

**ATTACHMENT 4**  
**CONFORMITY ANALYSIS**

**APPENDIX D**

**PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE SAN JOAQUIN  
VALLEY NONATTAINMENT AREA**

As indicated above, the San Joaquin Valley is a PM2.5 multi-jurisdictional area; there are 8 MPOs within the PM2.5 nonattainment area and no PM2.5 conformity budgets are available for use at this time. Consequently, the PM2.5 conformity determination must be based on a regional emissions analysis that covers the entire nonattainment area. In accordance with EPA guidance, the other 7 MPOs must redetermine conformity. Since no other transportation planning changes are being made, the 7 other MPO individual conformity analysis remain unchanged. However, the new Appendix D “PM2.5 Conformity Results Summary for Each MPO in the San Joaquin Valley Nonattainment Area” will be made available for a 30-day public comment period prior to re-adoption of their conformity determination.

DRAFT CONFORMITY ANALYSIS FOR  
AMENDMENT #11 TO THE  
2009 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
AND  
2007 REGIONAL TRANSPORTATION PLAN AMENDMENT #4

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SAN JOAQUIN COUNCIL OF GOVERNMENTS

TANISHA TAYLOR

**TABLE OF CONTENTS**

EXECUTIVE SUMMARY .....1

1 FEDERAL AND STATE REGULATORY REQUIREMENTS .....5

    Federal and State Conformity Rules .....5

    Conformity Rule Requirements .....7

    Air Quality Designations Applicable to the San Joaquin Valley .....9

    Conformity Test Requirements .....9

    Analysis Years .....14

2 LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING...16

    Latest Planning Assumptions .....17

    Socioeconomic Data .....18

    Transportation Modeling .....18

    Traffic Estimates .....22

    Vehicle Registrations .....22

    State Implementation Plan Measures .....23

3 AIR QUALITY MODELING .....25

    EMFAC2007 .....25

    Additional PM-10 Estimates .....26

    PM2.5 Approach .....27

    Summary of Procedures for Regional Emissions Estimates .....30

4 TRANSPORTATION CONTROL MEASURES .....31

    Transportation Conformity Rule Requirements for TCMs .....31

    Applicable Air Quality Implementation Plans .....33

    Identification of 2002 RACM that Require Timely  
    Implementation Documentation .....35

    TCM Findings for the TIP and Regional Transportation Plan .....36

    RTP Control Measure Analysis in Support of 2003 PM-10 Plan

5 INTERAGENCY CONSULTATION .....37

    Interagency Consultation .....37

    Public Consultation .....39

6 TIP AND RTP CONFORMITY .....40

REFERENCES .....43

**APPENDICES**

- A Conformity Checklist
- B Transportation Project Listing
- C Conformity Analysis Documentation
- D PM2.5 Conformity Results Summary for Each MPO in the San Joaquin Valley Nonattainment Area
- E Timely Implementation Documentation for Transportation Control Measures
- F Public Meeting Process Documentation
- G Response to Public Comments

**TABLES**

- 1-1: On-Road Motor Vehicle CO Emissions Budgets
- 1-2: Budgets from the 2007 Ozone Plan
- 1-3: On-Road Motor Vehicle PM-10 Emissions Budgets
- 1-4: On-Road Motor Vehicle PM2.5 Emissions Budgets
- 1-5: San Joaquin Valley Conformity Analysis Years
- 2-1: Summary of Latest Planning Assumptions for the San Joaquin Council of Governments Conformity Analysis
- 2-2: Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis
- 2-3: 2007 Ozone Plan Measures Assumed in the Conformity Analysis
- 2-4: 2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis
- 6-1: Conformity Results Summary

## **EXECUTIVE SUMMARY**

This report presents the Conformity Analysis for Amendment #11 to the 2009 Federal Transportation Improvement Program (2009 FTIP) and the 2007 Regional Transportation Plan (2007 RTP), Amendment #4. 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 regional transportation plan (RTP) and transportation improvement program (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 Amendment #11 to the 2009 FTIP and 2007 RTP Amendment #4; a finding of conformity is therefore supported. Amendment #11 to the 2009 FTIP and 2007 RTP Amendment #4 and Corresponding Conformity Analysis were approved by the San Joaquin Council of Governments Policy Board on June 25, 2009. FHWA/FTA last issued a finding of conformity for the 2009 TIP and 2007 RTP, including amendments, on February 27, 2009.

Amendment #11 to the 2009 FTIP and 2007 RTP, Amendment #4 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 (PM<sub>2.5</sub>); and has a maintenance plan for particulate matter under 10 microns in diameter (PM<sub>10</sub>), 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 Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (ARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration 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 2010, 2011, 2014, 2017, 2020, 2023 and 2030 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 Amendment #11 to the 2009 FTIP and the 2007 RTP Amendment #4 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 NO<sub>x</sub>) associated with implementation of the Amendment #11 to the 2009 FTIP and the 2007 RTP Amendment #4 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 NO<sub>x</sub>) associated with implementation of the Amendment #11 to the 2009 FTIP and the 2007 RTP Amendment #4 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 NO<sub>x</sub> 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, 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. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater



than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The Amendment #11 to the 2009 FTIP and the 2007 RTP Amendment #4 therefore satisfies the conformity emissions tests for PM<sub>2.5</sub>.

- The Amendment #11 to the 2009 FTIP and the 2007 RTP Amendment #4 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., SJVUAPCD 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 Metropolitan Planning Organizations. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix F includes public meeting documentation conducted on Amendment #11 to the 2009 FTIP and 2007 RTP Amendment #4 and Corresponding Conformity Analysis on May 26, 2009. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix G.

## **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 Amendment #11 to the 2009 Federal Transportation Improvement Program (2009 TIP) and the 2007 Regional Transportation Plans (RTP), Amendment #4 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 four-year (FFY 08/09-11/12) programming document for the preservation, expansion, and management of the transportation system. The 2007 RTP has a 2030 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.

### **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 (EPA/DOT, 1991a and 1991b) 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 PM<sub>2.5</sub> National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments – Response to Court Decision and Additional Rule Changes (EPA, 2004).

EPA issued a final rule on May 6, 2005 to add the following PM<sub>2.5</sub> precursors to the transportation conformity rule: nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), sulfur oxides (SO<sub>x</sub>), and ammonia (NH<sub>3</sub>) (EPA, 2005). The rule specifies when each of these precursors must be considered in PM<sub>2.5</sub> nonattainment areas, before and after PM<sub>2.5</sub> SIPs are submitted.

In late March 2006, EPA and FHWA published “Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas”. This guidance affects Federal project-level approvals for “projects of air quality concern” in PM<sub>2.5</sub> and PM<sub>10</sub> 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). Comments were due June 1, 2007 and the final rule has not been published as of November 2007. The “Transportation Conformity Rule Amendments to Implement Provisions Contained in SAFETEA-LU does not have any impact on the San Joaquin Valley process and/or methodology contained in this document since the changes were already in place under the Joint EPA-DOT Interim Guidance for Implementing SAFETEA-LU’s Conformity Provisions, published in February 2006.

## 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 2 of the guidance applies to nonattainment areas that do not have conformity budgets for an air quality standard that can be used for conformity. This Part currently applies to the San Joaquin Valley for PM<sub>2.5</sub>. As a result, the individual modeling and conformity results are compiled into one regional emissions analysis for the entire nonattainment area that accompanies each plan/TIP conformity determination (see Appendix D). DOT will then issue its conformity determination on the TIPs/RTPs at the same time.

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 DOT conformity determination.

### DISTRICT RULE

The San Joaquin Valley Unified Air Pollution Control 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.

### **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, 2004a). 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 January 2007 (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 the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) 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.

## **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 Amendment #11 to the 2009 FTIP and the 2007 RTP Amendment #4 includes analysis of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and particulate matter under 2.5 microns in diameter (PM<sub>2.5</sub>); 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. State Implementation Plans have been prepared to address carbon monoxide, ozone, and PM-10:

- 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 is anticipated to publish~~ 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~~in November 2008~~.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved by EPA on November 12, 2008.

EPA also designated the San Joaquin Valley as nonattainment for the 1997 PM<sub>2.5</sub> standards. A State Implementation Plan has been developed to address the 1997 PM<sub>2.5</sub> standards; however, EPA has not issued an adequacy determination on the conformity budgets nor approved the Plan. It should be noted that EPA issued a final rule establishing revisions to the 24-hour and annual PM<sub>2.5</sub> national ambient air quality standard on October 17, 2006. EPA subsequently issued a guidance memo addressing how transportation conformity will be implemented under the revised 24-hour PM<sub>2.5</sub> standard. In summary, transportation conformity is unaffected because there has been no change to the nonattainment designations.

## **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 (CO). 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**

<b>County</b>	<b>2003 Emissions (winter tons/day)</b>	<b>2010 Emissions (winter tons/day)</b>	<b>2018 Emissions (winter tons/day)</b>
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 (NO<sub>x</sub>) 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 is anticipated to publish~~ the notice of adequacy determination for the 2011, 2014, and 2017 budgets in the Federal Register on January 22, 2009, effective February 6, 2009~~in November 2008~~.

The SJV has been classified as a Serious nonattainment area for the 8-hour ozone standard. However, the 2007 Ozone Plan requests 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 conformity budgets from Table 9.3 of the Plan are provided in the table below; ~~it is anticipated that~~ EPA ~~published the will publish 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~~in November 2008~~. These budgets will be used to compare to emissions resulting from Amendment #11 to the 2009 FTIP and 2007 RTP Amendment #4. ARB subsequently updated Madera County and San Joaquin County budgets; these updates are reflected in the table below.

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

County	2008		2011		2014		2017		2020		2023	
	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>	ROG	NO <sub>x</sub>
Fresno	18.6	58.5	15.5	47.9	12.9	37.2	11.1	29.1	8.0	16.9	7.8	15.7
Kern (SJV)	18.1	93.9	15.7	79.4	13.5	64.1	11.6	49.5	8.5	28.4	8.1	24.8
Kings	3.9	18.3	3.4	15.9	2.8	12.3	2.3	9.4	1.7	5.3	1.6	4.7
Madera	4.4	14.6	3.7	12.2	3.1	9.7	2.6	7.7	1.9	4.8	1.9	4.5
Merced	7.4	35.5	6.2	28.8	5.1	22.3	4.2	17.1	2.9	9.9	2.8	9.0
San Joaquin	13.9	40.0	12.1	34.7	10.1	27.8	8.6	21.3	6.3	12.7	6.3	11.9
Stanislaus	10.5	26.7	9.0	22.3	7.5	17.2	6.5	13.4	4.9	8.0	4.6	7.1
Tulare	10.5	23.4	9.2	20.9	7.7	16.6	6.7	13.1	5.2	8.4	4.8	7.4



PM-10

The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008, which contains motor vehicle emission budgets for PM-10 and NO<sub>x</sub>, 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. ARB 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)

County	2005		2020	
	PM-10	NO <sub>x</sub>	PM-10	NO <sub>x</sub>
<b>Fresno</b>	13.5	59.2	16.1	23.2
<b>Kern(a)</b>	12.1	88.3	14.7	39.5
<b>Kings</b>	3.1	16.7	3.6	6.8
<b>Madera</b>	3.6	13.9	4.7	6.5
<b>Merced</b>	6.2	39.4	6.4	12.9
<b>San Joaquin</b>	9.1	42.6	10.6	17.0
<b>Stanislaus</b>	5.6	29.7	6.7	10.8
<b>Tulare</b>	7.3	25.1	9.4	10.9

(1) 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 NO<sub>x</sub> 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 NO<sub>x</sub>, and use these adjusted motor vehicle emissions budgets for PM-10 and NO<sub>x</sub> 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 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 NO<sub>x</sub> budget, the NO<sub>x</sub> emission reductions available to supplement the PM-10 budget shall only be those remaining after the NO<sub>x</sub> budget has been met.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM<sub>2.5</sub> must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests.

Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The 2002 baseline year emissions level must be based on the latest planning assumptions available for the year 2002, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity regulation. PM<sub>2.5</sub> nonattainment areas may also elect to use the “build-no-greater-than-no-build test”. Conformity is demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM<sub>2.5</sub> nonattainment areas to choose between the two interim emissions test each time that they determine conformity before adequate or approved PM<sub>2.5</sub> SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. The San Joaquin Valley chooses to use the “no-greater-than-2002 emissions test”. The regional emissions analyses in PM<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use EMFAC2007.

Prior to adequate or approved PM<sub>2.5</sub> SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will only be included in the regional emissions analyses if EPA or ARB has determined that it is a “significant contributor” to the PM<sub>2.5</sub> regional air quality problem. Until a significance finding is made, PM<sub>2.5</sub> areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM<sub>2.5</sub> transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM<sub>2.5</sub> conformity analyses before adequate or approved PM<sub>2.5</sub> SIP budgets are established. As a result, the SJV PM<sub>2.5</sub> conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects. It is important to note that the San Joaquin Valley 2008 PM<sub>2.5</sub> Plan has been developed and submitted to EPA. This plan indicates that re-entrained road dust and construction-related dust emissions are not significant. However, EPA has not acted on the budgets at this time.

In addition, prior to the submission of a SIP, NO<sub>x</sub> emissions must be considered, unless both ARB and EPA make a finding the NO<sub>x</sub> is not a “significant contributor” to the PM<sub>2.5</sub> air quality problem. Conversely, VOC, SO<sub>x</sub>, and ammonia emissions do not have to be considered in conformity, unless either ARB or EPA makes a finding that onroad emissions of any of these precursors is a “significant contributor” to the area’s PM<sub>2.5</sub> air quality issues. It is important to note that the San Joaquin Valley 2008 PM<sub>2.5</sub> Plan has been developed and submitted to EPA. This plan indicates that VOC, Sox, and ammonia emissions are not significant. However, EPA has not acted on the budgets at this time. As a result, the SJV PM<sub>2.5</sub> conformity analysis will only address the precursor NO<sub>x</sub>.

Table 1-4 summarizes PM2.5 and NOx emission estimates for the 2002 base year by sub-area, as documented in the Final PM2.5 Conformity Analysis. These emission estimates were calculated by running EMFAC2007 for the 2002 base year using default vehicle population, VMT, and speed fraction data; the result is then rounded up to the next tenths place (consistent with ARB policy). The 24-hour estimate is multiplied by 365 to yield an annual estimate (rounded to the whole ton).

**Table 1-4  
On-Road Motor Vehicle PM2.5 Emissions Budgets**

County	2002 24-Hour (average annual tons per day)		2002 Annual (average annual tons per year)	
	PM2.5	NOx	PM2.5	NOx
<b>Fresno</b>	2.2	63.4	803	23141
<b>Kern</b>	3.7	94.1	1351	34347
<b>Kings</b>	0.8	18.5	292	6753
<b>Madera</b>	0.5	13.7	183	5001
<b>Merced</b>	1.5	37.1	548	13542
<b>San Joaquin</b>	1.5	43.4	548	15841
<b>Stanislaus</b>	1.0	30.2	365	11023
<b>Tulare</b>	0.8	26.4	292	9636

## 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.

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.

Nonattainment areas that do not have any adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. For the SJV, this applies to PM2.5. It is important to note that the San Joaquin Valley 2008 PM2.5 Plan has been developed and submitted to EPA. However, EPA has not acted on the budgets at this time. Under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2010);
- The last year of the transportation plan’s forecast period (e.g., 2030); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2020).

