rail Information Systems (Ticket vending machines, on-train internet, changeable message signs at stations, trip planner via internet, real time system for train status for ACE and other connecting services)		$13,400,000	2.01
SJRRC	SJ07-6024		Rail Station Expansion	Rail Station Expansion/Improvements/Access	Stockton station, Lathrop station and Tracy 2nd station (west)	$28,250,000	2.09
SJRRC	SJ07-6025		Central Valley Rail Service	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)		$125,000,000	2.09
SJRRC	SJ07-6026		Central Valley Rail Service	Central Valley Commuter Rail Service (Rolling stock procurement and construction of layover facility in Ripon. Track construction projects include siding extension, construction of double track, road crossing improvements, and signal improvements.		$35,000,000	2.01
Various	SJ07-6027		Northern California Logistical Program	Implement rail freight shuttle	Between the Port of Stockton and Port of Oakland to divert truck freight traffic from the I-205 corridor	$10,000,000	2.09
Lathrop	SJ07-8001	212-0000-0119	Lathrop Road	Bicycle Facilities Improvement Project: Provision of bicycle and pedestrian facilities	City of Lathrop	$175,000	3.02
Ripon	SJ07-8002	212-0000-0339	Jack Tone Road	Reconstruct roadway to include a new Class 1 bikeway	Jack Tone Road	$3,000,000	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Ripon	SJ07-8003		Stanislaus River Trail	Construct Class I bicycle/pedestrian trail along the Stanislaus River	Corps Park to Jack Tone Golf Course Stanislaus River Trail	$1,500,000	3.02
San Joaquin County	SJ07-8004		Airport Way	Construction of a Class III Bike Lane	Durham Ferry Road to Trahern Road, 3.7 miles	$148,000	3.02
San Joaquin County	SJ07-8005		Airport Way	Construction of a Class III Bike Lane	West Ripon Road to Trahern Road, 2.7 miles	$108,000	3.02
San Joaquin County	SJ07-8006		Armstrong Road	Widen existing 20' roadway to 32' wide for construction of a class III bike lane	Davis Road to Lower Sacramento Road	$1,609,000	3.02
San Joaquin County	SJ07-8007		Armstrong Road	Construction of a Class III Bike Lane	Micke Grove Road to Frontage Road, 0.7 miles	$210,000	3.02
San Joaquin County	SJ07-8008		Armstrong Road	Construction of a Class III Bike Lane	West Lane to Micke Grove Road, 0.3 miles	$90,000	3.02
San Joaquin County	SJ07-8009		Armstrong Road	Construction of a Class III Bike Lane	Davis Road to West Lane, 3.0 miles	$900,000	3.02
San Joaquin County	SJ07-8010		Austin Road	Construct 4 feet roadway widening on each side to provide class III bike route and resurface existing roadway	French Camp Road to Louise Avenue, 2.3 miles	$1,884,000	3.02
San Joaquin County	SJ07-8011		South Stockton Sidewalks	Installation of curb, gutter and sidewalks on streets in the southeast area of unincorporated Stockton	Eleventh Street (B Street to D Street), D Street (Loomis Road to Eighth Street), Eighth Street (Bieghle Street to D Street), Ninth Street (D Street to Pock Lane) and Pock Lane (City limits to Loomis Road)	$3,304,000	3.02
Stockton	SJ11-8001		Duck Creek/Walker Slough	Construct Class I bicycle/pedestrian trail	Houston Avenue/Colorado Avenue to Stagecoach Road	$4,588,166	3.02
Stockton	SJ11-8002		EBMUD corridor	Construct Class I bicycle/pedestrian trail	March Lane to West Lane	$330,000	3.02
Stockton	SJ11-8003		EBMUD corridor	Construct Class I bicycle/pedestrian trail	Lorraine Avenue to Holman Road	$552,000	3.02
Stockton	SJ11-8004		Stockton Diverting Canal	Construct Class I bicycle/pedestrian trail	Cherokee Road to Mormon Slough	$2,010,000	3.02
Stockton	SJ11-8005		Center Street	Construction of a Class II Bike Lane	Cleveland Street to El Dorado Street	$210,000	3.02
Stockton	SJ11-8006		El Dorado Street	Construction of a Class II Bike Lane	Cleveland Street to Hazelton Avenue	$137,250	3.02
Stockton	SJ11-8007		Airport Way	Construction of a Class II Bike Lane	Miner Avenue to Sperry Road/Arch Airport Road	$309,000	3.02
Stockton	SJ11-8008		Pershing Avenue/Mendocino Avenue	Construction of a Class II Bike Lane	Alpine Avenue to Kensington Way	$37,500	3.02
Stockton	SJ11-8009		Eight Mile Road	Construction of a Class II Bike Lane	I-5 to Jack Tone Road	$60,400	3.02
Stockton	SJ11-8010		Calaveras River	Construct Class I bicycle/pedestrian trail	Ijams Road to Maranatha Drive	$876,000	3.02
Stockton	SJ11-8011		Mosher Slough	Construct Class I bicycle/pedestrian trail	Estate Drive to Thornton Road	$1,002,000	3.02

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Stockton	SJ11-8012		Thornton Road	Construction of a Class II Bike Lane	Bear Creek to Pershing Avenue	$110,250	3.02
Stockton	SJ11-8013		Claremont Avenue	Construction of a Class II Bike Lane	Swain Road to the Calaveras River	$86,250	3.02
Stockton	SJ11-8014		Tam O'Shanter Drive	Construction of a Class II Bike Lane	Morada Lane to EBMUD Corridor	$174,750	3.02
Stockton	SJ11-8015		Brookside Road	Construction of a Class II Bike Lane	Along Calaveras River to Pershing Avenue	$8,450	3.02
Stockton	SJ11-8016		Lower Sacramento Road	Construction of a Class II Bike Lane	Armstrong Road to Hammer Lane	$23,600	3.02
Stockton	SJ11-8017		West Lane	Construction of a Class II Bike Lane	Armstrong Road to East Morada Lane	$18,900	3.02
Stockton	SJ11-8018		EBMUD corridor	Construct Class I bicycle/pedestrian trail	SR 99 to General Plan northern boundary	$3,600,000	3.02
Stockton	SJ11-8019		Eight Mile Road	Construction of a Class II Bike Lane	Trinity Parkway to I-5	$120,000	3.02
Stockton	SJ11-8020		South Bear Creek	Construct Class I bicycle/pedestrian trail	Lower Sacramento Road to Bear Creek	$762,000	3.02
Stockton	SJ11-8021		El Dorado Street	Construction of a Class II Bike Lane	South Bear Creek to Lincoln Road	$108,000	3.02
Stockton	SJ11-8022		Sutter Street	Construction of a Class II Bike Lane	Calaveras River to Cleveland Street	$1,660,423	3.02
Stockton	SJ11-8023		Hammer Lane	Construction of a Class II Bike Lane	Alexandria Place to Lower Sacramento Road	$53,250	3.02
Stockton	SJ11-8024		West Lincoln Road	Construction of a Class II Bike Lane	Alexandria Place to El Dorado Street	$7,950	3.02
Stockton	SJ11-8025		Swain Road	Construction of a Class II Bike Lane	Harrisburg Place to Inglewood Avenue	$5,000	3.02
Stockton	SJ11-8026		Sperry Road/Arch Airport Road/Arch Road	Construction of a Class II Bike Lane	French Camp Road to Austin Road	$28,800	3.02
Various	SJ07-8021		Miscellaneous regional pedestrian and bicycle facilities	Specific projects are listed in the local agency bike plans subject to updates and competitive project selection.	Various locations throughout San Joaquin County	$128,719,990	3.02
Various	SJ07-9001		Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	$4,600,000	3.01
Various	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	$5,000,000	1.07
Stockton	SJ07-9004		Stockton		Neighborhood Traffic Calming	$8,050,000	1.07
Stockton	SJ07-9005		Stockton		Sidewalk, Curb, Gutter & Wheelchair Ramps	$16,100,000	1.03
Stockton	SJ07-9006		Stockton		Street Lighting Improvements	$2,875,000	1.18
Stockton	SJ07-9007		Stockton		Traffic Control System Upgrades	$29,900,000	1.07

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Stockton	SJ07-9008		Stockton		Install Traffic Signals	$2,560,000	5.02
Caltrans	SJ07-1019	212-0000-0313	Various locations	SHOPP - Collision Reduction Grouped Projects	Various	$312,872,602	1.06
Caltrans	SJ07-1020	212-0000-0314	Various locations	SHOPP - Mobility Grouped Projects	Various	$92,928,777	1.06
Caltrans	SJ07-1021	212-0000-0315	Various locations	SHOPP Roadway Preservation Grouped Projects	Various	$234,525,465	1.10
Caltrans	SJ07-1022	212-0000-0392	Various locations	SHOPP-Other (Emergency Response, Mandates, Bridge Preservation, Roadside Preservation Etc.)	Various	$30,747,973	1.06
Caltrans	SJ07-3002	212-0000-0272	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various	$16,490,513	1.19
Caltrans	SJ07-3003	various	Various locations	Caltrans Highway Bridge Program Line Item projects (Safety)	Various	$138,179,445	1.19
Caltrans	SJ07-3004	212-0000-0307	Various locations	Lump sum for Emergency Repair Program (Safety)	Various	$375,000	1.06
Caltrans	SJ07-3005	212-0000-0353	Various locations	Caltrans Minor Program (Safety)	Various	$5,102,075	1.06
Lodi	SJ11-3065	212-0000-0001	Turner Rd Overlay	Operations and Maintence	Street Overlay on Turner Rd from Mills Ave to Pleasant St	$453,571	1.07
Lodi	SJ11-3066	212-0000-0001	Hutchins Street Reconstruction	Operations and Maintence	Hutchins St from Lodi Ave to Pine St	$460,841	1.07
Manteca	SJ11-3067	212-0000-0001	Roadway Rehab Lathrop Rd and Union Rd	Rehabilitate roadway and surrounding streets	Lathrop Rd: from Airport Way to Union Rd, Lathrop Rd: Union Rd to Main St, Union Rd: Crom St to Yosemite Ave	$428,460	1.10
Manteca	SJ11-3068	212-0000-0001	Roadway Rehab Louise Ave and Northgate Dr	Rehabilitate roadway and surrounding streets	Louise Ave from UPRR to Main St, Northgate Dr from Crestwood Ave to Main St	$436,083	1.10
Ripon	SJ11-3069	212-0000-0001	Stockton Avenue Reconst	Reconstruction	Second Street to Doak Avenue	$283,155	1.10
Ripon	SJ07-3035	112-0000-0162	Main and Stockton St	Rehabilitate roadways and widen Stockton Street from 2 to 4 lanes between Second Street and Doak Boulevard	On Main Street from Acacia to Jack Tone Road and on Stockton Street from Main to Doak Blvd	$7,294,000	1.10
San Joaquin County	SJ07-3045	112-0000-0143	Carpenter Road	Rehabilitate roadway and surrounding streets	South of Stockton on Carpenter Rd from South 99 Frontage Rd to east end and nearby streets	$323,000	1.10
San Joaquin County	SJ07-3046	212-0000-0322	Cherokee Rd	Rehabilitate roadway and surrounding streets	Sanguinetti Lane to Newtown Road	$460,000	1.10
San Joaquin County	SJ07-3047	112-0000-0144	Cherryland Ave, Rt 88-Leonardini	Rehabilitate roadway and surrounding streets	East of Stockton from SR 88 to Leonardini Rd and nearby streets	$353,000	1.10

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
San Joaquin County	SJ07-3048	112-0000-0149	Duncan Road	Rehabilitate roadway and surrounding streets	East of Stockton from Copperopolis Rd to SR 26 and nearby streets	$737,000	1.10
San Joaquin County	SJ07-3051	212-0000-0324	Escalon-Bellota Road	Rehabilitate roadway and surrounding streets	Near Stanislaus County border between SR4 and Copperopolis Rd	$726,000	1.10
San Joaquin County	SJ07-3054	212-0000-0325	Jack Tone Rd	Rehabilitate roadway and surrounding streets	French Camp Rd to Wildwood Road	$650,000	1.10
San Joaquin County	SJ07-3055		Jack Tone Road	Upgrade existing 2 lane highway to a 4 lane roadway facility with 8' paved shoulders, including the replacement of 5 bridges and widen one overpass bridge over the BNSF RR and acquire associated R/W.	Between Ripon City limits and Mariposa Road	$71,085,305	1.10
San Joaquin County	SJ07-3056	212-0000-0326	Liberty Rd	Rehabilitate roadway and surrounding streets	Dry Creek Rd to Mackville Rd	$650,000	1.10
San Joaquin County	SJ07-3060	212-0000-0327	Mackville Rd	Rehabilitate roadway and surrounding streets	SR-12/88 to Jahant Road	$306,000	1.10
San Joaquin County	SJ07-3063		Pershing Avenue	Operational Improvements	Meadow Avenue to Thorton Road	$3,799,500	1.10
San Joaquin County	SJ07-3064	212-0000-0329	Schulte Road	Rehabilitate roadway and surrounding streets	Hansen Rd to Lammers Rd	$600,000	1.10
San Joaquin County	SJ11-3070	212-0000-0001	Grant Line Road	Rehabilitate roadway and surrounding streets	Mountain House Parkway to Byron Road	$1,159,863	1.10
San Joaquin County	SJ11-3071	212-0000-0001	Sante Fe Resurfacing	Rehabilitate roadway and surrounding streets	Stanislaus County to River Road	$589,700	1.10
San Joaquin County	SJ11-3072	212-0000-0001	Alpine Ave Resurfacing	Rehabilitate roadway and surrounding streets	Plymouth Ave to Mission Rd	$715,025	1.10
San Joaquin County	SJ11-3073	212-0000-0001	Sinclair Ave Resurfacing	Rehabilitate roadway and surrounding streets	SR4 to Section Ave	$291,511	1.10
San Joaquin County	SJ11-3074	212-0000-0001	Michigan Ave Resurfacing	Rehabilitate roadway and surrounding streets	Kirk Ave to Ryde Ave	$256,309	1.10
San Joaquin County	SJ11-3075	212-0000-0001	Escalon Bellota Resurfacing	Rehabilitate roadway and surrounding streets	Mariposa Rd to SR4	$2,449,785	1.10
San Joaquin County	SJ11-3076	212-0000-0001	Escalom-Bellota Road	Rehabilitate roadway and surrounding streets	Escalon City Limits to Mariposa Rd	$872,566	1.10
San Joaquin County	SJ11-3077	212-0000-0001	Walnut Grove Road Resurfacing	Rehabilitate roadway and surrounding streets	Sacramento County Line to New Hope Bridge	$804,128	1.10
San Joaquin County	SJ11-3078	212-0000-0001	West Lane Resurfacing-Southbound	Rehabilitate roadway and surrounding streets	Armstrong Road to Eight Mile Road	$1,193,321	1.10
SJCOG	SJ07-3071	212-0000-0001	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	San Joaquin County	$6,424,503	1.10
Stockton	SJ07-3074		Roadway reconstruction	Airport Way	Tenth Street to Duck Creek	$1,900,000	1.10

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Stockton	SJ07-3080		Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	City streets, various locations	$5,677,796	1.10
Stockton	SJ11-3079	212-0000-0001	Caroyln Weston Blvd	Operations and Maintence	West of Isho Goto to South of William Moss	$451,824	1.10
Stockton	SJ11-3080	212-0000-0001	Davis Rd	Operations and Maintence	Bear Creek to Wagner Heights	$395,346	1.10
Stockton	SJ11-3081	212-0000-0001	Eighth Street	Operations and Maintence	Lever Blvd to Fresno Avenue	$349,240	1.10
Stockton	SJ11-3082	212-0000-0001	Weber Ave	Operations and Maintence	Center St to RRTS	$564,780	1.10
Stockton	SJ11-3083	212-0000-0001	Pershing Ave	Operations and Maintence	Smith Canal to Country Club Blvd	$282,390	1.10
Stockton	SJ11-3003	212-0000-0558	Weber Avenue	Roadway Reconstruction	Stanislaus St. to UPRR	$5,590,000	1.10
Stockton	SJ07-3088		Airport Way	Intersection Modifications	Harding Way to Industrial Rd	$8,600,000	1.10
Tracy	SJ11-3084	212-0000-0001	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	City streets, various locations	$1,257,734	1.10
Lodi	SJ11-3085	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$132,060,382	1.10
Manteca	SJ11-3086	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$136,992,599	1.10
Ripon	SJ11-3087	212-0000-0001	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$23,557,086	1.10
San Joaquin County	SJ11-3088		Various Roadway Rehabilitation	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	Rehabilitate roadway and surrounding streets	$877,473,078	1.10
Stockton	SJ11-3089		Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$601,590,370	1.10
Tracy	SJ11-3099	212-0000-0567	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$168,306,914	1.10
Caltrans	SJ11-3090		Section 130 Railroad Grade Crossing Hazard Elimination Projects	Eliminate hazards at railroad grade crossings	Various locations in San Joaquin County	$7,126,000	1.06
Lathrop	SJ07-4004	112-0000-0155	Lathrop Road at UPRR (Westerly)	Preliminary engineering and Environmental Phase and Construction of a 4 lane overpass	Lathrop Road at UPRR	$15,000,000	4.01
Caltrans	SJ11-2035	212-0000-0578	SR-99 Widening in Manteca and San Joaquin Phase IV	Mitigation Planting	In Manteca on SR-99 from 0.7 mile north of Louise Ave to 0.5 mile north of French Camp Road	$2,559,000	4.09