A summary of the analysis years resulting from the above described rules and guidance for the Conformity Analysis is provided below.

**Table 1-5  
San Joaquin Valley Conformity Analysis Years**

Pollutant	Budget Years <sup>1</sup>	Attainment/Maintenance Year	Intermediate Years	RTP Horizon Year
CO	2010	2018	2020	2030
Ozone	2011/2014/2017	2023 <sup>2</sup>	2020	2030
PM-10	NA	2020	2010	2030
PM2.5	NA	2010	2020	2030

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 2010 and 2020.

<sup>1</sup> Budget years that are not in the time frame of the transportation plan are not included as analysis years (e.g., CO 2003, Ozone 2008, and PM-10 2005), although they may be used to demonstrate conformity.

<sup>2</sup> The attainment year for Serious 8-hour Ozone areas is 2013; however, the 2007 Ozone Plan requests reclassification to Extreme which has an attainment year of 2023.

## CHAPTER 2

### LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

#### 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 January 2007. A summary of transportation model updates and latest planning assumptions was transmitted to the Model Coordinating Committee (MCC) for interagency consultation. The summary was discussed on the October 11, 2007 MCC conference call. Both EPA and FHWA subsequently indicated that there were no comments or concerns regarding the summary. The conformity analysis and modeling for this TIP/RTP Amendment began in April 2009; 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 2007 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**

<b>Assumption</b>	<b>Year and Source of Data (MPO action)</b>	<b>Modeling</b>	<b>Next Scheduled Update</b>
Population	Base Year: 2005 Projections: In April 2004, the SJCOG policy board adopted population projections to the year 2030 based on 2000 census data. Some minor technical adjustments were made to the land use data as part of the 2007 RTP.	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 begin in fiscal year 08/09
Employment	Base Year: 2005 Projections: In April of 2004 the SJCOG policy board adopted employment projections to the year 2030 based on Economic Development Department and Dun and Bradstreet data. Some minor technical adjustments were made to the land use data as part of the 2007 RTP.	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 begin in fiscal year 08/09
Traffic Counts	The 2007 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 is anticipated to accept the 2005/6 validated model along with the 2007 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 2007 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.

\*Note: In the 2007 Conformity Analysis, expressway VMT was inadvertently allocated to the local facility type instead of arterial. This miss-allocation has been corrected in the SJV PM-10 Maintenance Plan and this 2009 Conformity Analysis.

## **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 April of 2004 the SJCOG policy board adopted population and employment projections to the year 2030. SJCOG used population estimates from the 2000 Census as a basis for population projections. Employment projections were based on estimates from the California Department of Economic Development and Dun and Bradstreet. Employment estimates were augmented by local data on government employment where available.

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.

As part of the 2007 RTP update, SJCOG conducted a comprehensive update to its travel model. During this update, approved developments were considered part of the population and employment projections, resulting in land use data that is less than 5% from those adopted in 2004. The SJCOG Board approved the adjustments as part of the 2007 Regional Transportation Plan update.

## **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 2007 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 validated in 2007 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 from 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 validated in 2007 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.

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 2007 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 2007 model update was calibrated to within three percent of the Highway Performance Monitoring System (HPMS) estimated total VMT for 2005. 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 2009 Federal Transportation Improvement Program Amendment #11 (2009 FTIP Amendment #11) and the 2007 Regional Transportation Plan Amendment #4 (2007 RTP Amendment #4). 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.

### **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**

<b>Horizon Year</b>	<b>Total Population (thousands)</b>	<b>Employment (thousands)</b>	<b>Average Weekday VMT (millions)</b>	<b>Total Lane Miles</b>
<b>2010</b>	<b>681.1</b>	<b>216.1</b>	<b>19.3</b>	<b>5317</b>
<b>2011</b>	<b>691.2</b>	<b>217.9</b>	<b>19.9</b>	<b>N/A</b>
<b>2014</b>	<b>721.6</b>	<b>223.6</b>	<b>21.2</b>	<b>N/A</b>
<b>2017</b>	<b>751.7</b>	<b>229.3</b>	<b>22.5</b>	<b>N/A</b>
<b>2020</b>	<b>781.9</b>	<b>234.9</b>	<b>23.6</b>	<b>5734</b>
<b>2023</b>	<b>868.1</b>	<b>251.1</b>	<b>26.2</b>	<b>N/A</b>
<b>2030</b>	<b>1069.1</b>	<b>288.7</b>	<b>30.2</b>	<b>5982</b>

### **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. 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.

## 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**

<b>Measure Description</b>	<b>Pollutants</b>
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.

### 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**

<b>Measure Description</b>	<b>Pollutants</b>
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

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions (exhaust only) are shown in the table above. It is important to note that the PM-10 exhaust reductions are reduced by the ARB size fraction for diesel exhaust to yield a PM2.5 exhaust 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 Amended 2003 PM-10 Plan only affects diesel vehicle exhaust.

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. 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. ARB 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 Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the applicable SIPs, 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 is anticipated to publish~~ an adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009 ~~in November 2008~~.
- The 2007 PM-10 Maintenance Plan was approved by EPA on November 12, 2008.

It is important to note that the San Joaquin Valley 2008 PM<sub>2.5</sub> Plan has been developed and submitted to EPA. However, EPA has not acted on the budget at this time; therefore, the PM<sub>2.5</sub> Plan is not an applicable SIP.

Regional emissions have been estimated for the horizon years 2010, 2020, 2023 and 2030; other analysis years are interpolated per conformity regulation. The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1.

#### **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 State Implementation Plan (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.

### **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) (<http://www.epa.gov/ttn/chief/ap42/ch13/>).



ARB 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 vehicle miles traveled (VMT) information is used for each road class to prepare the emission estimates.

#### CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on an ARB methodology in which the miles of unpaved road are multiplied by the assumed vehicle miles traveled (VMT) and an emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the SJV 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 an ARB 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.

#### **PM2.5 APPROACH**

EPA issued guidance for creating annual on-road mobile source emission inventories for PM2.5 in August 2005 (EPA, 2005c). 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.

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 PM<sub>2.5</sub> and NO<sub>x</sub> from motor vehicles for an annual average day that will provide the information for both the annual and 24-hour PM<sub>2.5</sub> standards.

EPA guidance indicates that State and local agencies need to consider whether vehicle miles traveled (VMT) varies during the year enough to affect PM<sub>2.5</sub> annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM<sub>2.5</sub> 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 PM<sub>2.5</sub> emission estimates.

The SJV MPOs all use network based travel models. However, the models only estimate average weekday VMT. The San Joaquin Valley 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 San Joaquin Valley 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 PM<sub>2.5</sub> 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. However, EPA has not acted on the budget at this time.

Whatever approach is selected, the latest planning assumptions, latest emissions model, and

appropriate methods for estimating travel and speeds must be used as required by the conformity regulation. In addition, the selected interim emissions tests should be used consistently when completing a conformity test. That is the regional conformity analysis for the baseline year test should be based on the same approach that was used to develop the baseline inventory for conformity purposes.

The regional emissions analyses in PM<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> 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, NO<sub>x</sub> emissions are included; however, VOC, SO<sub>x</sub>, and ammonia emissions are not.

## **SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES**

Step-by-step air quality modeling procedures, including instructions, references and controls, for the Conformity Analysis are available on the Fresno COG website at [<http://www.fresnocog.org/>]. In addition, documentation of the conformity analysis is provided in Appendix C, including:

- 2009 adjust vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 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.

### **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.”

## **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.



## **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 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 TIP). This documentation has been updated as part of this Conformity Analysis. A summary of

this information is provided in Appendix E.

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 was 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 E.

#### **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 E, 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.

#### **RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN**

In May 2003, the San Joaquin Valley COG Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. While this commitment was retained in the 2007 PM-10 Maintenance Plan, it is important to note that there is no new RTP development with Amendment #11 to the 2009 FTIP. As a result, there is no update to the 2007 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 SJVUAPCD 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 F includes the public hearing process documentation. The response to comments received as part of the public comment process are included in Appendix G.

### **INTERAGENCY CONSULTATION**

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model Coordinating Committee (MCC) has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley Metropolitan Planning Organizations (MPOs) and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at <http://www.fresnocog.org>

The interagency consultation process for the 2009 TIP Conformity Analysis began on the October 11, 2007 MCC conference call with a discussion of the timeline and approach, as well as a review of the latest planning assumptions to be used. A comment period was provided for the summary of latest planning assumptions and both FHWA and EPA responded that they had no comments. Interagency consultation was conducted on the proposed processes, instructions for regional emission estimates, and draft boilerplate documentation in March 2008. All

documentation is contained on the 2009 Conformity web-page on Fresno COG website (see information located at <http://www.fresnocog.org>).

~~Due to uncertainty with EPA's PM10 Maintenance Plan approval schedule, each MPO prepared both the 2009 FTIP/Conformity Analysis and an Interim TIP (which would allow some, but not all projects to move forward) for public review.~~

~~The 2007 PM 10 Maintenance Plan and Request for Redesignation was submitted to EPA on November 16, 2007. EPA proposed approval of the Plan and conformity budgets on April 25, 2008. In early April, EPA indicated that final action on the plan could be available by late June 2008. On May 15, 2008, EPA provided a signed Federal Register notice for the technical corrections to the motor vehicle budgets which included an extension of the public comment period to June 10, 2008. EPA then indicated that final action on the plan could be available by late July 2008.~~

~~In early June 2008, EPA indicated that they would be unable to issue final action on the PM-10 Maintenance Plan (thus providing conformity budgets needed for the 2009 FTIP) by July 31, 2008 due to two exceedances of the standard monitored in late May. Consequently, the 2009 Interim FTIPs were then adopted in July 2008 by each of the SJV MPOs and submitted to Caltrans by August 1, 2008 for inclusion in the 2009 FSTIP. There was no action taken on the Draft 2009 TIP, corresponding Conformity Analysis, or Draft 2007 RTP Amendments. In summary, there are approximately 100 projects with \$2.4 billion in funding that are not included in the Interim TIP four year element (FY 08/09 through FY 11/12).~~

~~In July, 2008, EPA indicated that the anticipated date of final action on the Maintenance Plan was September 2008. However, it was unclear what impact the current and/or future exceedances of the PM 10 standard have on meeting this schedule. Consequently, both FHWA and Caltrans requested that the SJV MPOs process a first off cycle amendment to the 2009 Interim FTIP that relies on a previous emissions analysis. In response, the SJV MPOs drafted Amendment #1 and released for public review in September, with Board adoption scheduled for October. This amendment included approximately 75 (of the 100) projects that were determined to be eligible to rely on a previous emissions analysis and be added to the Interim TIPs.~~

~~On September 24, 2008, EPA signed the approval notice for the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. These budgets replace the previously approved budgets and invalidates Amendment #1 that Relies on a Previous Emissions Analysis. Consequently, each MPO has withdrawn Amendment #1 from public review and Board consideration in October.~~

~~At least three MPOs need to process Type #2 and/or Type #3 amendments (no conformity analysis required) prior to this conformity analysis. These amendments are being labeled #2 to the 2009 Interim FTIP and will be processed in accordance with the applicable Public Participation Plan.~~

~~FHWA/FTA last issued a finding of conformity for the 2009 TIP and 2007 RTP, including amendments, on February 27, 2009. The SJV MPOs began drafting Amendment #2 to the 2009~~

~~Interim FTIP to add project phases and/or projects that were not included in the 2009 Interim TIPs in October.~~—A new conformity determination and new regional emissions analysis is required for Amendment #11. It is anticipated that Amendment #11 will be released for public review in ~~May~~November, with public hearings to be conducted in ~~May~~December, followed by Board adoption in ~~June~~January 2009. Federal approval of Amendment #11 and the corresponding Conformity Analysis is anticipated in ~~August~~March 2009.

It is important to note that the San Joaquin Valley is a PM2.5 multi-jurisdictional area; there are 8 MPOs within the PM2.5 nonattainment area and no PM2.5 conformity budgets are available for use at this time. Consequently, the PM2.5 conformity determination must be based on a regional emissions analysis that covers the entire nonattainment area. In accordance with EPA guidance, the other 7 MPOs must redetermine conformity. Since no other transportation planning changes are being made, the 7 other MPO's individual conformity analyses remain unchanged. However, the new Appendix D "PM2.5 Conformity Results Summary for Each MPO in the San Joaquin Valley Nonattainment Area" (see Attachment #4, Part 2) will be made available for a 30-day public comment period prior to re-adoption of their conformity determination. In general, the public comment periods will occur in May with Board adoption in June 2009; no public hearing is required for the other 7 MPOs since there is no corresponding transportation planning action.

The San Joaquin Council of Governments' (SJCOG) 2007 draft Regional Transportation Plan Amendment #4 and draft 2009 FTIP Amendment #11 were developed in cooperation with SJCOG's local partner agencies, including member jurisdictions, Caltrans, and local transit agencies. SJCOG distributed the draft RTP amendment #4 and draft 2009 FTIP amendment #11 to the Citizen's Advisory Committee for review. During the June 25, 2009 the SJCOG Board took action to adopt the 2009 RTP amendment #4, the 2009 FTIP amendment #11 and the associated conformity analysis.

## **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 the TIP/RTP and corresponding conformity analysis 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 NO<sub>x</sub>), particulate matter under ten and 2.5 microns in diameter (PM-10 and PM<sub>2.5</sub>). 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/NO<sub>x</sub>), PM-10 (PM-10/NO<sub>x</sub>), and PM<sub>2.5</sub> (PM<sub>2.5</sub>/NO<sub>x</sub>) 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 2010 are less than the 2010 emissions budgets and 2018, 2020, and 2030 are less than the 2018 emissions budget. The TIP/RTP 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 NO<sub>x</sub> for an average summer (ozone) season day. EPA ~~published is anticipated to publish~~ the notice of adequacy determination for the 2011, 2014, and 2017 conformity budgets in the Federal Register on January 22, 2009, effective February 6, 2009, in November 2008. The modeling results for all analysis years indicate that the on-road vehicle ROG and NO<sub>x</sub> emissions predicted for each of the “Build” scenarios are less than the emissions budgets. The TIP/RTP 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 NO<sub>x</sub>. This Plan was approved 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 budgets for 2005 and 2020. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For PM<sub>2.5</sub>, areas violating both the annual and 24-hour standards for PM<sub>2.5</sub> must address both standards in the conformity determination. The San Joaquin Valley currently violates both standards, and the conformity determination includes both analyses. Before an adequate or approved SIP budget is available, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are either less than or no greater than the 2002 motor vehicle emissions in a given area (see Section 93.119). The San Joaquin Valley chose to use the “no-greater-than-2002 emissions test”. The modeling results for all analysis years indicated that the “Build” scenarios are less than the 2002 Base Year emissions estimates for both the 24-hour and annual standards. The TIP/RTP therefore satisfy the conformity emissions tests for PM<sub>2.5</sub>.

As all requirements of the Transportation Conformity regulation have been satisfied, a finding of conformity for Amendment #11 to the 2009 Federal Transportation Improvement Program and the 2007 Regional Transportation Plan, Amendment #4, is supported.