Exempt Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)				Estimated Cost	Exemption Code
Caltrans	SJ2011MIN	212-0000-0575	SHOPP Minor Program	Restore Drainage System	SHOPP-Minor Program (Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement resurfacing and/or rehab - Minor Program)	$1,198,000	1.06
Caltrans	SJ09-3070	212-0000-0506	Section 130 Railroad Grade Crossing Hazard Elimination Projects	Eliminate hazards at railroad grade crossing at intersection of Industrial Road and UPRR in the unincorporated area of the City of Stockton.	In the unincorporated area of the City of Stockton at the intersection of Industrial Road and UPRR.	$3,960,000	1.06
Caltrans	SJ09-3070	212-0000-0506	Section 130 Railroad Grade Crossing Hazard Elimination Projects	Eliminate hazards at railroad grade crossing at intersection of Hazelton Ave and UPRR in the City of Stockton.	In the City of Stockton at the intersection of Hazelton Ave and UPRR.	$837,925	1.06
Lathrop	SJ09-3070	212-0000-0525	I-5 Lathrop Road Interchange and Improvements and Rehab	I-5/Lathrop Road Interchange Improvements and Rehab (Install traffic signals at Lathrop Road, Golden Valley Parkway, I-5 NB and I-5 SB Ramps Pavement and Rehabilitation	In the City of Lathrop at Lathrop Road, Golden Valley Parkway, I-5 NB and I-5 SB Ramps	$1,001,232	5.02

APPENDIX C

CONFORMITY ANALYSIS DOCUMENTATION

San Joaquin COG 2011 Conformity

Variable	Source	Analysis Year							
		2011	2012	2014	2017	2020	2023	2025	2035
EDP	EMFAC 2007	498,294	509,022	531,177	566,234	603,609	643,099	670,852	825,872
EVMT	EMFAC 2007	19,110,776	19,510,394	20,467,440	21,997,564	23,565,812	25,117,362	26,159,382	32,045,964
MVMT	TPA Model	16,449,900	16,850,635	17,709,952	18,924,347	19,880,396	20,820,051	21,476,041	24,404,218
N	Calculated	428,914	439,629	459,614	487,127	509,212	533,072	550,749	628,933

<=Enter Modeled Daily VMT Here

<= Read New Vehicle Population Her

N = New Population
EDP = EMFAC Default Population
MVMT = Modeled VMT
EVMT = EMFAC Default VMT

EMFAC Emissions (tons/day)

SAN JOAQUIN

Pollutant	Source	Description							
					2017			2025	2035
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)			59.20			39.73	34.46
		Conformity Total			59			40	34
			2011	2014	2017	2023	2025	2035	
Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	9.93	8.40	7.17	5.62	5.34	4.50	
	District Existing Local Reductions	School Bus Fleet rules	0.00	0.00	0.00	0.00	0.00	0.00	
	ARB Existing Local Reductions	Relfash, Idling, and Moyer	0.01	0.01	0.01	0.01	0.01	0.01	
	District New/Proposed Local Reductions	Employee Trip Reduction	0.12	0.13	0.13	0.14	0.14	0.14	
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy	0.00	0.00	0.00	0.00	0.00	0.00	
		Conformity Total	9.80	8.26	7.03	5.47	5.19	4.35	
Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	30.45	24.72	19.50	12.92	11.94	10.10	
	District Existing Local Reductions	School Bus Fleet rules	0.06	0.11	0.27	0.27	0.27	0.27	
	ARB Existing Local Reductions	Relfash, Idling, and Moyer	2.29	2.19	1.92	1.68	1.68	1.68	
	District New/Proposed Local Reductions	Employee Trip Reduction	0.04	0.05	0.05	0.06	0.06	0.06	
	ARB New/Proposed State Reductions	Passenger and Truck Measures included in the Draft State Strategy	0.00	0.00	0.00	0.00	0.00	0.00	
		Conformity Total	28.06	22.37	17.26	10.91	9.93	8.09	
					2020		2025	2035	
PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear			1.24		1.21	1.29	
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			0.02		0.02	0.02	
		Conformity Total			1.22		1.19	1.27	
PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)			15.47		11.98	10.11	
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Relfash)			1.71		1.71	1.71	
		Conformity Total			13.76		10.27	8.40	
			2012	2014	2017		2025	2035	
PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	1.13	1.05	0.94		0.80	0.83	
	ARB	Adopted State and Local Measures not included in EMFAC 2007	0.01	0.01	0.01		0.01	0.01	
	ARB	2007 State Strategy	0.00	0.00	0.00		0.00	0.00	
		Conformity Total	1.10	1.00	0.90		0.80	0.80	
PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	28.74	24.87	19.62		11.98	10.11	
	ARB	Adopted State and Local Measure not included in EMFAC 2007	2.33	2.24	2.24		2.24	2.24	
	ARB	2007 State Strategy	0.00	0.00	0.00		0.00	0.00	
		Conformity Total	26.40	22.60	17.40		9.70	7.90	

Paved Road Dust Emissions (tons/day)

San Joaquin 2020

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,618,920	3,876	1111.983	1069.971	2.931	0.075	2.712
Enter Arterial VMT ==>		Arterial	6,514,294	2,378	981.431	944.352	2.587	0.282	1.858
Enter Collector VMT ==>		Collector	1,851,862	676	278.998	268.457	0.735	0.407	0.436
		Urban	539,878	197	342.761	329.811	0.904	0.324	0.611
Enter Total of Urban and Rural		Rural	355,442	130	642.385	618.115	1.693	0.090	1.541
Local VMT Here =>	895,320								
		Totals	19,880,396	7,256	3357.558	3230.707	8.851		7.157

San Joaquin 2025

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	11,563,797	4,221	1210.928	1165.178	3.192	0.075	2.953
Enter Arterial VMT ==>		Arterial	6,937,913	2,532	1045.253	1005.762	2.756	0.282	1.978
Enter Collector VMT ==>		Collector	2,004,137	732	301.940	290.532	0.796	0.407	0.472
		Urban	585,027	214	371.426	357.393	0.979	0.324	0.662
Enter Total of Urban and Rural		Rural	385,167	141	696.106	669.807	1.835	0.090	1.670
Local VMT Here =>	970,194								
		Totals	21,476,041	7,839	3625.652	3488.672	9.558		7.735

San Joaquin 2035

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	12,977,616	4,737	1358.979	1307.636	3.583	0.075	3.314
Enter Arterial VMT ==>		Arterial	8,001,993	2,921	1205.565	1160.018	3.178	0.282	2.282
Enter Collector VMT ==>		Collector	2,294,145	837	345.632	332.573	0.911	0.407	0.540
		Urban	681,670	249	432.783	416.432	1.141	0.324	0.771
Enter Total of Urban and Rural		Rural	448,794	164	811.098	780.454	2.138	0.090	1.946
Local VMT Here =>	1,130,464								
		Totals	24,404,218	8,908	4154.057	3997.113	10.951		8.853

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

SAN JOAQUIN

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans
60.3% Urban
39.7% Rural
100.0% Total

Road Type	Base EF (lb PM10/ VMT
Freeway	0.000573793
Arterial	0.000825524
Collector	0.000825524
Local	0.003478828
Rural	0.009902924

SAN JOAQUIN

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	10.5	9.5	8.0	5.3	2.8	1.0	0	0	1.0	2.8	6.3	7.8	**54.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.92	0.92	0.94	0.96	0.98	0.99	1.00	1.00	0.99	0.98	0.95	0.94	**0.96**

Road Construction Dust

SAN JOAQUIN

Description						
	2020		2025		2035	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5171	2020	5707	2025	5922
Horizon	2020	5,707	2025	5,922	2035	5,978
Difference	15	536	5	215	10	56
Lane Miles per Year		36		43		6
Acres Disturbed		139		167		22
Acre-Months		2495		3002		391
Emissions (tons/year)		274.432		330.240		43.008
Annual Average Day Emissions (tons)		0.752		0.905		0.118
District Rule 8021 Control Rates		0.290		0.290		0.290
Total Emissions (tons per day)		**0.534**		**0.642**		**0.084**

PM10 Emission Trading Worksheet

SAN JOAQUIN CONFORMITY ESTIMATES (tons/day)

	2020		2025		2035	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.220	13.760	1.190	10.270	1.270	8.400
Paved Road Dust	7.157		7.735		8.853	
Unpaved Road Dust	0.113		0.113		0.113	
Road Construction Dust	0.534		0.642		0.084	
Total	**9.024**	**13.760**	**9.680**	**10.270**	**10.320**	**8.400**

Difference (2020 Budget - 2020)

	PM10	NOx
2020 Budgets	10.6	17.0
2020	9.0	13.8
Difference	**1.6**	**3.2**
* 1.5 (Adjustment to NOx Budget)	-2.4	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2020 Budget - 2025)

	PM10	NOx
2020 Budgets	10.6	17.0
2025	9.7	10.3
Difference	**0.9**	**6.7**
* 1.5 (Adjustment to NOx Budget)	-1.4	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

Difference (2020 Budget - 2035)

	PM10	NOx
2020 Budgets	10.6	17.0
2035	10.3	8.4
Difference	**0.3**	**8.6**
* 1.5 (Adjustment to NOx Budget)	-0.4	

NOTE: IF PM10 DIFFERENCE IS NEGATIVE, IMPLEMENT TRADING BELOW; IF NOT, INSERT RESULTS DIRECTLY INTO TOTALS SHEET

1:1.5 PM10 to NOx Trading

	PM10	NOx
2020 Budget	**10.6**	**17.0**

Adjusted 2020 Budget	**N/A**	**N/A**
2020 Conformity Total	**9.0**	**13.8**
Difference	**#VALUE!**	**#VALUE!**