**Table 6-1  
Conformity Results Summary**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	170			
	2010	115		YES	
	2018 Budget	170			
	2018	69.4		YES	
	2020	58		YES	
	2030	47		YES	

	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2011 Budget	12.1	34.7		
	2011	11.8	34.1	YES	YES
	2014 Budget	10.1	27.8		
	2014	9.9	27.1	YES	YES
	2017 Budget	8.6	21.3		
	2017	8.4	20.9	YES	YES
	2020	7.2	16.2	YES	YES
	2023	6.9	14.3	YES	YES
	2030	6.1	12.0	YES	YES

	Scenario	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	Adjusted 2005 Budget	9.3	42.3		
	2010	9.3	37.5	YES	YES
	2020 Budget	10.6	17.0		
	2020	10.5	16.7	YES	YES
	Adjusted 2030 Budget	12.9	13.6		
	2030	12.9	12.3	YES	YES

	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
PM2.5 24-Hour Standard	2002 Base Year	1.5	43.4		
	2010	1.4	37.5	YES	YES
	2020	1.0	16.7	YES	YES
	2030	1.1	12.3	YES	YES

	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
PM2.5 Annual Standard	2002 Base Year	548	15841		
	2010	511	13688	YES	YES
	2020	365	6096	YES	YES
	2030	402	4490	YES	YES



## 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. 2004. 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. 2005. *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 Determining the “Attainment Years” for Transportation Conformity in New 8-Hour Ozone and PM2.5 Nonattainment Areas*. U.S. Environmental Protection Agency. Memorandum, March 8, 2005.
- EPA. 2005c. *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/DOT. 1991a. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. U.S. Environmental Protection Agency and Department of Transportation. June 7, 1991.
- EPA/DOT. 1991b. *Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period*. Extended Applicability of the Interim Conformity Guidance. U.S. Environmental Protection Agency and Department of Transportation. October 25, 1991.
- USDOT. 2001. *Use of Latest Planning Assumptions in Conformity Determinations*. Memorandum from U.S. Department of Transportation. January 18, 2001.

**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 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 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.	Ch. 2 20	

40 CFR	Criteria	Page	Comments
§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 is address es both docum ents	
§93.118 (a, c, e)	<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 <sup>1</sup>	<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.	Ch. 6 39-41	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Ch. 1 15	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 25	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the 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	Ch. 2, App B 21-22	
§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	Ch. 2 16	

40 CFR	Criteria	Page	Comments
	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.		
§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) <sup>ii</sup>	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) <sup>2</sup>	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2 18	
§93.122 (b)(1)(iii) <sup>2</sup>	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) <sup>2</sup>	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) <sup>2</sup>	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) <sup>2</sup>	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 18-19	
§93.122 (b)(2) <sup>2</sup>	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.	Ch. 2 19	
§93.122 (b)(3) <sup>2</sup>	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	Ch. 2 20	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 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	

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<sup>i</sup> Note that some areas are required to complete both interim emissions tests.

<sup>ii</sup> 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**

**TRANSPORTATION PROJECT LISTING**

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Caltrans	SJ07-1001	212-0000-0395	Construct east and westbound auxiliary lanes	I-205	Tracy Blvd to Mountain House Parkway	\$51,560,000			X	X	X	X	X	
Caltrans	SJ07-1003		Widen from 6 to 8 lanes (inside/outside)	I-205	I-580 to I-5	\$396,640,000					X	X	X	
Caltrans	SJ07-1004	212-0000-0346	Construct new westbound truck lanes	I-205/I-580	East of Mountain House Parkway to Alameda County Line (Note: Project continues in Alameda Co. to North Flynn Rd)	\$50,000,000				X	X	X	X	
Caltrans	SJ07-1005		Widen 6 to 8 lanes (inside)	I-5	French Camp Road to Charter Way	\$42,100,000					X	X	X	
Caltrans	SJ07-1006		Widen 6 to 8 lanes (inside)	I-5	SR 120 to French Camp Road	\$108,600,000					X	X	X	
Caltrans	SJ07-1007	212-0000-0393	North Stockton Widening - widen 6 to 8 lanes including auxiliary lanes	I-5	Country Club Blvd to north of Eight Mile Road	\$350,000,000			X	X	X	X	X	
Caltrans	SJ07-1008		Widen 9 to 12 through lanes	I-5 Mossdale	SR-120 to I-205 (P.M. R13.9/R15.6)	\$122,300,000					X	X	X	
Caltrans	SJ07-1010		Widen from 4 to 6 lanes	Route 12	Lower Sacramento Road to Route 99	\$31,045,000					X	X	X	
Caltrans	SJ07-1011		Widen from 2 to 4 lanes	Route 12	Lower Sacramento Road to I-5	\$71,040,000					X	X	X	
Caltrans	SJ07-1012		Widen from 2 to 4 lanes	Route 12/Route 88	Within the joint Route 88/Route 12 corridor	\$67,086,000				X	X	X	X	
Caltrans	SJ07-1013		Widen 2 to 4 lanes	SR 132	Gap Closure, I-580 to I-5	\$20,000,000				X	X	X	X	
Caltrans	SJ07-1014		Widen 4 to 6 lanes (inside)	SR-120	I-5 to SR99	\$78,000,000				X	X	X	X	
Caltrans	SJ07-1015		Extension - New alignment from Fresno Ave. to east of Daggett Road	SR-4	Fresno Avenue to east of Daggett Road	\$217,600,000				X	X	X	X	
Caltrans	SJ07-1017	212-0000-0394	99 Manteca - widen 4 to 6 lanes with interchange modifications	SR-99	SR-120 to Arch Rd (PM 5.3/15.0)	\$250,000,000				X	X	X	X	
Caltrans	SJ07-1018	212-0000-0344	99 South Stockton - widen from 4 to 6 lanes with interchange modifications and realignment of the Highway 4 east approach and connection to Highway 99	SR-99	Rt 4-Crosstown Freeway to South of Arch Road (PM 14.6/18.4)	\$250,500,000				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	\$37,602,900			X	X	X	X	X	



2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Lodi	SJ07-2007	212-0000-0398	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)	SR-99 at SR-12 West (Kettleman Lane)	\$60,120,939							X	X
Lodi	SJ07-2008		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)	SR-99 at SR-12 East (Victor Road)	\$30,800,700				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	\$32,092,645					X	X	X	X
Manteca	SJ07-2013		Reconstruct/improve interchange with new grade separation	SR-99 at Austin Road	SR-99 at Austin Road	\$100,979,221				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 at Stockton Avenue and East Main Street	SR-99 at Main Street/UPRR Interchange (Ripon)	SR-99 at Main Street/UPRR Interchange (Ripon)	\$5,000,000				X	X	X	X	X
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	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	\$21,700,000		X	X	X	X	X	X	X
Stockton	SJ07-2019		Modification of interchange to a higher capacity design (P.M. 23.4-24.4)	I-5 at Downing Ave	I-5 at Downing Ave	\$66,000,000				X	X	X	X	X

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
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	\$37,000,000			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	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.	\$61,170,458			X	X	X	X	X	
Stockton	SJ07-2022	212-0000-0309	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	I-5 at Hammer Lane	\$50,000,000				X	X	X	X	
Stockton	SJ07-2023	212-0000-0309	Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)	I-5 at North Gateway (New Road A)	I-5 at North Gateway (New Road A)	\$63,000,000				X	X	X	X	
Stockton	SJ07-2024	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	\$44,024,297			X	X	X	X	X	
Stockton	SJ07-2027		Construct new interchange	SR-99 at Golden Gate	SR-99 at Golden Gate	See SJ07-1017				X	X	X	X	
Stockton	SJ07-2028		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	\$158,000,000					X	X	X	
Tracy	SJ07-2032	212-0000-0227	Construct interchange (P.M. 2.4/5.3) HR 3-193 #2055 and HR 3-366 #460	I-205 at Lammers Rd	I-205 at Lammers Rd	\$63,000,000				X	X	X	X	
Tracy	SJ07-2033		Modification of existing interchange	I-205 at Grant Line Road	I-205 at Grant Line Road	\$27,040,338				X	X	X	X	
Tracy & Lathrop	SJ07-2034	212-0000-0228	Construct New Interchange (Goldrush City) (P.M. 13.1/13.1)	I-205 at Paradise Road/Chrisman	I-205 at Paradise Road/Chrisman	\$54,015,240				X	X	X	X	
Caltrans	SJ07-3006		Widen from 2 to 4 lanes	Yosemite (SR 120)	Van Allen to Brennan. 1.95 miles.	\$3,689,308				X	X	X	X	
Caltrans	SJ07-3007		Widen from 2 to 4 lanes	Yosemite (SR 120)	From Manteca City limit to North Ripon Road. 3.05 miles.	\$5,358,281				X	X	X	X	
Caltrans	SJ07-3008		Widen from 2 to 4 lanes	Yosemite (SR 120)	From French Camp to Van Allen. 2.1 miles.	\$3,426,912				X	X	X	X	
Escalon	SJ07-3009		Widen from 2 to 4 lanes	McHenry Avenue	Between First Street and Catherine Way	\$3,096,000	X	X	X	X	X	X	X	
Lathrop	SJ09-3001		Construct 6 lane Parallel facility from River Island Parkway to Burhurst Road	Golden Valley Parkway Phase I	New six lane facility from River Island Parkway to Burkhurst Road	\$8,500,000		X	X	X	X	X	X	

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)									
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030			
Lathrop	SJ07-3014		Construct 4 lane Parallel facility from Burkhurst to Paradise	Golden Valley Parkway Phase II	New four lane facility from Burkhurst to Paradise	\$50,790,000								x	x	x
Lathrop	SJ07-3015		Widen from 2 to 4 lanes	Lathrop Rd.	From I-5 to east of UPRR	\$2,771,026			x	x	x	x				
Lathrop	SJ07-3016	112-0000-0158	Widen 2 lane to 4 lane	Louise Avenue	5th St to east of city limits	\$2,074,680	x	x	x	x	x	x	x			
Lodi	SJ07-3017		Widen 2/3 lanes to 4 lanes	Ham Lane	From Lodi Avenue to Elm Street	\$2,343,098				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)	\$19,807,884			x	x	x	x	x			
Lodi	SJ07-3019		Widen 2 to 4 lanes	Lockeford Street	Stockton Street to Cherokee Lane	\$5,525,100		x	x	x	x	x	x			
Lodi	SJ07-3020		Widen from 2 to 3 lanes (adding turn lane)	Pine Street	Between Cherokee Lane and Beckman Road	\$2,518,861	x	x	x	x	x	x	x			
Lodi	SJ07-3022		Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape	Victor Road (SR-12)	Between SR 99 to Central California Traction railroad tracks.	\$9,278,100				x	x	x	x			
Manteca	SJ07-3023		Widen from 4 to 6 lanes	Airport Way	SR-120 - Lathrop Road (Manteca)	\$18,188,705			x	x	x	x	x			
Manteca	SJ07-3024		Widen from 2 to 4 lanes	Lathrop Road	From East of UPRR to SR-99	\$10,389,893			x	x	x	x	x			
Manteca	SJ07-3026		Widen 2 to 4 lanes	Louise Avenue	Manteca SPRR to SR-99	\$839,917			x	x	x	x	x			
Manteca	SJ07-3027		Widen 2 to 4 lanes	Louise Avenue	East of UPRR to Manteca SPRR	\$2,400,000			x	x	x	x	x			
Manteca	SJ07-3028		Widen from 2 to 4 lanes with a continuous left turn lane. Curb, gutter and sidewalk will also be constructed.	South Union Road	Project will connect South Union Rd where it is currently 4 lanes. SR120 off ramps to Wawona Street.	\$1,031,400	x	x	x	x	x	x	x			
Manteca	SJ07-3029		Widen from 4 to 6 lanes	Union Road	From SR-120 to Woodward Road 0.45 miles.	\$1,827,926	x	x	x	x	x	x	x			
Manteca	SJ07-3030		Widen from 2 to 4 lanes	Woodward Avenue	McKinley to Manteca Road. 3 miles.	\$16,283,614			x	x	x	x	x			
Mountain House	SJ07-3031		Widen from 2 to 8 lanes	Mountain House Parkway	I-205 to Grant Line Road 1.15 miles.	\$7,388,333										x
Port of Stockton	SJ07-3032		Four-lane access road with an at-grade crossing	Daggett Road	SR-4 to bridge across Burns Cut-off that connects Rough and Ready Island to mainland. At grade crossing over Burlington Santa Fe mainline	\$4,600,000	x	x	x	x	x	x	x			
Port of Stockton	SJ07-3033	212-0000-0229	2 to 2 lanes, Improve SR-4/Daggett Road intersection	Daggett Road HR 3-223 #2821	SR-4/Daggett Road intersection to Burns Cutoff Bridge	\$11,880,000			x	x	x	x	x			

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Port of Stockton	SJ07-3034	212-0000-0281	Replacement of existing bridge (2 to 4 lanes) at Navy Drive to provide secondary access point	Rough and Ready Island Bridge (Navy Dr Bridge)	Bridge at Navy Drive	\$15,606,000		X	X	X	X	X	X	
Ripon	SJ07-3035	112-0000-0162	Rehabilitate roadways and widen Stockton Street from 2 to 4 lanes between Second Street and Doak Boulevard	Main and Stockton St	On Main Street from Acacia to Jack Tone Road and on Stockton Street from Main to Doak Blvd	\$7,294,000	X	X	X	X	X	X	X	
Ripon	SJ07-3036		Widen from 2 to 6 lanes	River Road Plus Extension	N Ripon Road to Austin interchange. Includes extension of Olive Road south to SJC line.	\$37,891,659								X
Ripon	SJ07-3037		Extension of South Frontage Road	South Frontage Extension to Austin Road	From Jack Tone Road to Austin Road	\$1,529,350					X	X	X	
Ripon	SJ07-3038		Construct a new South Frontage Road and modify Wilma Over Crossing	South Frontage Road & Wilma Over Crossing	Existing Wilma Over Crossing from Stockton Ave to Jack Tone Rd	\$2,750,000	X	X	X	X	X	X	X	X
Ripon	SJ07-3039		Construction of a new bridge across the Stanislaus River parallel to SR-99 in Ripon	Stanislaus River Cross	Parallel to SR-99 at the Stanislaus River	\$11,066,031								X
San Joaquin County	SJ07-3040		Widen from 4 to 6 lanes	Airport Way	French Camp Road to City Limit Between Tracy City Limits Drive and I-5 including installation of traffic signal and/or roundabout improvements at intersections, center median, and an eastbound auxiliary lane at selected areas of Eleventh Street corridor	\$2,644,727							X	X
San Joaquin County	SJ07-3050		Improve roadway and intersections	Eleventh Street		\$20,454,507								X
San Joaquin County	SJ07-3059		Widen from 2 to 4 lanes; installing concrete median barrier, and installing shoulder wide to accommodate bicyclists	Lower Sacramento Road, Segments 2B & 2C	Pixley Slough Bridge to Harney Curve	\$19,102,806			X	X	X	X	X	X
San Joaquin County	SJ07-3062	112-0000-0142	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	\$29,446,263			X	X	X	X	X	X
San Joaquin County	SJ07-3068	212-0000-0320	Replace existing ferry system with a new bridge	Woodward Island Bridge	Jones Tract to Woodward Island	\$6,933,768			X	X	X	X	X	X
Stockton	SJ07-3074		Widen from 4 to 6 lanes	Airport Way	From Arch Road to French Camp Road	\$29,632,600				X	X	X	X	