TRADING NOT NECESSARY

Adjusted 2020 Budget	**N/A**	**N/A**
2025 Conformity Total	**9.7**	**10.3**
Difference	**#VALUE!**	**#VALUE!**

TRADING NOT NECESSARY

Adjusted 2020 Budget	**N/A**	**N/A**
2035 Conformity Total	**10.3**	**8.4**
Difference	**#VALUE!**	**#VALUE!**

TRADING NOT NECESSARY

2011 Conformity Results Summary -- SAN JOAQUIN

Pollutant	Scenario	Emissions Total		DID YOU PASS?
		CO (tons/day)		CO
Carbon Monoxide	2010 Budget	170		
	2017	59		YES
	2018 Budget	170		
	2018	57		YES
	2025	40		YES
	2035	34		YES

		ROG (tons/day)	NOx (tons/day)		ROG	NOx
Ozone	2011 Budget	12.1	34.7			
	2011	9.8	28.1		YES	YES
	2014 Budget	10.1	27.8			
	2014	8.3	22.4		YES	YES
	2017 Budget	8.6	21.3			
	2017	7.0	17.3		YES	YES
	2023	5.5	10.9		YES	YES
	2025	5.2	9.9		YES	YES
	2035	4.4	8.1		YES	YES

		PM-10 (tons/day)	NOx (tons/day)		PM-10	NOx
PM-10	2020 Budget	10.6	17.0			
	2020	9.0	13.8		YES	YES
	2020 Budget	10.6	17.0			
	2025	9.7	10.3		YES	YES
	2020 Budget	10.6	17.0			
	2035	10.3	8.4		YES	YES

		PM2.5 (tons/day)	NOx (tons/day)		PM2.5	NOx
1997 PM2.5 24-Hour & Annual Standards and 2006 24-Hour Standard	2012 Budget	1.4	32.8			
	2012	1.1	26.4		YES	YES
	2014	1.0	22.6		YES	YES
	2017	0.9	17.4		YES	YES
	2025	0.8	9.7		YES	YES
	2035	0.8	7.9		YES	YES

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
3										
4	SJC TCM 3	SJCOG	Rideshare Program	On going	STIP	2002, 2004, 2006	1120000025	Stockton, Regional Rideshare Program	On going	On going
5										
6	SJC5.17	SJCOG	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)		Measure K	2002	11200000039	SR 99 Widening	Complete	Complete
7						2002 2004	11200000054 11200000102	Hammer Ln and SR120 interchange improvement projects	Complete	Complete
8						2004	11200000040	I-205 Widening project	Complete	Complete
9										
10	SJC6.1	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
11										
12	SJC6.2	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete	Complete
13										
14	TCM4	SJCOG	Bicycle Programs		Measure K; STIP TE	2006	21200000339	Jack Tone Class I bikeway in Ripon	Complete	Complete
15										
16	SJC 9.3	Escalon	Bicycle and Pedestrian Program	Complete	TCSP, Local			State Route 120, McHenry Ave, and Main St pedestrian features; High School Linkage Program; sidewalk on First St	Complete	Complete
17										
18	TCM4	Escalon	Construct bicycle lane along McHenry Avenue	FY02/03	STIP TE $221,000	2002, 2004,2006	21200000146	Construct Escalon Gateway	Complete	Complete
19				2002-2003	TEA and CMAQ	2004	11200000154	Class I bike lane along McHenry Ave	Complete	Complete
20										
21	SJC5.2	Escalon	Coordinate Traffic Signal Systems		Local	2000	21200000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
22										
23	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	2000	21200000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete	Complete
24										
25	SJC 5.2	Lathrop	Coordinate Traffic Signal Systems	starting in 2004	Not specified			Coordinate traffic signals along Louise Avenue/Gold Rush Blvd.	Complete	Complete
26										

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
27	SJC 5.3	Lathrop	Reduce Traffic Congestion at Major Intersections	next 5 to 10 years	STIP and Local	2006	11200000155	Two grades separations on major arterial at railroad; reconstruct one intersection; require developers to signalize major arterial intersections	First Grade Separation complete as of 05/06. CTC allocated funding to second grade separation project in FY 10/11 (November, 2010). Project design anticipated to be complete by end of calendar year 2011. Construction anticipated to be complete by end of calendar year 2013.	Project design anticipated to be complete by end of calendar year 2011. Construction anticipated to be complete by end of calendar year 2013.
28										
29	SJC 10.4	Lathrop	Development of Bicycle Travel Facilities	ongoing	Not specified			Construct Class 1 and Class 2 bike lanes on all new arterial and collector streets	Complete	Complete
30										
31	SJC 15.2	Lathrop	Pedestrian and Bicycle Overpasses where Safety Dictates	2003	Not specified	2006	11200000155	Lathrop Road/UPRR grade separation to include a sidewalk and Class 2 bike lane	Complete	Complete
32										
33	TCM 4	Lathrop	Bicycle Programs		CMAQ and TEA			bike lanes on Fifth Street	Complete	Complete
34										
35	SJC 5.2	Lodi	Design Lodi Avenue Signal Interconnect Project	complete in 2006	CMAQ	2002	21200000143	Lodi Ave. signal installation and interconnect from Cherokee Ln to Lower Sacramento	Complete	Complete
36										
37	SJC5.3	Lodi	Reduce Traffic Congestion at Intersections		STIP, Measure K	2002	11200000159	Improve congestion at Kettleman Lane Gap Closure, Hwy 12/Mills Avenue, and Hwy 12/Tienda Drive	Complete	Complete
38										
39	SJC5.16	Lodi	Adaptive traffic signals and signal timing		CMAQ	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
40										
41	TCM1	Lodi	Traffic Flow Improvements		Local	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete	Complete
42										
43	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections		Local, Measure K	2004	11200000102	SR99/120 Improvements	Complete	Complete
44						2004	21200000271	South Union Widening		
45						2004	21200000214	Industrial Park Drive Improvements	Completed.	Completed.
46										
47	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	2004	11200000102	SR99/120 improvements	Complete	Complete
48										

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
49	TCM1	Manteca	Traffic Flow Improvements		Local, Measure K	2004	21200000271	South Union Road Widening	Complete	Complete
50						2004	21200000214	Industrial Park Drive	Completed.	Completed.
51										
52	TCM4	Manteca	Bicycle Programs		Local, Measure K	N/A	N/A	Tidewater Bikeways project	Completed.	Completed.
53										
54	TCM 1	Ripon	Traffic Flow Improvements	within 1-2 years	CMAQ			South Frontage Road	Complete	Complete
55										
56	SJC5.2	Ripon	Coordinate Traffic Signal Systems		Not specified	N/A	N/A	Install synchronized traffic signal systems on 4 locations	Complete	Complete
57										
58	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Wilma & Fulton. Left turn pockets at Frontage and Pine Street.	Complete	Complete
59										
60	SJC5.4	Ripon	Site Specific Transportation Control Measures		STIP/Measure K	2006	11200000162	Main and Stockton Street project. Signal synchronization along Main Street.	Project complete.	Project complete.
61										
62	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading		Not specified	N/A	N/A	The City will provide bus pullouts in curbs as part of Jack Tone Road Improvements Projects between Main and 4th Streets.	Complete	Complete
63										
64	SJC9.3	Ripon	Bicycle/Pedestrian Program		STIP	2004	21200000298	1.5 mile Class 1 bikeway between Doak Blvd and Canal Blvd.	Complete	Complete
65										
66	SJC15.2	Ripon	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local	N/A	N/A	Construct ADA accessible sidewalk over the Main Street Overpass	Complete	Complete
67										
68	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase II and West Lane widening project. Added duel left turn lane pockets.	Complete	Complete
69					HES/Local			Pershing Ave widening project. Adding a left turn pocket at Harding.	Complete	Complete
70										
71	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signal installed at Rosemarie/Precissi	Complete	Complete
72								New traffic signal installed and Montauban/Lorraine Streets	Complete	Complete
73										

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
74	SJC9.2	Stockton	Encouragement of Pedestrian Travel		Local	N/A	N/A	Traffic claming treatments along Pacific Avenue in Miracle Mile commercial area	Complete	Complete
75										
76	SJC9.3	Stockton	Bicycle/Pedestrian Program		Local	N/A	N/A	Hammer Lane/March Lane Class 2 Bike Lane project	Complete	Complete
77										
78	SJC10.4	Stockton	Development of Bicycle Travel Facilities		Local	N/A	N/A	Bear Creek Bike Path	Complete	Complete
79								Weston Ranch Bike Path	Complete	Complete
80										
81	SJC TCM 4	Stockton	Bicycle Program		Local	N/A	N/A	Class 1 Bike paths at Pixley Slough Bike Path	Complete	Complete
82										
83	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	N/A	N/A	Bicycle/pedestrian facilities included on grade separation project on march Lane and UPRR	Complete	Complete
84										
85	TCM1	Stockton	Traffic Flow Improvements		Local, Measure K	N/A	N/A	traffic flow improvements on Hammer Lane and El Dorado Street	Complete	Complete
86										
87	SJC 1.5	Tracy	Expansion of current fixed route to Wal-Mart	2002	Federal and State Transit	2002	21200000149	Operations assistance	Complete	Complete
88										
89	SJC 1.6	Tracy	Multi-Modal station	2004	STIP	2000/2002/2006	11200000104	Construct multi-modal station	Complete	Complete
90										
91	SJC 5.2	Tracy	Interconnect existing traffic signals on major corridors	on-going	partially CMAQ	2002	21200000114, 21200000145	11th St and MacArthur Dr traffic signal installation and interconnect project, Tracy Blvd traffic signal coordination project	Complete	Complete
92										
93	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		Not specified	N/A	N/A	11th St/MacArthur improvements	Complete	Complete
94								Tracy Blvd between Central Ave and Clover Street	Complete	Complete
95										

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
96	SJC5.4	Tracy	Site-Specific Transportation Control Measures		Not specified	N/A	N/A	Implement traffic control improvements on Byron/Corral Hollow Roads	Complete	Complete
97								Implement traffic control improvements on Grant Line/Corral Hollow Roads	Complete	Complete
98										
99	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading		TDA, FTA	N/A	N/A	Bus Pullouts in curbs for passenger loading on East St N/E of 10th Street	Complete	Complete
100								Bus Pullouts in curbs for passenger loading on Tracy blvd N/O Beverly Street	Complete	Complete
101										
102	SJC 7.3	Tracy	Involve school districts to encourage walking/biking to school		Not specified			print and distribute bike maps to schools	Complete	Complete
103										
104	SJC9.3	Tracy	Bicycle/Pedestrian Program		Local, Measure K	N/A	N/A	bike lane project on 11th Street west of Corral Hollow Road.	Complete	Complete
105										
106	SJC 10.2	Tracy	Bike Racks on Buses	2002	Not specified			Install bike racks on all city-owned buses	Complete	Complete
107										
108	SJC 10.4	Tracy	Development of Bicycle Travel Facilities	ongoing	Not specified			bike lockers at various locations and multi-modal station	Complete	Complete
109										
110	TCM 2	Tracy	Public Transit	ongoing	CMAQ, FTA, TDA			Transit improvements; purchase CNG buses; expanding transit service to Wal-Mart; printing material in Spanish	Complete	Complete
111										
112	TCM 4	Tracy	Bicycle Programs	ongoing	CMAQ and TEA			bike route signage; updated bicycle map for Tracy; bike racks on all TRACER buses	Complete	Complete
113										
114	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems		Local, Measure K	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
115								Pershing Ave/Thornton Road	Complete	Complete
116								Wilson Way/Alpine Avenue	Complete	Complete
117										
118	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local, Measure K	N/A	N/A	SR88 and Elliott Road	Complete	Complete
119								SR12 and Victor Road	Complete	Complete
120										

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
121	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures		Local	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete	Complete
122								Pershing Ave/Thornton Road	Complete	Complete
123								Wilson Way/Alpine Avenue	Complete	Complete
124										
125	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel		Local	N/A	N/A	Woodbridge Main Street Sidewalk Improvements	Complete	Complete
126										
127	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bike Route on Armstrong Road	Complete	Complete
128										
129	TCM1	San Joaquin County	Traffic Flow Improvements		Local, Measure K	N/A	N/A	Lower Sacramento Road	Complete	Complete
130								Hammer Lane	This is now a joint, phased project with City of Stockton. Phase 1 complete. Phase 2 anticipated completion end of 2010.	Complete
131								SR88 Improvements PSR	Complete	Complete
132								Traffic Signal at Ham Lane and West Lane	Complete	Complete
133										
134	SJC 1.1	SJRTD	Regional Express Bus Program		Federal and Measure K			purchase vehicles and operate interregional commuter service	Complete	Complete
135										
136	SJC 1.9	SJRTD	Downtown Stockton Transit Center	2 years after ground-breaking	Federal funds	2004	21200000236	Construct Downtown Transit Center	Complete	Complete
137										
138	ADDITIONAL PROJECTS IDENTIFIED									
139										
140	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Duck Creek Class I bicycle path gap closure	Project Design is complete. Delays due to right of way have been resolved, project complete.	Project complete.
141										
142	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Corral Hollow Rd/Lowell Ave Class I bikeway in Tracy	Complete	Complete
143										
144	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Lower Sacramento Rd Class III Bikeway in SJ County	Estimated completion by end of 2011	Estimated completion by end of 2011
145										
146	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Install bike racks on buses in Escalon	Complete	Complete

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
147										
148	SJC 5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	City implemented new turn lane and median divider at St. John and BNSF rail road crossing.	Complete	Complete
149										
150	SJC5.2	Lodi	Coordinate Traffic Signal Systems		Local	N/A	N/A		No further updates are required.	No further updates are required.
151										
152	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	South Frontage Road project between Maple Ave & Garrison Way.	Complete	Complete
153										
154	SJC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack Tone Class I Bike Path	Complete	Complete
155										
156	SJC5.2	Stockton	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-03101	Traffic Signal Controller Upgrade/Retiming March Lane, Wilson Way, and Harding Way	Estimated Completion by the end of 2013.	Estimated Completion by the end of 2013.
157										
158	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase III.	Project complete.	Project complete.
159					CMAQ/Local	2007	212-0000-0376	Installation of traffic signal at Tam O'Shanter Drive	Estimated completion by the end of 2013.	Estimated completion by the end of 2013.
160										
161	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signals to be installed (2): Turnpike @ Lincoln, Filbert @ Myrtle	Complete	Complete
162					Local	N/A	N/A	Upgrade left turn lanes to include protected left turn signals at three locations: Wilson @ Fremont, Pacific @ Alpine, and Pacific @ Bianchi	Complete	Complete
163										
164	SJC9.2	Stockton	Encouragement of Pedestrian Travel		CMAQ/Local	2007	212-0000-0373	Installation of sidewalks on streets in unincorporated south Stockton	Estimated completion by the end of 2013.	Estimated completion by the end of 2013.
165										
166	SJC9.3	Stockton	Bicycle Pedestrian Program		CMAQ/Local	2007	212-0000-3099	Class II Bike Lane on Tam O'Shanter Drive	Estimated completion by the end of 2013.	Estimated completion by the end of 2013.
167										

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
168	SJC5.2	Tracy	Coordinate Traffic Signal Systems		Local	N/A	N/A	Coordinate/synchronize traffic signals along Coral Hollow Rd and 11th Street	Complete	Complete
169										
170	SJC5.2	Tracy	Coordinate Traffic Signal Systems		CMAQ/Local	2007	212-0000-0365	Coordinate/synchronize traffic signals along Grant Line Road	Expected completion by the end of 2012.	Expected completion by the end of 2012.
171										
172	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		CMAQ/Local	2007	212-0000-0377	Installation of traffic signal at Byron Road and Lammers Road	Estimated completion by the end of 2013.	Estimated completion by the end of 2013.
173										
174	SJC 5.8	Tracy	On Street Parking Restrictions		Local	N/A	N/A	Parking restrictions on North side of Eaton Avenue East of Tracy Boulevard.	Complete	Complete
175								Parking restrictions on South side of Grant Line Road West of Tracy Boulevard.	Complete	Complete
176										
177	SJC9.3	Tracy	Bicycle/Pedestrian Program		Measure K	N/A	N/A	Gap closure projects to upgrade to Class I at two locations: Lowell Ave between Coral Hollow & Valley View; Corral Hollow between 11th St & Byron Rd	Complete	Complete
178										
179	SJC 9.5	Tracy	Encouragement of Bicycle Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local bicycle routes in 2007.	Complete	Complete
180										
181	SJC 15.1	Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2007	Complete	Complete
182		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2008	Complete	Complete
183		Tracy	Encouragement of Pedestrian Travel		Local	N/A	N/A	The City of Tracy Activity Guide advertised local walking routes in 2010	Complete	Complete
184										
185	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections		Local	N/A	N/A	SR-12 and Davis Road.	Complete	Complete
186					CMAQ/Local	2007	212-0000-0368	New traffic signals at LinneRoad at Chrisman Drive	Estimated completion by end of 2013.	Estimated completion by end of 2013.
187					CMAQ/Local	2007	212-0000-0369	New traffic signal at Howard Road at Tracy Boulevard	Estimated completion by end of 2013.	Estimated completion by end of 2013.
188					CMAQ/Local	2007	212-0000-0370	New traffic signal at Byron Road at Grant Line Road.	Estimated completion by the end of 2013.	Estimated completion by the end of 2013.

San Joaquin COG
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	J	K
1	RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	Implementation Status	2011 Conformity Update
2									(as of 02/11)	(as of 09/11)
189										
190	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bikeway on Austin Road from Louise Ave to French Camp Rd.	Complete	Complete
191					CMAQ/Local	2007	212-0000-0371	Class III Bikelane on Armstrong Road	Estimated completion by the end of 2013.	Estimated completion by the end of 2013.
192										
193	SJC1.5	SJRTD	Expansion of Public Transportation System		CMAQ/Local	2007	212-0000-0360	Purchase vehicles and operate intercity bus service	Estimated Completion by end of 2011.	Estimated Completion by end of 2011.
194					CMAQ/Local	2007	212-0000-0362 212-0000-0364	Purchase vehicles and expansion of BRT service.	Estimated Completion by the end of 2012.	Estimated Completion by the end of 2012.