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Stockton	SJ07-3077		Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	Alpine Avenue	UPRR (SPRR) to Wilson Way	\$9,026,100			X	X	X	X	X	X
Stockton	SJ07-3078		Complete the engineering design and acquire the right of way. Relocated a segment of Sperry Road and extend Sperry Road from Performance Drive to French Camp Road. 4 lane extension on an 8 lane roadway project.	Arch-Sperry Road Extension (HR 3-193 #2067)	Extend Sperry Road approximately one mile from Performance Drive to French Camp Road	\$64,936,908		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 Waterbury Drive. 0.1 miles South of Eight Mile Road	\$3,961,018			X	X	X	X	X	X
Stockton	SJ07-3083		Widen from 2 to 4 lanes	Davis Road	Bear Creek to Eight Mile Road	\$11,261,624				X	X	X	X	X
Stockton	SJ07-3084		Widen to 8 through lanes	Eight Mile Road Expressway	Between I-5 and Route 99 including reconstruction of intersections, addition of turn and acceleration/deceleration lanes, and construction of a raised median.	\$145,120,500				X	X	X	X	X
Stockton	SJ07-3085		Widen roadway from 2 lanes each direction to 2 lanes SB, 3 lanes NB, and a center dual turn lane	El Dorado Street (Phase 2)	Mariposa Avenue to Bianchi Road	\$9,284,838	X	X	X	X	X	X	X	X
Stockton	SJ07-3086		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	\$3,256,200				X	X	X	X	X
Stockton	SJ07-3087		Widen from 4 to 6 lanes	Hammer Lane (Phase III)	Kelley Drive to Thorton Road, excluding the Pershing Avenue intersection	\$14,038,200	X	X	X	X	X	X	X	X
Stockton	SJ07-3088		Widen from 6 to 8 lanes from I-5 to Mariners Drive and Construct 8 lanes from Mariners Drive to Trinity Parkway	Hammer Lane west of I-5	Widen from I-5 to Mariners Drive and Construct 8 lanes from Mariners Drive to Trinity Parkway	\$20,162,060				X	X	X	X	X
Stockton	SJ07-3089		Widen from 4 to 6 lanes	Holman Road	Villa Antinori Eight Mile. 1.05 miles.	\$5,533,962				X	X	X	X	X

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Stockton	SJ07-3090		New undercrossing (P.M. 35.7/35.8)	I-5/Eight Mile Road	I-5 at Eight Mile Road	\$9,000,000					X	X	X	X
Stockton	SJ07-3091		Widen from 4 to 6 lanes	Lower Sacramento Road	Hammer Lane to Bear Creek	\$9,223,200			X	X	X	X	X	X
Stockton	SJ07-3092		Widen Lower Sacramento Road from 2 to 6 lanes including the replacement of Pixley Slough Bridge and Bear Creek Bridge. Reconstruct Eight Mile Road intersection.	Lower Sacramento Road	Lower Sacramento Road between Bear Creek to Pixley Slough Bridge including the replacement of Pixley Slough Bridge and Bear Creek Bridge	\$37,438,200			X	X	X	X	X	X
Stockton	SJ07-3093		Extend an 8 lane March Lane east to the future Rt 99/Wilson Way IC. A 4-lane extension of Marantha Drive will also be built.	March Lane	March Lane extends from Holman Road to Rt 99/Wilson Way IC; and Marantha Drive extends from Wilson Way to 700 feet north of March Lane	\$93,408,300				X	X	X	X	X
Stockton	SJ07-3094		Widen from 6 to 8 lanes	March Lane	El Dorado Street to West Lane	\$1,415,700					X	X	X	X
Stockton	SJ07-3095		Extension of Morada Lane (4 lane facility) West Lane to Lower Sacramento Road	Morada Lane	Between West Lane to Lower Sacramento Road	\$69,896,328				X	X	X	X	X
Stockton	SJ07-3096		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	\$51,069,600			X	X	X	X	X	X
Stockton	SJ07-3097		Replace dual 2 lane bridges with 6 lane bridge	Pacific Avenue/ Calaveras Bridge Replacement	Pacific Avenue/Calaveras Bridge	\$8,160,000			X	X	X	X	X	X
Stockton	SJ07-3098		Widen from 2 to 4 lanes	Stanislaus Street	Crosstown Freeway to Park Street	\$3,547,800			X	X	X	X	X	X
Stockton	SJ07-3100		Widen 1.5 mile section of roadway from 2 lanes both directions to 6 lanes with a center dual turn lane	Thornton Road	From Pershing Avenue to Bear Creek Bridge	\$12,505,963			X	X	X	X	X	X
Stockton	SJ07-3102		Construct 4 lane extension	Trinity Parkway Extension	From Bear Creek Bridge to Hammer Lane	\$43,713,900			X	X	X	X	X	X
Stockton & Port of Stockton	SJ07-3103	212-0000-0229	Reconstruct Daggett Road (Rough & Ready Island)	Daggett Road	Burns Cutoff Bridge to SR-4	\$5,894,100			X	X	X	X	X	X

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Stockton & Port of Stockton	SJ07-3104		Widen from 2 to 4 lanes, includes bridge improvements on McCloy, widening and intersection	Navy Drive	Navy Drive (including bridge on McCloy) McCloy to SR 4	\$69,400,566			X	X	X	X	X	
Tracy	SJ07-3106		Widen from 2 to 4 lanes	Corral Hollow Road	Parkside Drive to Linne Road	\$20,343,438				X	X	X	X	
Tracy	SJ07-3107		Installation of traffic signal and/or roundabout improvements at intersections, center median, and an eastbound auxiliary lane at selected areas of Eleventh Street corridor	Eleventh Street Improvements and MacArthur Dr. Intersection	11th Street at MacArthur Drive	\$9,027,498					X	X	X	
Tracy	SJ07-3108		Widen from 2 to 4 lanes	Grant Line Road	Between Parker Avenue and MacArthur Drive including construction of median and sidewalk	\$5,605,488	X	X	X	X	X	X	X	
Tracy	SJ07-3109		Widen from 5 to 6 lanes	Grant Line Road	From Naglee Road to Lammers Road	\$5,583,099			X	X	X	X	X	
Tracy	SJ07-3110		Widen from 2 to 4 lanes	Lammers Road	I-205 to I-580	\$70,270,932				X	X	X	X	
Tracy	SJ07-3111		Widen from 2 to 4 lanes	Linne Road	Corral Hollow Road to Chrisman Road	\$62,824,446				X	X	X	X	
Tracy	SJ07-3112		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	\$21,891,589			X	X	X	X	X	
Tracy	SJ07-3113		Extend 4 lane roadway	Schulte Road	From back of Faith Lane (San Marco Subdivision limits) to Lammers Road (approx 1.0 mile extension)	\$18,682,146			X	X	X	X	X	
Caltrans	SJ07-4001		Construct new grade separation	Rt 12/UPRR Crossing	Rt 12 at UPRR	See SJ07-1011					X	X	X	
Escalon	SJ07-4003		Construct grade separation or at-grade improvements of BNSF railway crossings	Escalon BNSF Crossing Improvement	At location in City of Escalon to be determined through local arterial circulation analysis	\$30,000,000								X
Lathrop	SJ07-4004	112-0000-0155	Preliminary engineering and Environmental Phase and Construction of a 4 lane overpass	Lathrop Road at UPRR (Westerly)	Lathrop Road at UPRR	\$15,000,000			X	X	X	X	X	
Lodi	SJ07-4006		Construct grade separation	Harney Lane at UPRR	Harney Lane at UPRR	\$13,619,000				X	X	X	X	

2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)									
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030			
Manteca	SJ07-4008		Construct five lane grade separation over the UPRR	Airport Way/UPRR	Airport Way/UPRR between Louise Avenue and Lathrop Road	\$20,750,913										X
Manteca	SJ07-4009		Construct new grade separation	Austin Road Grade Crossing	Austin Road near SR 99	See SJ07-2013							X	X		X
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		X	
Stockton	SJ07-4013		Construct grade separation of roadway and railway	Alpine Road/UPRR (Easterly)	West Lane to Moteogo Avenue	\$26,750,700							X	X		X
Stockton	SJ07-4014		Construct grade separation of roadway and railway	Eight Mile/UPRR (Easterly) Former SPRR	Eight Mile Road between Leach Road and Golf View Road	\$50,116,500				X	X		X	X		X
Stockton	SJ07-4015		Construct grade separation of roadway and railway	Eight Mile/UPRR (Westerly)	Eight Mile/UPRR (Westerly) between Davis Road and Lower Sacramento Road	\$53,551,800				X	X		X	X		X
Stockton	SJ07-4016		Construct grade separation of roadway and railway	Eighth Street/UPRR	Eighth Street between California Street and Airport Way	\$45,674,100									X	X
Stockton	SJ07-4017		Construct a 6 lane divided overpass includes the LSR bridge over Bear Creek	Lower Sacramento Road, at UPRR (Bear Creek in Stockton)	Lower Sacramento Road, at UPRR between Bear Creek and Marlette Road	\$59,361,300				X	X		X	X		X
Stockton	SJ07-4018		Widen from 2 to 6 lanes, Improvements will include additional grade crossing protection	Morada /UPRR (SPRR) at Grade Crossing	Morada/UPRR at-grade crossing	\$2,375,000		X		X	X		X	X		X
Stockton & San Joaquin County	SJ07-4019		Eliminate the existing at-grade crossing of the UPRR and the associated modal conflicts. To improve both through traffic capacity and vehicular safety. Construct a 6 lane overpass	West Lane at UPRR	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	\$56,030,393								X	X	X
Caltrans	SJ07-2001		Reconstruct Freeway to Freeway Interchange	I-5 at SR-4 (Crosstown Freeway)	I-5 at SR-4 (Crosstown Freeway)	\$59,000,000							X	X		X





2009 Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID (if available)	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
			Type of Improvement	Facility Name/Route	Project Limits		2010	2011	2014	2017	2020	2023	2030	
Tracy	SJ07-5057	112-0000-0104	Construction of a new multimodal station	Tracy Multimodal Station	Downtown City of Tracy	\$12,562,754	X	X	X	X	X	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	\$450,000	X	X	X	X	X	X	X	X
Port of Stockton	SJ07-4024	212-0000-0493	Construct grade separation: Construct new 2 lane grade separation of Daggett Road and BNSF Railroad.	Daggett Road at BNSF	Daggett Road at BNSF	\$12,460,000			X	X	X	X	X	X
Tracy	SJARRA-38	212-0000-0489	Widen corral Hollow rd from 2 lanes to 4 lanes between Grant Line Rd and Mall entry including construction of curb, gutter, sidewalk, wheel chair ramp, street lights, installation of storm drainage system, new asphalt concrete and traffic marking and striping.	Corral Hollow Road	Grant Line Road to Mall Entry	\$3,000,000		X	X	X	X	X	X	X
Manteca	SJARRA-39	212-0000-0490	Construct 4-lane gap closure of Atherton Drive between Main Street and Paseo	Atherton Drive	Main to Paseo	\$2,130,000		X	X	X	X	X	X	X
Manteca	SJ07-5061	212-0000-0461	Construction of Manteca Multimodal Station	Manteca Multimodal Station	City of Manteca	\$3,229,009		X	X	X	X	X	X	X

Federally-Funded Non-Regionally Significant Project Listing

Jurisdiction/Agency	TIP/RTP Project ID	CTIPs Project ID	Description		Estimated Cost	Conformity Analysis Year (project open to traffic)					
			Type of Improvement	Facility Name/Project Limits		2010	2011	2014	2017	2020	2023

No Projects Identified

Exempt Project Listing

2009 Exempt Project Listing

Jurisdiction/ Agency	RTP Project ID	CTIPS Project ID	Project Description		Estimated Cost	Exemption Code	
Lodi	SJ07-5001		Grapeline Capital	Purchase 10 vehicles, 5 are replacement and 5 are increase to fleet	Grapeline Capital	\$825,000	2.10
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	\$4,244,000	2.08
Lodi	SJ07-5004	212-0000-0299	Grapeline Capital	Costs to improve and maintain transportation service facilities at main transit station	Grapeline Capital	\$575,000	2.04
Lodi	SJ07-5005		Grapeline Operations	Lodi Grapeline transit service facilities, fueling stations, and maintenance shop upgrades/expansions	Lodi Grapeline Transit Service Facilities	\$2,534,000	2.04
Lodi	SJ07-5006	212-0000-0154	Grapeline Operations	Costs associated with the delivery of the Grapeline fixed route and comparable Paratransit/General Public Dial-A-Ride services.	Grapeline Operations	\$11,648,000	2.01
Lodi	SJ07-5007	212-0000-0292	Grapeline Operations	Purchase of six (6) Dial-A-Ride Vehicles	Grapeline Operations	\$552,000	2.10
Lodi	SJ07-5008	212-0000-0292	Lodi DAR	Lodi DAR Capital	Purchase 12 buses in years 2001 to 2005, 19 in 2005 to 2010, 19 in 2015 to 2020 and 19 in 2020 to 2015	\$6,160,000	2.10
Lodi	SJ07-5009		Lodi Grapeline (Fixed Route)	Lodi Grapline Capital	Purchase 8 buses in years 2010 to 2015	\$2,760,000	2.10
Lodi	SJ07-5010	212-0000-0351	Municipal Service Center Transit Vehicle Maintenance Facility	Renovation and Expansion	Municipal Service Center (MSC) Fleet Service Shop.	\$2,867,000	2.08
Lodi	SJ07-5011	212-0000-0154	Operations	Operations	Includes 2.5% increase in operations annually as a result of growth	\$25,618,000	2.01
Lodi Unified School District	SJ07-5012	212-0000-0361	School Bus Replacement Project	Costs associated with the purchase of replacement buses		\$1,485,000	2.10
Lodi Unified School District	SJ07-5013	212-0000-0375	Street Sweeper Replacement Project	Costs associated with the purchase of a CNG street sweeper		\$160,000	2.02
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	2.01
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
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

Exempt Project Listing

Manteca	SJ07-5018	212-0000-0282/ 212-0000-0213	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	SJ07-5020	212-0000-0484	City of Ripon Short Range Transit Plan	Cost associated with transit planning efforts		\$72,000	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		\$2,038,538	2.02
SJRRRC	SJ07-5024	212-0000-0363	SJRRRC Purchase of Passenger Rail Cars	Cost associated with the purchase of six passenger rail cars		\$16,500,000	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 ten hybrid diesel-electric buses for BRT service on Airport Way corridor.		\$5,500,000	2.10
SJRTD	SJ07-5026		Bus Rapid Transit (BRT)	Regional/Inter-Regional BRT system	Regional/Inter-Regional-Operations	\$50,647,000	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	2.05
SJRTD	SJ07-5029		Coordinated Transportation Vehicles	Includes new replacement buses or vans	San Joaquin County-Capital	\$5,200,000	2.02
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/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167	Countywide DAR	Countywide GPDAR	San Joaquin County-Operations	\$214,629,743	2.01
SJRTD	SJ07-5033	212-0000-0360	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	\$2,000,000	2.06
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/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167	Intercity/Interregional/Hopper	I/C I/R Operations	San Joaquin County-Operations	\$441,541,367	2.01
SJRTD	SJ07-5038	212-0000-0332	Mall Transfer Facilities Project	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	West Yokuts Avenue		2.07
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/ 212-0000-0165	Operational Facilities	Expansion/Modernization	San Joaquin County-Capital	\$7,500,000	2.04