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
3						
4	SJC5.17	SJCOG	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate as appropriate.	SJCOG continues to improve freeway bottlenecks thru its Freeway Service Patrol program. Specific projects are provided on the Project TID Table.	SJCOG continues to improve freeway bottlenecks thru its Freeway Service Patrol program. Specific projects are provided on the Project TID Table.
5						
6	SJC6.1	SJCOG	Park and Ride Lots	Develop, design, and implement new Park-and Ride facilities where they are needed.	SJCOG makes allocations of up to $250Kavailable for local agencies to develop and design Park and Ride Lots. SJCOG developed an implementation plan for the October 2008 Park and Ride Lot Plan in 2010. Commitment Complete	Commitment Complete
7						
8	SJC6.2	SJCOG	Park and Ride lots serving perimeter counties	Develop, design, and implement new Park-and-Ride facilities where they are needed.	No additional park and ride lot facilities have been identified since 04/10.	No additional park and ride lot facilities have been identified since 02/11.
9						
10	SJC10.2	SJCOG	Bike Racks on Buses	Provide funding to SJRTD to install bike racks.	SJCOG continues to provide funds for Bike racks on buses with our transit partner. All new SJRTD fixed-route bus purchases have included bike rack installation.	SJCOG continues to provide funds for Bike racks on buses with our transit partner. All new SJRTD fixed-route bus purchases have included bike rack installation.
11						
12	SJC14.6	SJCOG	Transportation for Livable Communities (TLC)/Housing Incentive Program	Provide planning grants, technical assistance, and capital grants to cities and nonprofit agencies.	SJCOG continues to provide grants and assistance to local social service agency to promote transit as alternative transportation. SJCOG also provides online ridematching services.	SJCOG continues to provide grants and assistance to local social service agency to promote transit as alternative transportation. SJCOG also provides online ridematching services.
13						
14	TCM3	SJCOG	Rideshare Programs	Disseminate informative brochures and participate in fairs and workshops.	SJCOG continues to implement "Commute Connection" - SJCOG's ridesharing program. Information available at: http://www.commuteconnection.com/ Also, see Project TID table.	SJCOG continues to implement "Commute Connection" - SJCOG's ridesharing program. Information available at: http://www.commuteconnection.com/ Also, see Project TID table.
15						
16	TCM4	SJCOG	Bicycle Programs	Fund bicycle projects throughout the county.	SJCOG continues to fund bicycle projects throughout the county. Specific project provided on the Project TID Table.	SJCOG continues to fund bicycle projects throughout the county. Specific project provided on the Project TID Table.
17						
18	SJC5.2	Escalon	Coordinate Traffic Signal Systems	Coordinate signals on city streets.	No additional signal coordination needs identified since 04/10.	No additional signal coordination needs identified since 02/11.
19						
20	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections	Annual operation and maintenance of intersection improvements.	No additional needs have been identified since 04/10.	No additional needs have been identified since 02/11.
21						
22	SJC5.6	Escalon	Reversible Lanes	Annual operation and maintenance of streets and roads.	No reversible lane projects have been identified since 04/10	No reversible lane projects have been identified since 02/11.
23						

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
24	SJC5.16	Escalon	Adaptive traffic signals and signal timing	Plans and Specifications mandates that traffic loops are placed within travel lanes to actuate traffic signals.	This is an ongoing requirement via City Plans and Specifications.	This is an ongoing requirement via City Plans and Specifications.
25						
26	SJC9.2	Escalon	Encouragement of Pedestrian Travel	General Plan Circulation Element Policy 2.230 as well as promotion in such media as the Community Newsletter and the Community Access Channel.	Commitment Complete.	Commitment Complete.
27						
28	SJC9.5	Escalon	Encouragement of Bicycle Travel	Bicycles Transportation Element of the General Plan.	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 04/10	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 02/11.
29						
30	SJC10.4	Escalon	Development of Bicycle Travel Facilities	Bicycles Transportation Element of the General Plan.	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 04/10	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 02/11.
31						
32	TCM1	Escalon	Traffic Flow Improvements	Traffic flow improvements include commuter rail, traffic signalization improvements, and various corridor improvements	The City continues to evaluate traffic flow improvements. No new needs have been identified since 04/10	The City continues to evaluate traffic flow improvements. No new needs have been identified since 02/11.
33						
34	SJC5.3	Lodi	Reduce Traffic Congestion at Intersections	Improve congestion at Kettleman Lane Gap Closure, Hwy 12/Mills Avenue, and Hwy 12/Tienda Drive	Commitment Complete.	Commitment Complete.
35						
36	SJC5.16	Lodi	Adaptive traffic signals and signal timing	Lodi Avenue Signal Interconnect Project	Commitment Complete.	Commitment Complete.
37						
38	SJC9.1	Lodi	Establish auto free zones and pedestrian malls	Downtown Farmers Market in summer months and for special events on School Street.	The City continues to implement pedestrian malls in downtown for the Farmers Market in summer months.	The City continues to implement pedestrian malls in downtown for the Farmers Market in summer months.
39						
40	SJC9.3	Lodi	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans	These Master Plan updates are to continue. No additional projects have been identified since 04/10	These Master Plan updates are to continue. No additional projects have been identified since 02/11.
41						
42	SJC10.4	Lodi	Development of Bicycle Travel Facilities	Encourage capital improvements to increase bicycle use	These Master Plan updates are to continue. No additional projects have been identified since 04/10	These Master Plan updates are to continue. No additional projects have been identified since 02/11.
43						
44	SJC15.2	Lodi	Pedestrian and Bicycle Overpasses Where Safety Dictates	Ongoing as development dictates	No additional needs for pedestrian and bicycle overpasses have been identified since 04/10	No additional needs for pedestrian and bicycle overpasses have been identified since 02/11.
45						
46	TCM1	Lodi	Traffic Flow Improvements	Lodi Avenue Signal Interconnect Project	Commitment Complete.	Commitment Complete.

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
47						
48	TCM4	Lodi	Bicycle Programs	Add bicycle lanes with street rehabilitations	Additional environmental review is complete. City adopted General Plan in Spring 2010. Bicycle master plan has been updated as a result. Bicycle lanes are currently being added where feasible with street rehabilitation.	Additional environmental review is complete. City adopted General Plan in Spring 2010. Bicycle master plan has been updated as a result. Bicycle lanes are currently being added where feasible with street rehabilitation.
49						
50	SJC5.2	Manteca	Coordinate Traffic Signal Systems	Implement and enhance synchronized traffic signal system	The City continues to evaluate the need for enhancements to the traffic signal system. No additional needs identified at this time.	The City continues to evaluate the need for enhancements to the traffic signal system. No additional needs identified at this time.
51						
52	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections	Implement a wide range of traffic control techniques to facilitate smooth traffic	Complete	Complete
53						
54	SJC5.4	Manteca	Site-Specific Transportation Control Measures	Implement geometric or traffic control improvements at congested intersections	Complete	Complete
55						
56	SJC5.8	Manteca	On-Street Parking Restrictions	Restrict on-street parking where appropriate	The City continues to evaluate the restriction of on-street parking.	The City continues to evaluate the restriction of on-street parking.
57						
58	SJC9.2	Manteca	Encouragement of Pedestrian Travel	Encourage pedestrian travel	No additional projects identified since 04/10	No additional projects identified since 02/11.
59						
60	SJC9.3	Manteca	Bicycle/Pedestrian Program	Fund high priority projects	New developments continue to comply with Bicycle Plan provisions.	New developments continue to comply with Bicycle Plan provisions.
61						
62	SJC10.4	Manteca	Development of Bicycle Travel Facilities	Capital improvements to increase bicycle lanes/secured storage facilities	No further implementation warranted.	No further implementation warranted.
63						
64	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates	Installation of bicycle and pedestrian grade separated crossings as part of new development or reconstruction projects	No additional projects have been identified.	No additional projects have been identified.
65						
66	TCM1	Manteca	Traffic Flow Improvements	Implementation of traffic flow improvements, i.e., signalization improvements	No additional projects identified since 04/10	No additional projects identified since 02/11.
67						
68	TCM4	Manteca	Bicycle Programs	Bicycle Projects and Programs	No additional bicycle projects identified since 04/10	No additional bicycle projects identified since 02/11.
69						
70	SJC5.2	Ripon	Coordinate Traffic Signal Systems	Install synchronized traffic signal systems on 4 locations	See Project TID Table.	See Project TID Table.