Exempt Project Listing

SJRTD	SJ07-5041		Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	Stockton Metropolitan Area-Capital	\$900,000	2.07
SJRTD	SJ07-5042	212-0000-0352	Regional Operations Facility	Expansion/Modernization	San Joaquin County-Capital	\$35,000,000	2.04
SJRTD	SJ07-5043	212-0000-0244	RTD Capital Improvement Projects	Capital improvements	San Joaquin County-Capital	\$20,000,000	2.04
SJRTD	SJ07-5044		SMA	Expansion and replacement buses	Stockton Metropolitan Area-Capital	\$50,000,000	2.10
SJRTD	SJ07-5045	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167	SMA	SMA Fixed Route and SMA DAR	Stockton Metropolitan Area-Operations	\$1,114,373,579	2.01
SJRTD	SJ07-5046	212-0000-0158	Support Vehicles	Cost to secure support vehicles	San Joaquin County-Capital	\$1,000,000	2.02
SJRTD/ City of Stockton	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 enhancements		\$2,408,000	2.01
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
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	2.07
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	2.02
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	\$1,377,058	2.01
Lodi	SJ07-5058	212-0000-0292	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
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
SJRRC	SJ07-6003	212-0000-0281	ACE Capital	Purchase two additional rail cars for ACE service expansion	ACE Capital	\$8,800,000	2.10

Exempt Project Listing

SJRRRC	SJ07-6004	212-0000-0190	ACE Capital	SJRRRC shared costs for the overall maintenance of vehicles	ACE Capital	\$7,564,000	2.03
SJRRRC	SJ07-6005	212-0000-0262	ACE Capital	Capital lease with UPRR for a 10 year trackage rights	ACE Capital	\$14,780,000	2.01
SJRRRC	SJ07-6006	212-0000-0293	ACE Capital	Signal Upgrade project	Between Niles Junction and Lathrop	\$4,325,000	2.09
SJRRRC	SJ07-6007		ACE Capital	Purchase of Replacement Vehicles (Bus, Van) for ACE Service	ACE Capital	\$126,000	2.02
SJRRRC	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	2.07
SJRRRC	SJ07-6009		ACE Capital	Realignment of tracking	Near Altamont Pass	\$4,064,000	2.09
SJRRRC	SJ07-6010	212-0000-0301	ACE Capital	Construction	Northwest Track Connection in Stockton	\$7,500,000	2.09
SJRRRC	SJ07-6011	212-0000-0302	ACE Capital	Improvements to the Wireless Security System on the ACE service	ACE Capital	\$500,000	2.06
SJRRRC	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
SJRRRC	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
SJRRRC	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
SJRRRC	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	2.09
SJRRRC	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	2.09
SJRRRC	SJ07-6017		ACE Corridor	Acquisition of ACE Corridor between Lathrop and Niles Junction	Between Lathrop and Niles Junction	\$45,000,000	2.01
SJRRRC	SJ07-6018		Phase II Implementation Plan for the Central Valley Rail Service	Commuter rail service	Central Valley to Sacramento	\$1,000,000	2.01
SJRRRC	SJ07-6019		Operations	Shuttle Services in San Joaquin County stations	San Joaquin County	\$1,123,000	2.01
SJRRRC	SJ07-6020	212-0000-0210	Capital	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 1		\$17,000,000	2.08
SJRRRC	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)	SJRRRC/Santa Clara/Alameda contributions shown	\$241,365,000	2.01
SJRRRC	SJ07-6022		Lathrop Transfer Station	Lathrop Transfer Station- Between ACE and Central Valley Service		\$5,500,000	2.08
SJRRRC	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	2.06

Exempt Project Listing

SJRRRC	SJ07-6024		Rail Station Expansion	Rail Station Expansion/Improvements/Access	Stockton station, Lathrop station and Tracy 2nd station (west)	\$28,250,000	2.08
SJRRRC	SJ07-6025		Central Valley Rail Service	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)		\$125,000,000	2.01
SJRRRC	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	2.10
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	2.01
San Joaquin County	SJ07-7001		Stockton Metro Airport	Northeast Air Cargo Apron Expansion, Phase 1 (257' x 450')	Stockton Metro Airport	\$1,200,300	4.01
San Joaquin County	SJ07-7002		Stockton Metro Airport	Environmental Study Update	Stockton Metro Airport	\$300,000	4.01
San Joaquin County	SJ07-7003		Stockton Metro Airport	Reconstruct General Aviation Apron Phase 1	Stockton Metro Airport	\$1,582,050	4.01
San Joaquin County	SJ07-7004		Stockton Metro Airport	Engineering Design for several projects (8-15 of CIP)	Stockton Metro Airport	\$380,000	4.01
San Joaquin County	SJ07-7005		Stockton Metro Airport	Install Runway Centerline and Touchdown Zone Lights Runway 11L-29R	Stockton Metro Airport	\$1,082,000	4.01
San Joaquin County	SJ07-7006		Stockton Metro Airport	Infield Drainage Upgrade	Stockton Metro Airport	\$312,000	4.01
San Joaquin County	SJ07-7007		Stockton Metro Airport	Line Wash Rack Pond	Stockton Metro Airport	\$50,000	4.01
San Joaquin County	SJ07-7008		Stockton Metro Airport	Holding Apron Runway 29L	Stockton Metro Airport	\$162,000	4.01
San Joaquin County	SJ07-7009		Stockton Metro Airport	Install New 250 KVA Emergency Generator and Update Switch Gear at Terminal Building	Stockton Metro Airport	\$350,000	4.01
San Joaquin County	SJ07-7010		Stockton Metro Airport	Rehabilitate Home Rund Duct and Cable	Stockton Metro Airport	\$277,000	4.01
San Joaquin County	SJ07-7011		Stockton Metro Airport	Air Cargo Apron Expansion	Stockton Metro Airport	\$4,503,000	4.01
San Joaquin County	SJ07-7012		Stockton Metro Airport	Reconstruct GA Apron- Phase 2	Stockton Metro Airport	\$1,867,000	4.01
San Joaquin County	SJ07-7013		Stockton Metro Airport	Engineering Design for several projects (17-21 in the CIP)	Stockton Metro Airport	\$210,000	4.01
San Joaquin County	SJ07-7014		Stockton Metro Airport	Handicap Elevator- Airline Terminal Building	Stockton Metro Airport	\$264,000	4.01
San Joaquin County	SJ07-7015		Stockton Metro Airport	Reconstruct Taxiway B Shoulders	Stockton Metro Airport	\$661,000	4.01
San Joaquin County	SJ07-7016		Stockton Metro Airport	Overlay Runway 11R-29L Including Medium Intensity Runway Lights	Stockton Metro Airport	\$857,000	4.01
San Joaquin County	SJ07-7017		Stockton Metro Airport	Reconstruct Taxiway H	Stockton Metro Airport	\$1,346,000	4.01
San Joaquin County	SJ07-7018		Stockton Metro Airport	Construct Corporate Hangars (27,500 Sq Ft.)	Stockton Metro Airport	\$1,293,000	4.01



Exempt Project Listing

Tracy	SJ07-7019		Tracy Municipal Airport	Establish Airport Concession Area	Tracy Municipal Airport	\$20,000	4.01
Tracy	SJ07-7020		Tracy Municipal Airport	Improvements to main entrance road, lighting, road construction	Tracy Municipal Airport	\$240,962	4.01
Tracy	SJ07-7021		Tracy Municipal Airport	Install Fixed Based Operator (FBO) Hangar Lighting	Tracy Municipal Airport	\$10,000	4.01
Tracy	SJ07-7022		Tracy Municipal Airport	Install High-end sanitation restrooms	Tracy Municipal Airport	\$40,000	4.01
Tracy	SJ07-7023		Tracy Municipal Airport	Install shade structures in airport park	Tracy Municipal Airport	\$15,000	4.01
Tracy	SJ07-7024		Tracy Municipal Airport	Renovate Park Irrigation System	Tracy Municipal Airport	\$10,000	4.01
Tracy	SJ07-7025		Tracy Municipal Airport	Slurry seal airport runway, taxiway, and hanger area	Tracy Municipal Airport	\$505,000	4.01
Tracy	SJ07-7026		Tracy Municipal Airport	T-Hanger Installation	Tracy Municipal Airport	\$2,112,000	4.01
Tracy	SJ07-7027		Tracy Municipal Airport	Upgrade septic system	Tracy Municipal Airport	\$10,000	4.01
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
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	212-0000-0371	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	212-0000-0373	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	SJ07-8012		Calaveras Pedestrian Trail	Bike/Pedestrian Trail	From existing Bike/Pedestrian trail to city park at Buckley Cove	\$320,000	3.02
Stockton	SJ07-8013		Center Street , Fremont Street to Bridge at Weber	Bicycle/Pedestrian Walkway	Center Street , Fremont Street to Bridge at Weber	\$782,000	3.02
Stockton	SJ07-8014		Charter Way, French Camp - Stanislaus Street	Beautification project, landscaping, bike, lockers, bike racks	Charter Way, French Camp - Stanislaus Street	\$732,000	3.02
Stockton	SJ07-8015		Duck Creek/Walker Slough	Bikeway improvements	Duck Creek/Walker Slough, 5.2 Miles	\$287,000	3.02
Stockton	SJ07-8016		EBMUD Aqueduct	Bikeway improvements	EBMUD Aqueduct, 7.5 Miles	\$371,000	3.02
Stockton	SJ07-8017		El Dorado St. n/s Corridor	Bikeway improvements	El Dorado St. n/s Corridor, 14.2 Miles	\$35,000	3.02
Stockton	SJ07-8018		Pershing Avenue	Bikeway improvements	Pershing Avenue, 1.3 Miles	\$3,000	3.02
Stockton	SJ07-8019		Weber Street Feature	Bike Lockers	Weber Street	\$555,000	3.02

Exempt Project Listing

Tracy	SJ07-8020		Tracy Gateway, Landscape Gateways to the City (4 locations)	Gateway sites include: landscape PNR, bike trailways	4 locations	\$279,000	3.02
Various	SJ07-8021		Miscellaneous Regional Bikeway Facilities	Specific projects are listed in the San Joaquin Regional Bikeway Plan; Corridors include Calaveras River, Stanislaus River, Tidewater Bikeway, and on-street bike lanes.	Calaveras River, Stanislaus River, Tidewater Bikeway, and on-street bike lanes.	\$24,222,000	3.02
Caltrans	SJ07-1002	212-0000-0336	I-205	Tree planting	Alameda County Line to I-5 (P.M. 0.0/12.6)	\$2,455,000	4.09
Caltrans	SJ07-1009	112-0000-0036	Route 12	Provide safety and operational improvements	I-5 to Bouldin Island (P.M. 18.1/27.6)	\$21,500,000	1.06
Caltrans	SJ07-1016		SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)	\$3,800,000	1.06
Caltrans	SJ07-1019	212-0000-0313	Various locations	SHOPP - Collision Reduction Grouped Projects	Various	\$473,020,000	1.06
Caltrans	SJ07-1020	212-0000-0314	Various locations	SHOPP - Mobility Grouped Projects	Various	\$98,840,000	1.06
Caltrans	SJ07-1021	212-0000-0315	Various locations	SHOPP Roadway Preservation Grouped Projects	Various	\$134,140,000	1.06
Caltrans	SJ07-3001	212-0000-0311	Various locations	Caltrans Highway Bridge Preventative Maintenance Program - PIng	Various	\$0	4.01
Caltrans	SJ07-3002	212-0000-0272	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various	\$209,400,000	1.19
Caltrans	SJ07-3004	212-0000-0307	Various locations	Lump sum for Emergency Repair Program (Safety)	Various	\$1,745,000	1.12
Caltrans	SJ07-3005	212-0000-0353	Various locations	Caltrans Minor Program (Safety)	Various	\$10,470,000	1.06
Escalon	SJ07-3010		McHenry Avenue	So. McHenry Ave. Improvements and Rehab; reconstruct with center turn lane, bike lane, and graded shoulders.	Catherine Avenue to Jones Road	\$3,389,400	3.02/1.10
Escalon	SJ07-3011		SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue	\$873,000	5.01
Escalon	SJ07-3012	212-0000-0146	SR-120 (Escalon Gateway)	Scenic landmarks and landscaping	Several locations off SR-120 leading into downtown	\$256,000	4.09
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.	\$986,400	5.01
Lodi	SJ07-3021		Turner Road	Reconstruct and overlay Turner and Lower Sacramento Roads. Modify the Turner/Lower Sacramento intersection.	Lower Sacramento Road on the west, Loma Drive on the east and UPRR tracks on the north	\$966,939	1.10
Manteca	SJ07-3025		Louise Avenue	Improve roadway	From Main Street to SR-99	\$1,515,666	1.10
San Joaquin County	SJ07-3042	212-0000-0319	Alpine Avenue	Rehabilitate roadway and surrounding streets	Kirk Avenue to Ryde Avenue	\$500,000	1.10
San Joaquin County	SJ07-3043	212-0000-0321	Beyer Lane	Rehabilitate roadway and surrounding streets	Between SR28 and SR88	\$370,000	1.10
San Joaquin County	SJ07-3044	212-0000-0370	Bryon Road and Grant Line Road Intersection Signalization Project	Costs associated with the installation of traffic signal with a preempt device to coordinate traffic flow with the railroad crossing	Bryon Road and Grant Line Road (east)	\$1,857,000	5.02
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

Exempt Project Listing

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
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	SJ07-3052	212-0000-0366	Grant Line Road and Seventh Street (El Rancho Road) Traffic Signal/Pedestrian Crossing	Costs associated with the installation of a traffic signal and construction of sidewalk and bike route on Seventh Street/El Rancho Road and portion on Grant Line Road	Intersection of Grant Line Road and Seventh Street/El Rancho Road	\$652,000	5.02
San Joaquin County	SJ07-3053	212-0000-0369	Howard Road and Tracy Boulevard Intersection Improvements	Cost associated with improvements of the intersection including installation of a traffic signal, construction of left and right hand turn lanes, construction of shoulders	Howard Road and Tracy Boulevard intersection	\$580,000	5.02
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	SJ07-3056	212-0000-0326	Liberty Rd	Rehabilitate roadway and surrounding streets	Dry Creek Rd to Mackville Rd	\$650,000	1.10
San Joaquin County	SJ07-3057	212-0000-0368	Linne Road Shoulders and Traffic Signal	Costs associated with the installation of a traffic signal at Linne Road and Chrisman Road, and paved shoulders on Linne Road	paved shoulders on Linne Road (MacArthur Road to Chrisman Road )	\$9,293,000	5.02
San Joaquin County	SJ07-3058		Lower Sacramento Road (Phase II) Segment 3A	Widen to include center left turn lane, installing curb, gutter and sidewalk	The City of Lodi Limits to WID Canal	\$3,140,374	1.04
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	1.06
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	SJ07-3066		Turner Road	Widen road from 22' to 32'. Install left turn lanes and traffic signals	From I-5 to Lodi City limits	\$22,770,000	5.02
San Joaquin County	SJ07-3067	212-0000-0331	Wilson Way Bridge #29C-048	Rehabilitate bridge	At Stockton Canal Near Stockton	\$4,310,036	1.19
San Joaquin County-Stockton Metropolitan Airport	SJ07-3069	212-0000-0333	Airport Way	Bicycle and pedestrian multi-use trail and landscaping.	Arch Road to CE Dixon Street	\$250,000	3.02
SJCOG	SJ07-3070	112-0000-0026	Plan Program Monitor	Plan Program Monitor	San Joaquin County	\$15,000,000	4.01
SJCOG	SJ07-3071	212-0000-0001	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	San Joaquin County	\$172,588,552	1.10
SJCOG	SJ07-3072	212-0000-0232	SR-130 Realignment Study	SAFETEA-LU HPP Study	San Joaquin County	\$8,777,364	4.01
SJCOG	SJ07-3073	112-0000-0025	Transportation Demand Mangement	Commute Connection- Rideshare Program	San Joaquin County	\$25,000,000	3.01

Exempt Project Listing

Stockton	SJ07-3075	212-0000-0335	Airport Way	Streetscape beautification including medians, frontages and landscaping, bike lanes, crosswalks	Charter Way to Carpenter Rd	\$17,430,300	3.02
Stockton	SJ07-3076		Airport Way	Reconstruct intersections, add turn lanes, and install traffic signal improvements	Between Harding Way and Industrial Drive	\$7,345,800	5.02
Stockton	SJ07-3079		California Street	Reconstruct Frontages on California Street	Alpine Street to Miner Avenue	\$10,712,700	1.10
Stockton	SJ07-3080		California Street Rehabilitation	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	California Street, various Locations	\$3,641,400	3.02
Stockton	SJ07-3081		Charter Way Beautification Phase III	Beautification improvements	Stanislaus Street to Wilson Way	\$1,530,900	4.09
Stockton	SJ07-3101	212-0000-0372	Traffic Signal Controller Upgrades/Retiming	Upgrade traffic signal controllers and modify signal timing along three corridors	March Lane between I-5 and Pacific Avenue, Harding Way between Lincoln Street and California Street and Wilson Way between Bradford Street and Market Street	\$635,000	5.07
Tracy	SJ07-3105	212-0000-0334	10th Street	Widen sidewalks and construct bicycle facilities	Central Street to East street	\$1,310,000	3.02
Tracy	SJ07-3114	212-0000-0377	Traffic Signal -Byron Road and Lammers Road	Costs associated with installation of a traffic signal	Lammers Road and Byron Road intersection	\$1,857,000	5.02
Tracy	SJ07-3115	212-0000-0365	Traffic Signal-Grant Line Road Coordination	Costs associated with connecting thirteen traffic signals along Grant Line Road	Between West City Limits and MacArthur Drive	\$150,000	5.07
Various	SJ07-3116		Misc. Streets and Rds.	Operations and Maintenance	Various	\$505,349,918	1.10
Caltrans	SJ07-4002	212-0000-0378	Section 130 Railroad Grade Crossing Hazard Elimination Projects	Eliminate hazards at railroad grade crossings	Various locations in San Joaquin County	\$7,126,000	1.01
Lathrop	SJ07-4005	112-0000-0158	Louise Avenue at UPRR	Construct at grade improvements	Louise Avenue at UPRR	\$1,200,000	1.01
Lodi	SJ07-4007		Lodi Avenue/UPRR	Construct safety improvements of railway crossing	Lodi Avenue/UPRR	\$14,548,500	1.01
Stockton	SJ07-4012		Airport Way/BNSF	Construct at-grade improvements of railway crossing	Airport Way between Pilgrim Street and Sierra Nevada Street	\$2,137,500	1.01
Stockton	SJ07-3099	212-0000-0376	Tam O'Shanter Drive and Hammertown Drive Traffic Signal	Costs associated with installation of a traffic signal and Class II bike lane on Tam O' Shanter Drive	Tam O'Shanter and Hammertown Drive intersection	\$560,000	5.02
Various Agencies	SJ07-5060	212-0000-0401	FTA New Freedom Funding	Costs associated with the competitively selected projects derived from the Coordinated Human Services Transportation Plan for San Joaquin County.	San Joaquin County	\$108,677	4.01
Various Agencies	SJ07-5059	212-0000-0400	FTA JARC Funding	Costs associated with the competitively selected projects derived from the Coordinated Human Services Transportation Plan for San Joaquin County.	San Joaquin County	\$277,437	4.01
Various Agencies	SJ07-5060	212-0000-0355	FTA JARC Funding	Costs associated with the implementation of the Coordinated Human Services Transportation Plan for San Joaquin County.	San Joaquin County	\$277,437	4.01

Exempt Project Listing

San Joaquin County	SJ07-7042		Stockton Metro Airport	North Side Development Phase 2 (CT-CIP, 2005)	San Joaquin County	\$1,224,900	4.01
Tracy	SJ07-7043		New Jerusalem Airport	RWY Overlay (CT-CIP, 2005)	New Jerusalem Airport	\$400,000	4.01
Tracy	SJ07-7044		Tracy Municipal Airport	Construct Blast Pads, RWY 8-26 Ends (CT-CIP, 2005)	Tracy Municipal Airport	\$50,000	4.01
Tracy	SJ07-7045		Tracy Municipal Airport	Construct Blast Pads, RWY 30 Ends (CT-CIP, 2005)	Tracy Municipal Airport	\$25,000	4.01
Tracy	SJ07-7046		Tracy Municipal Airport	Construct Blast Pads, RWY 12 Ends (CT-CIP, 2005)	Tracy Municipal Airport	\$65,000	4.01
Tracy	SJ07-7047		Tracy Municipal Airport	CRSA Grading/Drainage (CT-CIP, 2005)	Tracy Municipal Airport	75000	4.01
San Joaquin County	SJ07-3041	212-0000-0318	Seismic retrofit	Airport Way Bridge #29C-187	Near SJC line at San Joaquin River	\$3,230,000	1.19
San Joaquin County	SJ07-3049	212-0000-0323	Bridge replacement	El Rancho Rd Bridge #29C-311	Near Tracy at Tom Paine Street	\$1,927,130	1.19
San Joaquin County	SJ07-3061	212-0000-0328	Bridge replacement	McBride Rd Bridge #29C-331	SSJID Canal	\$1,632,000	1.19
San Joaquin County	SJ07-3065	212-0000-0330	Bridge replacement	Tully Rd Bridge #29C-270	Near Lodi at Bear Creek	\$2,415,000	1.19
Various Agencies	SJAARA-1	212-0000-0450	ARRA Roadway Rehabilitation Lump Sum	Rehabilitation of various streets and roads	San Joaquin County	\$13,390,808	1.10
Various Agencies	SJARRA-2	212-0000-0451	ARRA Roadway Resurfacing Lump Sum	Resurfacing of various streets and roads	San Joaquin County	\$2,010,900	1.10
Lodi	SJARRA-3	212-0000-0452	Lodi Avenue Reconstruct	Lodi Avenue Improvements	Lodi Avenue Improvement Project - Reconstruct Lodi Avenue from UPRR to 200' East of Cherokee Lane.	\$3,429,665	5.03
Ripon	SJARRA-10	212-0000-0458	Wilma Avenue Roundabout	Wilma Avenue Roundabout Improvements	Wilma Avenue/Second Street Roundabout Improvements	\$500,000	5.03
Ripon	SJ07-3035	212-0000-0422	Main Street Enhancements	Main Street Phase II Enhancements	Main Street, between Acacia Avenue and Nourse Street, rehabilitate historic downtown with streetscape beautification (lighting installation, pedestrian facilities, aesthetic landscaping, brick pavers)	\$400,000	4.12
Tracy	SJARRA-18	212-0000-0466	Bessie Avenue Reconstruction	Bessie Avenue Reconstruction	Bessie Avenue Reconstruction between 11th Street and Grant Line Road	\$4,800,000	5.03
Port of Stockton	SJARRA-19	212-0000-0467	West Complex Storage Yard Track Replacement	West Complex Storage Yard Track Replacement	Replace storage yard tracks on West Complex in classification yard, 3 tracks about 2,500 ft each including crossovers and switches	\$1,200,000	2.09
SJRRC	SJ07-6026	212-0000-0428	Fixed Guideway Track Improvements	Fixed Guideway Track Improvements	Fixed Guideway Track Improvements	\$13,114,684	2.09
Lodi	SJARRA-4	212-0000-0453	Lodi Maintenance Shop Solar Panels	Lodi Maintenance Shop Solar Panels	Transit Maintenance Shop Solar Power Project - construct ancillary structure and solar panels for Transit Maintenance Shop	\$1,000,000	2.06
Lodi	SJARRA-5	212-0000-0454	Lodi Transit Facilities Security	Lodi Transit Facilities Security	Transit Facilities Security Systems - purchase and install cameras, security fencing/ gates, security lighting at transit facilities	\$323,126	2.05

Exempt Project Listing

Lodi	SJARRA-6	212-0000-0455	Lodi Transit Automated Fareboxes	Lodi Transit Automated Fareboxes	Transit Security Automated Fare Boxes - purchase and install automated fare boxes on transit buses	\$300,000	2.05
Tracy	SJARRA-9	212-0000-0457	Tracy Phase II Bus Stop Improvements	Tracy Phase II Bus Stop Improvements	Cost associated with installation of bus stop improvements throughout the Tracy UZA	\$1,811,239	2.07
Manteca	SJARRA-12	212-0000-0460	Costs associated with the purchase of one (1) fixed route bus	Costs associated with the purchase of one (1) fixed route bus	Costs associated with the purchase of one (1) fixed route bus	\$100,000	2.10
Manteca	SJARRA-14	212-0000-0459	Manteca Transit Marketing Plan	Manteca Transit Marketing Plan	Manteca Transit Marketing Plan	\$40,000	2.07
Escalon	SJARRA-15	212-0000-0463	Mobile Base Radio (Transit)	Mobile Base Radio (Transit)	Mobile Base Radio (Transit)	\$25,000	2.05
Escalon	SJARRA-16	212-0000-0464	Transit Preventive Maintenance	Transit Preventive Maintenance	Transit Preventive Maintenance	\$25,000	2.01
SJRTD	SJARRA-20	212-0000-0468	Passenger Amenities and Transit Enhancements	Passenger Amenities and Transit Enhancements	Equipment purchase and installation for improvement or enhancement related to bus and bus facilities that include intelligent transportation system applications.	\$1,036,750	2.07
SJRTD	SJ07-5045	212-0000-0161	Preventive Maintenance	Preventive Maintenance	Costs of preventive maintenance of rolling stock that includes routine upkeep & inspections, minor repairs, and associated labor/administration.	\$7,424,712	2.01
SJRTD	SJARRA-21	212-0000-0469	Bus and Bus Facilities at County Facility	Bus and Bus Facilities at County Facility	Repairs and Modifications, purchase and installation of fuel tank and maintenance elements at the County facility	\$415,646	2.01
SJRTD	SJARRA-22	212-0000-0470	Shop Tools & Equipment	Shop Tools & Equipment	Purchase of tools and equipment to support vehicle maintenance.	\$376,658	2.01
SJRTD	SJARRA-23	212-0000-0471	Computer / Communication	Computer / Communication	Purchase and installation of computer, communication, software and or hardware elements that include intelligent transportation systems/applications and systems/applications used for gathering/reporting the financial, statistical, and other information th	\$357,500	2.04
SJRTD	SJARRA-24	212-0000-0472	Capital Tire Lease	Capital Tire Lease	Costs associated with maintaining a multi-year tire lease contract.	\$220,000	2.01

Exempt Project Listing

SJRTD	SJARRA-25	212-0000-0473	Mall Transfer Project	Mall Transfer Project	This project will establish a Mall Transfer Station that will include: bus cut ins, ADA access, raised planters, landscaping, perimeter and median fencing, security cameras, stamped concrete, installation of bus shelters, benches and trash receptacles,	\$466,400	2.07
SJRTD	SJARRA-31	212-0000-0480	BRT Project Development	BRT Project Development	Various reports and studies including environmental planning, alternative analysis, design, etc.	\$110,000	2.01
SJRTD	SJARRA-34	212-0000-0482	ROC Design	ROC Design	Design of the Regional Operations Facility (ROC)	\$380,696	2.11
SJRTD	SJARRA-26	212-0000-0474	Safety and Security	Safety and Security	Equipment purchase and installation of safety and security devices related to bus and bus facilities that include intelligent transportation system applications.	\$69,412	2.01
Escalon	SJARRA-41	212-0000-0491	First Street Improvements	First Street Improvements	Streetscape enhancements of First Street between McHenry Avenue and Main Street	\$355,000	4.12
Stockton	SJARRA-42	212-0000-0492	Airport Way Median Improvements	Airport Way Median Improvements	Construct and enhance new median from 10th Street to Duck Creek	\$2,250,000	1.09
Stockton	SJ09-3005	212-0000-0495	Webber Avnue Streetscape Phase II	Construction of New Sidewalks, corner bulb-outs, and amenities such as benches, bicycle racks, street trees, medians, and street lights.	Stanislaus Street to UPRR tracks	\$3,000,000	3.02
Lathrop	SJAARA-40	212-0000-0494	Golden Valley Parkway Lighting and Pedestrian Facilities	Golden Valley Parkway Improvements (Install street lights, median landscaping, and sidewalks on Golden Valley Parkway between River Islands Parkway and Lathrop Road)	River Island Parkway to Lathrop Road	\$1,000,000	3.02

## **APPENDIX C**

### **CONFORMITY ANALYSIS DOCUMENTATION**

- 2009 adjust\_vmt Spreadsheet
- 2009 Conformity EMFAC Spreadsheet
- 2009 Conformity Paved Road Spreadsheet
- 2009 Conformity Unpaved Road Dust Spreadsheet
- 2009 Conformity Construction Spreadsheet
- 2009 Conformity Trading Spreadsheet
- 2009 Conformity Totals Spreadsheet



### San Joaquin COG 2009 Conformity

Variable	Source	Analysis Year							
		2010	2011	2014	2017	2020	2023	2030	
EDP	EMFAC 2007	487,792	498,294	531,177	566,234	603,609	643,099	745,592	
EVMT	EMFAC 2007	18,753,704	19,110,776	20,467,440	21,997,564	23,565,812	25,117,362	28,935,030	
MVMT	TPA Model	19,293,348	19,889,390	21,210,308	22,502,624	23,660,918	26,270,122	30,162,566	<=Enter Modeled Daily VMT Here
N	Calculated	501,828	518,596	550,456	579,235	606,045	672,614	777,223	<= Read New Vehicle Population H

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

**EMFAC Emissions (tons/day)**

**SAN JOAQUIN**

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	2010	2020	2030
Carbon Monoxide	EMFAC 2007 (Winter Run)	CO Total Exhaust (All Vehicles Total)	115.04	58.37	47.16
<b>Conformity Total</b>			115	58	47

			2011	2014	2017	2020	2023	2030
			Ozone	EMFAC 2007 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	11.96	10.03	8.49
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules	0.00	0.00	0.00	0.00	0.00	0.00
	ARB Existing Local Reductions	Reflash, Idling, and Moyer	0.01	0.01	0.01	0.00	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
<b>Conformity Total</b>			11.83	9.89	8.35	7.24	6.89	6.14

Ozone	EMFAC 2007 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	36.74	29.56	23.15	18.29	16.29	13.98
	District Existing Local Reductions	Indirect Source Mitigation and School Bus Fleet rules	0.31	0.19	0.31	0.30	0.29	0.29
	ARB Existing Local Reductions	Reflash, Idling, and Moyer	2.29	2.19	1.92	1.72	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
<b>Conformity Total</b>			34.10	27.13	20.87	16.21	14.26	11.95

PM-10	EMFAC 2007 (Annual Run)	PM-10 Total (All Vehicles Total) * includes tire & brake wear	1.88	1.47	1.65
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	0.01	0.02	0.02
<b>Conformity Total</b>			1.87	1.45	1.63