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
71						
72	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections	Traffic control improvements at specific congested intersections	No additional projects identified since 04/10	No additional projects identified since 02/11.
73						
74	SJC5.4	Ripon	Site-Specific Transportation Control Measures	Traffic control improvements at specific congested intersections or at other substandard locations.	No additional projects identified since 04/10	No additional projects identified since 02/11.
75						
76	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading	Provides bus pullouts in curbs	No additional projects identified since 04/10	No additional projects identified since 02/11.
77						
78	SJC9.1	Ripon	Establish auto free zones and pedestrian malls	Establish auto free zones and pedestrian malls	The City continues to assess the need for this measure. No additional needs identified.	The City continues to assess the need for this measure. No additional needs identified.
79						
80	SJC9.2	Ripon	Encouragement of Pedestrian Travel	Encourage the use of pedestrian travel	The city promotes encouragement of pedestrian travel. No additional needs identified since 04/10	The city promotes encouragement of pedestrian travel. No additional needs identified since 02/11
81						
82	SJC9.3	Ripon	Bicycle/Pedestrian Program	Implementing Bicycle Route Master Plan	No additional projects identified since 04/10	No additional projects identified since 02/11.
83						
84	SJC15.2	Ripon	Pedestrian and Bicycle Overpasses Where Safety Dictates	Construct ADA accessible sidewalk over the Main Street Overpass	Commitment Complete.	Commitment Complete.
85						
86	TCM4	Ripon	Bicycle Programs	Ripon River Crossing Bicycle/Pedestrian Bridge Project	Commitment Complete.	Commitment Complete.
87						
88	SJC5.2	Stockton	Coordinate Traffic Signal Systems	Implement and enhance synchronized traffic signal systems	No additional projects identified since 04/10	No additional projects identified since 02/11.
89						
90	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections	Implement a wide range of traffic control techniques	No additional projects identified since 04/10	No additional projects identified since 02/11.
91						
92	SJC5.4	Stockton	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	Complete	Complete
93						
94	SJC5.8	Stockton	On-Street Parking Restrictions	Restrict on-street parking where appropriate	The City continues in implementing on-street parking restrictions where appropriate.	The City continues in implementing on-street parking restrictions where appropriate.
95						

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
96	SJC5.9	Stockton	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts for passenger loading and unloading	All new arterials and collector streets continue to comply with the City's Standard Specifications and Plans.	All new arterials and collector streets continue to comply with the City's Standard Specifications and Plans.
97						
98	SJC5.16	Stockton	Adaptive traffic signals and signal timing	Adaptive traffic signals and signal timing	No additional projects identified since 04/10	No additional projects identified since 02/11.
99						
100	SJC9.1	Stockton	Establish auto free zones and pedestrian malls	Establish auto free zones and pedestrian malls	No additional projects identified since 04/10	No additional projects identified since 02/11.
101						
102	SJC9.2	Stockton	Encouragement of Pedestrian Travel	Encouragement of Pedestrian Travel	The City continues to implement this measure as need warrants.	The City continues to implement this measure as need warrants.
103						
104	SJC9.3	Stockton	Bicycle/Pedestrian Program	Encourage of Bicycle/Pedestrian Travel	See Project TID Table.	See Project TID Table.
105						
106	SJC10.4	Stockton	Development of Bicycle Travel Facilities	Capital improvements to increase bicycle use	No additional need identified since 04/10	No additional need identified since 02/11
107						
108	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates	Installation of bicycle and pedestrian grade separated crossings	No additional need identified since 04/10	No additional need identified since 02/11
109						
110	TCM1	Stockton	Traffic Flow Improvements	Signalization improvements	No additional need identified since 04/10	No additional need identified since 02/11
111						
112	TCM4	Stockton	Bicycle Programs	Fund bicycle projects and programs	No additional need identified since 04/10	No additional need identified since 02/11
113						
114	SJC1.7	Tracy	Free (to the public) transit during special events	Provide free shuttle service to participants of the Dry Bean Festival	The City continues to provide free shuttle service to participants of the Dry Bean Festival.	The City continues to provide free shuttle service to participants of the Dry Bean Festival.
115						
116	SJC1.9	Tracy	Increase parking at transit centers or stops	Multi-modal station in downtown Tracy	Complete	Complete
117						
118	SJC3.9	Tracy	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach to encourage employers to provide transit passes to employees	City of Tracy is currently in implementation stage of its short range transit plan.	City of Tracy is currently in implementation stage of its short range transit plan.
119						

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
120	SJC5.1	Tracy	Develop Intelligent Transportation Systems	Provide variety of technological application intended to produce more efficient use of existing transportation corridors.	No additional projects identified since 04/10	No additional projects identified since 02/11.
121						
122	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections	Implement a wide range of traffic control techniques designed to facilitate smooth and safe travel	No additional projects identified since 04/10	No additional projects identified since 02/11.
123						
124	SJC5.4	Tracy	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	No additional projects identified since 04/10	No additional projects identified since 02/11.
125						
126	SJC5.8	Tracy	On-Street Parking Restrictions	Restrict parking on existing streets where appropriate	No additional projects identified since 04/10	No additional projects identified since 02/11.
127						
128	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading	Bus Pullouts in Curbs for Passenger Loading	In August 2009 the City of Tracy began its Phase II Bus Stop Improvement Project. Commitment Complete.	In August 2009 the City of Tracy began its Phase II Bus Stop Improvement Project. Commitment Complete.
129						
130	SJC5.16	Tracy	Adaptive traffic signals and signal timing	Response to the actual traffic conditions and adjust in accordance with the congestion	No additional projects identified since 04/10	No additional projects identified since 02/11.
131						
132	SJC6.1	Tracy	Park and Ride Lots	Develop, design, and implement new Park-and Ride facilities where they are needed.	The City continues to evaluate the need for new Park and Ride Lots. No additional needs identified since 04/10	The City continues to evaluate the need for new Park and Ride Lots. No additional needs identified since 02/11.
133						
134	SJC9.2	Tracy	Encouragement of Pedestrian Travel	Advertise local walking routes with the Parks and Community Services Activity Guide	The City continues to advertise local walking routes in the Parks and Community Services Activity Guide.	The City continues to advertise local walking routes in the Parks and Community Services Activity Guide.
135						
136	SJC9.3	Tracy	Bicycle/Pedestrian Program	The City plans to adopt a Bike-Ways Master Plan before July 2002	Commitment Complete.	Commitment Complete.
137						
138	SJC9.5	Tracy	Encouragement of Bicycle Travel	Print and hand-out 15,000 bicycle maps showing bike trails of the area	The City continues to conduct outreach through the City of Tracy Activity Guide see project TID.	The City continues to conduct outreach through the City of Tracy Activity Guide see project TID.
139						
140	SJC15.1	Tracy	Encouragement of Pedestrian Travel	Advertise local walking routes	The City advertised walking routes in it's 2008 Activity Guide. See project TID.	The City advertised walking routes in it's 2010 Activity Guide. See project TID.
141						
142	TCM1	Tracy	Traffic Flow Improvements	Improvement to signalized intersections, timing plans and various corridor	All new signalized intersections continue to have traffic signal pre-emption installed.	All new signalized intersections continue to have traffic signal pre-emption installed.

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
143						
144	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems	On-going program by the County, coordinated with the City of Stockton	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since 04/10	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since 02/11.
145						
146	SJC5.3	San Joaquin County	Reduce Traffic Congestion at Major Intersections	On-going program by the County, coordinated with the City of Stockton and State DOT	The County has an on-going program with the City of Stockton and State DOT to program joint-jurisdiction traffic signals to improve congestion. See Project TID.	The County has an on-going program with the City of Stockton and State DOT to program joint-jurisdiction traffic signals to improve congestion. See Project TID.
147						
148	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since 04/10	The County has an on-going work effort with the various Cities in the county to program joint-jurisdiction traffic signals to improve congestion. No additional needs identified since 02/11.
149						
150	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel	Encouragement of Pedestrian Travel	No additional needs identified since 04/10	No additional needs identified since 02/11.
151						
152	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program	Encouragement of Bicycle/Pedestrian Travel	Complete	Complete
153						
154	SJC10.4	San Joaquin County	Development of Bicycle Travel Facilities	Encourage a variety of capital improvements to increase bicycle use.	See San Joaquin County SJC 9.3	See San Joaquin County SJC 9.3
155						
156	TCM1	San Joaquin County	Traffic Flow Improvements	Flow improvements include commuter rail, a number of signalization improvements, and various corridor improvements	Complete	Complete
157						
158	TCM4	San Joaquin County	Bicycle Programs	Bicycle Programs	See San Joaquin County SJC 9.3	See San Joaquin County SJC 9.3
159						
160	SJC1.2	San Joaquin Regional Transit District	Transit Access to Airports	Provide local service to the Stockton Airport to serve air passenger and employees working at businesses located at the airport site.	SJRTD continues to provide transit access to the Stockton Airport.	SJRTD continues to provide transit access to the Stockton Airport.
161						
162	SJC1.5	San Joaquin Regional Transit District	Expansion of Public Transportation Systems	Provide intercity and regional transit services and expand local transit service	No new expansions necessary.	No new expansions necessary.
163						
164	SJC1.6	San Joaquin Regional Transit District	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	Provide Park-and-Ride lots to support intercity and regional transit services	Project Complete	Project Complete