PM-10	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	38.97	18.39	14.00
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	1.47	1.71	1.71
<b>Conformity Total</b>			37.50	16.68	12.29

PM2.5	EMFAC 2007 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total) * includes tire & brake wear	1.45	1.01	1.08
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	0.01	0.02	0.02
<b>Conformity Total</b>			1.40	1.00	1.10

PM2.5	EMFAC 2007 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	38.97	18.39	14.00
	ARB	Existing Reflash, Idling, and Moyer (HDI, PFR, Moyer, AB1493, Reflash)	1.47	1.71	1.71
<b>Conformity Total</b>			37.50	16.70	12.30

**Paved Road Dust Emissions (tons/day)**

**San Joaquin 2010**

	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	9,835,262	3,590	1029.921	991.009	2.715	0.075	2.511
Enter Arterial VMT ==>	Arterial	6,510,975	2,377	980.931	943.871	2.586	0.282	1.857
Enter Collector VMT ==>	Collector	2,130,415	778	320.964	308.838	0.846	0.407	0.502
	Urban	492,468	180	312.661	300.848	0.824	0.324	0.557
Enter Total of Urban and Rural Local VMT Here =>	Rural	324,228	118	585.973	563.834	1.545	0.090	1.406
	<b>816,696</b>							
	Totals	19,293,348	7,042	3230.450	3108.401	8.516		6.833

**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	12,531,259	4,574	1312.238	1262.660	3.459	0.075	3.200
Enter Arterial VMT ==>	Arterial	7,725,114	2,820	1163.851	1119.880	3.068	0.282	2.203
Enter Collector VMT ==>	Collector	2,453,202	895	369.595	355.631	0.974	0.407	0.578
	Urban	573,660	209	364.209	350.449	0.960	0.324	0.649
Enter Total of Urban and Rural Local VMT Here =>	Rural	377,683	138	682.581	656.792	1.799	0.090	1.637
	<b>951,343</b>							
	Totals	23,660,918	8,636	3892.473	3745.412	10.261		8.267

**San Joaquin 2030**

	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	15,079,548	5,504	1579.087	1519.428	4.163	0.075	3.851
Enter Arterial VMT ==>	Arterial	10,100,664	3,687	1521.747	1464.254	4.012	0.282	2.880
Enter Collector VMT ==>	Collector	3,645,426	1,331	549.213	528.463	1.448	0.407	0.859
	Urban	806,168	294	511.825	492.487	1.349	0.324	0.912
Enter Total of Urban and Rural Local VMT Here =>	Rural	530,760	194	959.235	922.994	2.529	0.090	2.301
	<b>1,336,928</b>							
	Totals	30,162,566	11,009	5121.107	4927.627	13.500		10.803

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

**Unpaved Road Dust Emissions (tons/day)**

**SAN JOAQUIN 2010**

	Miles	Vehicle Passes per Day	VMT (1000/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
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

**SAN JOAQUIN 2020**

	Miles	Vehicle Passes per Day	VMT (1000/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
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

**SAN JOAQUIN 2030**

	Miles	Vehicle Passes per Day	VMT (1000/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
City/County	20.0	10	73.0	73.000	61.968	0.170	0.333	0.113

**DO NOT CHANGE ANY ITEMS BELOW THIS LINE**

**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	0.66	0.66	0.74	0.83	0.91	0.97	1.00	1.00	0.97	0.91	0.79	0.75	0.85

### Road Construction Dust

#### SAN JOAQUIN

Description	2010		2020		2030	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	5171	2010	5317	2020	5734
Horizon	2010	5,317	2020	5,734	2030	5,982
Difference	5	146.000	10	417.000	10	248.000
Lane Miles per Year		29.200		41.700		24.800
Acres Disturbed		113.261		161.745		96.194
Acre-Months		2,038.691		2,911.418		1,731.491
Emissions (tons/year)		224.256		320.256		190.464
Annual Average Day Emissions (tons)		0.614		0.877		0.522
District Rule 8021 Control Rates		0.290		0.290		0.290
<b>Total Emissions (tons per day)</b>		<b>0.436</b>		<b>0.623</b>		<b>0.370</b>

**PM10 Emission Trading Worksheet**

**SAN JOAQUIN CONFORMITY ESTIMATES (tons/day)**

	2010		2020		2030	
	PM10	NOx	PM10	NOx	PM10	NOx
Total On-Road Exhaust	1.870	37.500	1.450	16.680	1.630	12.290
Paved Road Dust	6.833		8.267		10.803	
Unpaved Road Dust	0.113		0.113		0.113	
Road Construction Dust	0.436		0.623		0.370	
<b>Total</b>	<b>9.252</b>	<b>37.500</b>	<b>10.453</b>	<b>16.680</b>	<b>12.916</b>	<b>12.290</b>

**Difference (2005 Budget - 2010)**

	PM10	NOx
2005 Budgets	9.1	42.6
2010	9.3	37.5
<b>Difference</b>	<b>-0.2</b>	<b>5.1</b>
* 1.5 (Adjustment to NOx Budget)	0.3	

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

**Difference (2020 Budget - 2020)**

	PM10	NOx
2020 Budgets	10.6	17.0
2020	10.5	16.7
<b>Difference</b>	<b>0.1</b>	<b>0.3</b>
* 1.5 (Adjustment to NOx Budget)	-0.1	

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

**Difference (2020 Budget - 2030)**

	PM10	NOx
2020 Budgets	10.6	17.0
2030	12.9	12.3
<b>Difference</b>	<b>-2.3</b>	<b>4.7</b>
* 1.5 (Adjustment to NOx Budget)	3.5	

**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
2005 Budget	9.1	42.6

Adjusted 2005 Budget	9.3	42.3
2010 Conformity Total	9.3	37.5
<b>Difference</b>	<b>0.0</b>	<b>4.8</b>

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

	PM10	NOx
2020 Budget	10.6	17.0

Adjusted 2020 Budget	10.5	17.2
2020 Conformity Total	10.5	16.7
<b>Difference</b>	<b>0.0</b>	<b>0.4</b>

**NOTE: TRADING NOT NECESSARY**

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

Adjusted 2020 Budget	12.9	13.6
2030 Conformity Total	12.9	12.3
<b>Difference</b>	<b>0.0</b>	<b>1.3</b>

**NOTE: FINAL DIFFERENCE MUST BE POSITIVE**

**2009 Conformity Results Summary -- SAN JOAQUIN**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	170			
	2010	115		YES	
	2018 Budget	170			
	2018	69.4		YES	
	2020	58		YES	
	2030	47		YES	

		ROG (tons/day)	NOx (tons/day)	ROG	NOx
		2011 Budget	12.1	34.7	
2011	11.8	34.1	YES	YES	
2014 Budget	10.1	27.8			
2014	9.9	27.1	YES	YES	
2017 Budget	8.6	21.3			
2017	8.4	20.9	YES	YES	
2020	7.2	16.2	YES	YES	
2023	6.9	14.3	YES	YES	
2030	6.1	12.0	YES	YES	

		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
		Adjusted 2005 Budget	9.3	42.3	
2010	9.3	37.5	YES	YES	
2020 Budget	10.6	17.0			
2020	10.5	16.7	YES	YES	
Adjusted 2030 Budget	12.9	13.6			
2030	12.9	12.3	YES	YES	

		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
		2002 Base Year	1.5	43.4	
2010	1.4	37.5	YES	YES	
2020	1.0	16.7	YES	YES	
2030	1.1	12.3	YES	YES	

		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx
		2002 Base Year	548	15841	
2010	511	13688	YES	YES	
2020	365	6096	YES	YES	
2030	402	4490	YES	YES	

## **APPENDIX D**

### **PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA**



**PM2.5 Conformity Results Summary – Fresno**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	2.2	63.4		
	2010	2.0	52.7	YES	YES
	2020	1.3	23.0	YES	YES
	2030	1.2	15.5	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	803	23141		
	2010	730	19236	YES	YES
	2020	475	8395	YES	YES
	2030	438	5658	YES	YES

**PM2.5 Conformity Results Summary – Kern**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	3.7	94.1		
	2010	3.2	86.0	YES	YES
	2020	1.8	38.5	YES	YES
	2030	1.5	27.2	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	1351	34347		
	2010	1168	31390	YES	YES
	2020	657	14053	YES	YES
	2030	548	9928	YES	YES

**PM2.5 Conformity Results Summary – Kings**

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx	
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	0.8	18.5			
	2010	0.6	16.1	YES	YES	
		2020	0.3	6.7	YES	YES
		2030	0.3	4.7	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx	
<b>PM2.5 Annual Standard</b>	2002 Base Year	292	6753			
	2010	219	5877	YES	YES	
		2020	110	2446	YES	YES
		2030	110	1716	YES	YES

**PM2.5 Conformity Results Summary – Madera**

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx	
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	0.5	13.7			
	2010	0.5	13.6	YES	YES	
		2020	0.4	6.5	YES	YES
		2030	0.4	4.9	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx	
<b>PM2.5 Annual Standard</b>	2002 Base Year	183	5001			
	2010	183	4964	YES	YES	
		2020	146	2373	YES	YES
		2030	146	1789	YES	YES

**PM2.5 Conformity Results Summary – Merced**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	1.5	37.1		
	2010	1.3	30.4	YES	YES
	2020	0.7	12.8	YES	YES
	2030	0.7	10.0	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	548	13542		
	2010	475	11096	YES	YES
	2020	256	4672	YES	YES
	2030	256	3650	YES	YES

**PM2.5 Conformity Results Summary – San Joaquin**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	1.5	43.4		
	2010	1.4	37.5	YES	YES
	2020	1.0	16.7	YES	YES
	2030	1.1	12.3	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	548	15841		
	2010	511	13688	YES	YES
	2020	365	6096	YES	YES
	2030	402	4490	YES	YES

### PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

### PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES

APPENDIX E

**TIMELY IMPLEMENTATION DOCUMENTATION FOR  
TRANSPORTATION CONTROL MEASURES**

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
1									
2									(as of 10/08)
3									
4	SJC TCM 3	SJCOG	Rideshare Program	On going	STIP	2002, 2004, 2006	1120000025	Stockton, Regional Rideshare Program	On going
5									
6	SJC5.17	SJCOG	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)		Measure K	2002	1120000039	SR 99 Widening	Complete
7						2002 2004	1120000054 1120000102	Hammer Ln and SR120 interchange improvement projects	Complete
8						2004	1120000040	I-205 Widening project	In construction. Estimated completion by end of 2009
9									
10	SJC6.1	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete
11									
12	SJC6.2	SJCOG	Park and Ride Lots		Measure K	N/A	N/A	Master Park and Ride Lot Plan	Complete
13									
14	TCM4	SJCOG	Bicycle Programs		Measure K; STIP TE	2006	2120000339	Jack Tone Class I bikeway in Ripon	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
17									
18	TCM4	Escalon	Construct bicycle lane along McHenry Avenue	FY02/03	STIP TE \$221,000	2002, 2004,2006	2120000146	Construct Escalon Gateway	Complete
19				2002-2003	TEA and CMAQ	2004	1120000154	Class I bike lane along McHenry Ave	Complete
20									
21	SJC5.2	Escalon	Coordinate Traffic Signal Systems		Local	2000	2120000126	synchronized traffic signal system at McHenry/SR120 Intersection	Complete
22									
23	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections		Local	2000	2120000126	synchronized traffic signal system at McHenry/SR120 Intersection	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
26									

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
1	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. Second Grade separation project completion date to be determined upon award of contract.
27									
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
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
32									
33	TCM 4	Lathrop	Bicycle Programs		CMAQ and TEA			bike lanes on Fifth Street	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
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
38									
39	SJC5.16	Lodi	Adaptive traffic signals and signal timing		CMAQ	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete
40									
41	TCM1	Lodi	Traffic Flow Improvements		Local	2002	21200000143	Lodi Avenue Signal Interconnect Project	Complete
42									
43	SJC5.3	Manteca	Reduce Traffic Congestion at Intersections		Local, Measure K	2004	11200000102	SR99/120 Improvements	Complete
44						2004	21200000271	South Union Widening	
45						2004	21200000214	Industrial Park Drive Improvements	Completed.
46									
47	SJC15.2	Manteca	Pedestrian and Bicycle Overpasses Where Safety Dictates		Local, Measure K	2004	11200000102	SR99/120 improvements	Complete

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
1									
48									
49	TCM1	Manteca	Traffic Flow Improvements		Local, Measure K	2004	2120000271	South Union Road Widening	Complete
50						2004	2120000214	Industrial Park Drive	Completed.
51									
52	TCM4	Manteca	Bicycle Programs		Local, Measure K	N/A	N/A	Tidewater Bikeways project	Completed.
53									
54	TCM 1	Ripon	Traffic Flow Improvements	within 1-2 years	CMAQ			South Frontage Road	Complete
55									
56	SJC5.2	Ripon	Coordinate Traffic Signal Systems		Not specified	N/A	N/A	Install synchronized traffic signal systems on 4 locations	Delays due to ROW acquisition project completion anticipated 1st quarter 2009.
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
59									
60	SJC5.4	Ripon	Site Specific Transportation Control Measures		STIP/Measure K	2006	1120000162	Main and Stockton Street project. Signal synchronization along Main Street.	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
63									
64	SJC9.3	Ripon	Bicycle/Pedestrian Program		STIP	2004	2120000298	1.5 mile Class 1 bikeway between Doak Blvd and Canal Blvd.	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
67									
68	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase II and West Lane widening project. Added dual left turn lane pockets.	Complete
69					HES/Local			Pershing Ave widening project. Adding a left turn pocket at Harding.	Complete
70									
71	SJC5.4	Stockton	Site Specific Transportation Control Measures		Local	N/A	N/A	New traffic signal installed at Rosemarie/Precissi	Complete



San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
72								New traffic signal installed and Montauban/Lorraine Streets	Complete
73									
74	SJC9.2	Stockton	Encouragement of Pedestrian Travel		Local	N/A	N/A	Traffic calming treatments along Pacific Avenue in Miracle Mile commercial area	Complete
75									
76	SJC9.3	Stockton	Bicycle/Pedestrian Program		Local	N/A	N/A	Hammer Lane/March Lane Class 2 Bike Lane project	Complete
77									
78	SJC10.4	Stockton	Development of Bicycle Travel Facilities		Local	N/A	N/A	Bear Creek Bike Path	Complete
79								Weston Ranch Bike Path	Complete
80									
81	SJC TCM 4	Stockton	Bicycle Program		Local	N/A	N/A	Class 1 Bike paths at Pixley Slough Bike Path	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
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
86									
87	SJC 1.5	Tracy	Expansion of current fixed route to Wal-Mart	2002	Federal and State Transit	2002	21200000149	Operations assistance	Complete
88									
89	SJC 1.6	Tracy	Multi-Modal station	2004	STIP	2000/2002/2006	11200000104	Construct multi-modal station	CTC construction allocation received June, 2007. Anticipated Dec 2007 construction contract delayed due to pending toxic materials Remedial Action Plan (RAP) approval by the California Department of Toxic Substance Control. Contract awarded June 2008. Completion anticipated end of 2010.
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
92									