	A	B	C	D	G	H
1	RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2011 Implementation Status	2011 Conformity Update
2					(as of 02/11)	(as of 09/11)
165						
166	SJC1.7	San Joaquin Regional Transit District	Free (to the public) transit during special events	Provide free transit service to the public during selected special events	SJRTD provides continued free transit to selected events. No new free transit necessary at this time.	SJRTD provides continued free transit to selected events. No new free transit necessary at this time.
167						
168	SJC8.6	San Joaquin Regional Transit District	Subscription Services	Provide services for the transportation of the elderly, handicapped or other individuals who have no access to transportation.	RTD is lead agency on the federally required Coordinated Human Services Transportation Plan, which RTD adopted in September, 2007.	RTD is lead agency on the federally required Coordinated Human Services Transportation Plan, which RTD adopted in September, 2007.
169						
170	SJC10.2	San Joaquin Regional Transit District	Bike Racks on Buses	Install bike racks to increase bicycle travel	SJRTD installed bike racks on all their new fixed route buses.	SJRTD installed bike racks on all their new fixed route buses.
171						
172	TCM2	San Joaquin Regional Transit District	Public Transit	Provide transit improvements	Future expansions of SJRTD's BRT service are planned for implementation by the end of 2012. See project TID	Future expansions of SJRTD's BRT service are planned for implementation by the end of 2012. See project TID

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC MEETING ON THE

DRAFT AMENDMENT #12 TO THE 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT #2 TO THE REGIONAL TRANSPORTAION PLAN

AND

CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public hearing on October 17, 2011 between 10:00 a.m. -11:00 a.m. at SJCOG office building at 555 E Weber Avenue, Stockton, CA 95202 regarding the Draft Amendment #12 to the 2011 Federal Transportation Improvement Program (2011 FTIP) and Draft Amendment #2 to the 2011 Regional Transportation Plan (2011 RTP) and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

The 2011 FTIP is a 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 Draft Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP contains changes to the existing roadway projects that are regionally significant.
- The RTP is a long-term strategy to meet San Joaquin County transportation needs out to the year 2035. The document is also referred to as the 2011 RTP.
- The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #12 to the 2011 FTIP and Draft Amendment #2 to the 2011 RTP meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call Rebecca Montes (209-235-0600) of SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public meeting. Translation 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 September 26, 2011 and conclude October 25, 2011 @ 5:00 p.m. The draft documents are available for review at the SJCOG office, located at 555 E Weber Ave. Stockton, CA 95202 and on SJCOG website at www.sjcog.org

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. October 25, 2011 to Tanisha Taylor (taylor@sjcog.org) or Sam Kaur (kaur@sjcog.org) at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the SJCOG at a regularly scheduled meeting to be held on October 27, 2011. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Tanisha Taylor (taylor@sjcog.org)

555 E Weber Ave. Stockton CA 95202

Phone: 209-235-0600

RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-12-08

RESOLUTION ADOPTING THE AMENDMENT #12 TO THE 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AMENDMENT # TO THE 2011 REGIONAL TRANSPORTATION PLAN AND CORRESPONDING CONFORMITY ANALYSIS

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

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

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

WHEREAS, Amendment #12 to the 2011 Federal Transportation Improvement Program (2011FTIP) and Amendment #2 to the 2011 Regional Transportation Plan (2011 RTP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the San Joaquin Council of Governments forum and general public involvement; and

WHEREAS, Amendment #12 to the2011 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan Amendment #2; 2) the 2010 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in Amendment #12 to the 2011 FTIP and in Amendment #2 to the 2011 RTP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP includes a new Conformity Analysis; and

WHEREAS, Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP conforms to the applicable SIPs; and

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

WHEREAS, a public meeting was conducted on October 17, 2011 to hear and consider comments on Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP **and** Corresponding Conformity Analysis**;** and

NOW, THEREFORE, BE IT RESOLVED, that San Joaquin Council of Governments adopts Amendment #12 to the 2011 FTIP: Amendment #2 to the 2011 RTP and Corresponding Conformity Analysis.

BE **IT** FURTHER RESOLVED, that the San Joaquin Council of Governments finds that Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality.

THE FOREGOING RESOLUTION was passed and adopted by San Joaquin Council of Governments this 27th day of October, 2011.

AYES: Supervisor Bestolarides, San Joaquin County; Councilman DeBrum, City of Manteca; Councilman Fritchen, City of Stockton; Councilman Hansen, City of Lodi; Mayor Johnston, City of Stockton; Councilman Laugero, City of Escalon; Vice Mayor Mateo, City of Lathrop; Vice Mayor Miller, City of Stockton; Supervisor Ornellas, San Joaquin County; Supervisor Vogel, San Joaquin County; Chair Winn, City of Ripon.

NOES: None.

ABSENT: Mayor Ives, City of Tracy.

CHUCK WINN
Chair

PROOF OF PUBLICATION

(2015.5 C.C.C.P.)

STATE OF CALIFORNIA

County of San Joaquin

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

September 24th

all in the year 2011.

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

Dated at Lodi, California, this 24th day of September 2011.

Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication
Notice of Public Meeting on the Draft Amendment #12 to To the 2011 Federal Transportation Improvement Program Amendment #2 To The Regional Transportation Plan and Corresponding Draft Conformity Anlysis

NOTICE OF PUBLIC MEETING ON THE DRAFT AMENDMENT #12 TO THE 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #2 TO THE REGIONAL TRANSPORTAION PLAN AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public hearing on October 17, 2011 between 10:00 a.m. -11:00 a.m. at SJCOG office building at 555 E Weber Avenue, Stockton, CA 95202 regarding the Draft Amendment #12 to the 2011 Federal Transportation Improvement Program (2011 FTIP) and Draft Amendment #2 to the 2011 Regional Transportation Plan (2011 RTP) and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

The 2011 FTIP is a 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 Draft Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP contains changes to the existing roadway projects that are regionally significant.

• The RTP is a long-term strategy to meet San Joaquin County transportation needs out to the year 2035. The document is also referred to as the 2011 RTP.

• The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #12 to the 2011 FTIP and Draft Amendment #2 to the 2011 RTP meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call Rebecca Montes (209-235-0600) of SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

No comments were received during the public comment period.

ATTACHMENT 5
PUBLIE MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC MEETING ON THE

DRAFT AMENDMENT #12 TO THE 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT #2 TO THE REGIONAL TRANSPORTAION PLAN

AND

CORRESPONDING DRAFT CONFORMITY ANALYSIS

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Individuals with disabilities may call Rebecca Montes (209-235-0600) of SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public meeting. Translation 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 September 26, 2011 and conclude October 25, 2011 @ 5:00 p.m. The draft documents are available for review at the SJCOG office, located at 555 E Weber Ave. Stockton, CA 95202 and on SJCOG website at www.sjcog.org

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. October 25, 2011 to Tanisha Taylor (taylor@sjcog.org) or Sam Kaur (kaur@sjcog.org) at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the SJCOG at a regularly scheduled meeting to be held on October 27, 2011. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Tanisha Taylor (taylor@sjcog.org)

555 E Weber Ave. Stockton CA 95202

Phone: 209-235-0600

RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-12-08

RESOLUTION ADOPTING THE AMENDMENT #12 TO THE 2011 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AMENDMENT # TO THE 2011 REGIONAL TRANSPORTATION PLAN AND CORRESPONDING CONFORMITY ANALYSIS

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

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

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

WHEREAS, Amendment #12 to the 2011 Federal Transportation Improvement Program (2011FTIP) and Amendment #2 to the 2011 Regional Transportation Plan (2011 RTP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the San Joaquin Council of Governments forum and general public involvement; and

WHEREAS, Amendment #12 to the2011 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan Amendment #2; 2) the 2010 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in Amendment #12 to the 2011 FTIP and in Amendment #2 to the 2011 RTP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP includes a new Conformity Analysis; and

WHEREAS, Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP conforms to the applicable SIPs; and

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

WHEREAS, a public meeting was conducted on October 17, 2011 to hear and consider comments on Amendment #12 to the 2011 FTIP Amendment #2 to the 2011 RTP **and** Corresponding Conformity Analysis**;** and

NOW, THEREFORE, BE IT RESOLVED, that San Joaquin Council of Governments adopts Amendment #12 to the 2011 FTIP: Amendment #2 to the 2011 RTP and Corresponding Conformity Analysis.

BE **IT** FURTHER RESOLVED, that the San Joaquin Council of Governments finds that Amendment #12 to the 2011 FTIP and Amendment #2 to the 2011 RTP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality.

THE FOREGOING RESOLUTION was passed and adopted by San Joaquin Council of Governments this 27th day of October, 2011.

AYES: Supervisor Bestolarides, San Joaquin County; Councilman DeBrum, City of Manteca; Councilman Fritchen, City of Stockton; Councilman Hansen, City of Lodi; Mayor Johnston, City of Stockton; Councilman Laugero, City of Escalon; Vice Mayor Mateo, City of Lathrop; Vice Mayor Miller, City of Stockton; Supervisor Ornellas, San Joaquin County; Supervisor Vogel, San Joaquin County; Chair Winn, City of Ripon.

NOES: None.

ABSENT: Mayor Ives, City of Tracy.

CHUCK WINN
Chair

PROOF OF PUBLICATION

(2015.5 C.C.C.P.)

STATE OF CALIFORNIA

County of San Joaquin

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

September 24th

all in the year 2011.

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

Dated at Lodi, California, this 24th day of September 2011.

Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication
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