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
93	SJC5.3	Tracy	Reduce Traffic Congestion at Major Intersections		Not specified	N/A	N/A	11th St/MacArthur improvements	Complete
94								Tracy Blvd between Central Ave and Clover Street	Complete
95									
96	SJC5.4	Tracy	Site-Specific Transportation Control Measures		Not specified	N/A	N/A	Implement traffic control improvements on Byron/Corral Hollow Roads	Complete
97								Implement traffic control improvements on Grant Line/Corral Hollow Roads	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
100								Bus Pullouts in curbs for passenger loading on Tracy blvd N/O Beverly Street	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
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
105									
106	SJC 10.2	Tracy	Bike Racks on Buses	2002	Not specified			Install bike racks on all city-owned buses	Complete
107									
108	SJC 10.4	Tracy	Development of Bicycle Travel Facilities	ongoing	Not specified			bike lockers at various locations and multi-modal station	Part of Tracy MM Station Project Scope. See Project TID
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
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
113									
114	SJC5.2	San Joaquin County	Coordinate Traffic Signal Systems		Local, Measure K	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
115								Pershing Ave/Thornton Road	Complete
116								Wilson Way/Alpine Avenue	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
119								SR12 and Victor Road	Complete
120									
121	SJC5.4	San Joaquin County	Site-Specific Transportation Control Measures		Local	N/A	N/A	Benjamin Holt Dr/Harrisburg Place	Complete
122								Pershing Ave/Thornton Road	Complete
123								Wilson Way/Alpine Avenue	Complete
124									
125	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel		Local	N/A	N/A	Woodbridge Main Street Sidewalk Improvements	Complete
126									
127	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program		Local	N/A	N/A	Class III Bike Route on Armstrong Road	Complete
128									
129	TCM1	San Joaquin County	Traffic Flow Improvements		Local, Measure K	N/A	N/A	Lower Sacramento Road	Complete
130								Hammer Lane	This is now a joint, phased project with City of Stockton. Phase 1 complete. Phase 2 anticipated completion 2010.
131								SR88 Improvements PSR	Complete
132								Traffic Signal at Ham Lane and West Lane	Complete
133									
134	SJC 1.1	SJRTD	Regional Express Bus Program		Federal and Measure K			purchase vehicles and operate interregional commuter service	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
137									
138	ADDITIONAL PROJECTS IDENTIFIED								
139									

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
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 acquisition. Estimated completion by end of 2009
141									
142	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Corral Hollow Rd/Lowell Ave Class I bikeway in Tracy	Estimated completion by end of 2009.
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
145									
146	TCM4	SJCOG	Bicycle Programs		Measure K	N/A	N/A	Install bike racks on buses in Escalon	Complete
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
149									
150	SJC5.2	Lodi	Coordinate Traffic Signal Systems		Local	N/A	N/A		On May 7, 2008 EPA concurred on the TCM substitution for this project. The substitute project was completed in 2006. 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.	Construction Contract Awarded September 2007. Project completion anticipated by the end of 2009.
153									
154	SJC 9.3	Ripon	Bicycle/Pedestrian Program		Local	N/A	N/A	Jack Tone Class I Bike Path	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.
157									
158	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections		Local	N/A	N/A	Hammer Lane Phase III.	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.
160									

San Joaquin COG  
Timely Implementation Documentation

	A	B	C	D	E	F	G	H	I
1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>
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	Delays due to engineering and final design. Estimated completion by the 2nd quarter 2009.
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
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.
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.
167									
168	SJC5.2	Tracy	Coordinate Traffic Signal Systems		Local	N/A	N/A	Coordinate/synchronize traffic signals along Coral Hollow Rd and 11th Street	Complete
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.
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.
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
175								Parking restrictions on South side of Grant Line Road West of Tracy Boulevard.	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	Expected completion by the end of 2009.

San Joaquin COG  
2002 RACM Timely Implementation Documentation

	A	B	C	D	E	F
1	<u>RACM Commitment</u>	<u>Agency</u>	<u>Measure Title</u>	<u>Measure Description (not verbatim)</u>	<u>Implementation Status</u>	<u>2009 Conformity Update</u>
2					(as of 10/08)	(as of 05/09)
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 \$250K available for local agencies to develop and design Park and Ride Lots. SJCOG completed a countywide Park and Ride Lot Plan in October 2007. SJCOG will develop an implementation plan for the October Park and Ride Lot Plan. Expected completion of the Park and Ride Lot Implementation Plan is expected to be complete by the end of 2010.	SJCOG makes allocations of up to \$250K available for local agencies to develop and design Park and Ride Lots. SJCOG will develop an implementation plan for the October 2008 Park and Ride Lot Plan. Expected completion of the Park and Ride Lot Implementation Plan is expected to be complete by the end of 2010.
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.	SJCOG makes allocations of up to \$250K available for local agencies to develop and design Park and Ride Lots. SJCOG completed a countywide Park and Ride Lot Plan in October 2007.	No additional park and ride lot facilities have been identified since 10/08.
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: <a href="http://www.commuteconnection.com/">http://www.commuteconnection.com/</a> Also, see Project TID table.	SJCOG continues to implement "Commute Connection" - SJCOG's ridesharing program. Information available at: <a href="http://www.commuteconnection.com/">http://www.commuteconnection.com/</a> 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 8/07.	No additional signal coordination needs identified since 10/08.
19						
20	SJC5.3	Escalon	Reduce Traffic Congestion at Major Intersections	Annual operation and maintenance of intersection improvements.	As of 03/08 the City implemented and enhanced traffic signal system at McHenry/SR-120 intersection as well as implemented one turn lane and median barrier at the St John/BNSF rail road crossing.	No additional needs have been identified since 10/08.
21						
22	SJC5.6	Escalon	Reversible Lanes	Annual operation and maintenance of streets and roads.	No reversible lane projects have been identified since 08/07	No reversible lane projects have been identified since 10/08
23						
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						

San Joaquin COG  
2002 RACM Timely Implementation Documentation

	A	B	C	D	E	F
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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 08/07	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 10/08
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 08/07	The city continues to implement the Bicycle Transportation Element of the General Plan. No additional projects identified since 10/08
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 08/07	The City continues to evaluate traffic flow improvements. No new needs have been identified since 10/08
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. 2008 update complete. No additional projects have been identified.	These Master Plan updates are to continue. No additional projects have been identified since 10/08.
41						
42	SJC10.4	Lodi	Development of Bicycle Travel Facilities	Encourage capital improvements to increase bicycle use	These Master Plan updates are to continue. 2008 update complete. No additional projects have been identified.	These Master Plan updates are to continue. No additional projects have been identified since 10/08.
43						
44	SJC15.2	Lodi	Pedestrian and Bicycle Overpasses Where Safety Dictates	Ongoing as development dictates	On May 7, 2008 EPA concurred on the TCM substitution for the Century Boulevard Bicycle Overpass Project. The substitute project was completed in 2006 (see project TID). In addition no additional needs for pedestrian and bicycle overpasses have been identified since 08/07.	No additional needs for pedestrian and bicycle overpasses have been identified since 10/08.
45						
46	TCM1	Lodi	Traffic Flow Improvements	Lodi Avenue Signal Interconnect Project	Commitment Complete.	Commitment Complete.
47						
48	TCM4	Lodi	Bicycle Programs	Add bicycle lanes with street rehabilitations	Bicycle master plan update is dependent on the completion of the General Plan update, due to additional environmental review, general plan completion date revised to 1st quarter 2009. Bicycle master plan will be update by the end of 2009 as a result. Bicycle lanes are currently being added where feasible with street rehabilitation.	Additional environmental review is complete. City to adopt general plan update In June 2009. Bicycle master plan will be updated by the end of 2009 as a result. Bicycle lanes are currently being added where feasible with street rehabilitation.

San Joaquin COG  
2002 RACM Timely Implementation Documentation

	A	B	C	D	E	F
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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	See Project TID Table.	See Project TID Table.
53						
54	SJC5.4	Manteca	Site-Specific Transportation Control Measures	Implement geometric or traffic control improvements at congested intersections	See SJC5.3	See SJC5.3
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	In 2003, the city adopted a Bicycle Plan which includes encouragement of pedestrian travel. No additional projects identified since 8/07	No additional projects identified since 10/08
59						
60	SJC9.3	Manteca	Bicycle/Pedestrian Program	Fund high priority projects	In 2003, the city adopted a Bicycle Plan and currently mandates new developments to comply with the plan. 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	In 2005, the city added bicycle lanes on all existing downtown streets and installed bicycle racks in merchants and business areas. 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	In 2007, the City completed a bicycle overpass as part of the SR99/120 improvement project. 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	The City is implementing traffic flow improvements. See Project TID Table.	No additional projects identified since 10/08
67						
68	TCM4	Manteca	Bicycle Programs	Bicycle Projects and Programs	No additional bicycle projects identified since 08/07	No additional bicycle projects identified since 10/08
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.
71						
72	SJC5.3	Ripon	Reduce Traffic Congestion at Intersections	Traffic control improvements at specific congested intersections	See Project TID Table.	No additional projects identified since 10/08
73						



San Joaquin COG  
2002 RACM Timely Implementation Documentation

	A	B	C	D	E	F
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74	SJC5.4	Ripon	Site-Specific Transportation Control Measures	Traffic control improvements at specific congested intersections or at other substandard locations.	See Project TID Table.	No additional projects identified since 10/08
75						
76	SJC5.9	Ripon	Bus Pullouts in Curbs for Passenger Loading	Provides bus pullouts in curbs	See Project TID Table.	No additional projects identified since 10/08
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 08/07	The city promotes encouragement of pedestrian travel. No additional needs identified since 10/08
81						
82	SJC9.3	Ripon	Bicycle/Pedestrian Program	Implementing Bicycle Route Master Plan	The city re-adopted its Bicycle Master Plan in 2005. The City completed the Jack Tone Class I Bike Path in 2007 using local funds only.	No additional projects identified since 10/08
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	In FY 07/08, the City allocated \$450,000 in local funds for citywide traffic signal controller upgrades; an additional \$650,000 is allocated for upgrading the traffic signal master computer.	No additional projects identified since 10/08
89						
90	SJC5.3	Stockton	Reduce Traffic Congestion at Intersections	Implement a wide range of traffic control techniques	See Project TID Table.	No additional projects identified since 10/08
91						
92	SJC5.4	Stockton	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	See Project TID Table.	See Project TID Table.
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						
96	SJC5.9	Stockton	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts for passenger loading and unloading	In 2004, the city updated its "Standard Specifications and Plans" and improvements for bus pullouts in curbs for passenger loading required for all new arterials and collector streets. 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	In FY 07/08, the City allocated \$450,000 in local funds for citywide traffic signal controller upgrades; an additional \$650,000 is allocated for upgrading the traffic signal master computer.	No additional projects identified since 10/08
99						

San Joaquin COG  
2002 RACM Timely Implementation Documentation

	A	B	C	D	E	F
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100	SJC9.1	Stockton	Establish auto free zones and pedestrian malls	Establish auto free zones and pedestrian malls	In 2004, city completed the downtown Cineplex complex and pedestrian malls. No additional needs identified since 8/07	No additional projects identified since 10/08
101						
102	SJC9.2	Stockton	Encouragement of Pedestrian Travel	Encouragement of Pedestrian Travel	In 2004, the city updated its "Standard Specifications and Plans" and improvements; wider sidewalks are now required for all new arterials and collector streets. 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	Class III bike facility on California Street completed in 2007 using local funds only.	See Project TID Table.
105						
106	SJC10.4	Stockton	Development of Bicycle Travel Facilities	Capital improvements to increase bicycle use	Class III bike facility on California Street completed in 2007 using local funds only.	No additional need identified since 10/08
107						
108	SJC15.2	Stockton	Pedestrian and Bicycle Overpasses Where Safety Dictates	Installation of bicycle and pedestrian grade separated crossings	No additional needs identified since 8/07	No additional need identified since 10/08
109						
110	TCM1	Stockton	Traffic Flow Improvements	Signalization improvements	No additional needs identified since 8/07.	No additional need identified since 10/08
111						
112	TCM4	Stockton	Bicycle Programs	Fund bicycle projects and programs	Class III bike facility on California Street completed in 2007 using local funds only	No additional need identified since 10/08
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	See Tracy SJC 1.6 of the Project TID Table.	See Tracy SJC 1.6 of the Project TID Table.
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	In 2005, all general public fixed route service was established. In 2008, the City met with merchants and local employers to discuss transit benefits and encourage to subsidize transit cost.	The City is currently developing its Short Range Transit Plan which identifies outreach/marketing opportunities for the City to encourage merchants and employers to subsidize the cost of transit for employees. Additional updates will be provided as the implementation of the Short Range Transit Plan begins. Short Range Transit Plan implementation is anticipated to begin at the end of 2009.
119						
120	SJC5.1	Tracy	Develop Intelligent Transportation Systems	Provide variety of technological application intended to produce more efficient use of existing transportation corridors.	In 2007 all new signalized intersections have traffic signal pre-emption installed. No additional needs identified since 8/07	No additional projects identified since 10/08
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 needs identified since 8/07	No additional projects identified since 10/08
123						
124	SJC5.4	Tracy	Site-Specific Transportation Control Measures	Implement traffic control improvements at congested intersections	No additional needs identified since 8/07	No additional projects identified since 10/08
125						

San Joaquin COG  
2002 RACM Timely Implementation Documentation

	A	B	C	D	E	F
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126	SJC5.8	Tracy	On-Street Parking Restrictions	Restrict parking on existing streets where appropriate	As of 08/07 the City implemented parking restrictions on Eaton Avenue and Grant Line Road. The City continues implementing on-street parking where appropriate.	No additional projects identified since 10/08
127						
128	SJC5.9	Tracy	Bus Pullouts in Curbs for Passenger Loading	Bus Pullouts in Curbs for Passenger Loading	No additional need for bus pullouts has been identified since 08/07.	The City has completed its City wide bus pullout plan as part of its Bus Stop Improvement Project. The City's Phase II Bus Stop Improvements project will identify potential for additional pullouts as need warrants.
129						
130	SJC5.16	Tracy	Adaptive traffic signals and signal timing	Response to the actual traffic conditions and adjust in accordance with the congestion	In 2007 all new signalized intersections have traffic signal pre-emption installed. No additional needs identified since 08/07	No additional projects identified since 10/08
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 8/07	The City continues to evaluate the need for new Park and Ride Lots. No additional needs identified since 10/08
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 local walking routes in its 2007 Activity Guide. See Project TID.	The City advertised walking routes in its 2008 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.
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 08/07	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 10/08
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 08/07	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 10/08
149						
150	SJC9.2	San Joaquin County	Encouragement of Pedestrian Travel	Encouragement of Pedestrian Travel	No additional needs identified since 08/07	No additional needs identified since 10/08

San Joaquin COG  
2002 RACM Timely Implementation Documentation

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151						
152	SJC9.3	San Joaquin County	Bicycle/Pedestrian Program	Encouragement of Bicycle/Pedestrian Travel	The County completed two class III bicycle facilities on Armstrong Road in November 2007. An additional Class III project has been identified on Austin Road. See Project TID	See Project TID
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	On going program in the County. See Project TID Table.	On going program in the County. See Project TID Table.
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	In 2007, SJRTD expanded its service to Spanos Park West and the Hammer Lane Corridor. 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	SJRTD is implementing a bus mall transfer. Expected completion 2009.	Project Complete
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.	SJRTD provides subscription services through its ADA Dial-A-Ride Service. RTD continues its Hopper service. 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.

San Joaquin COG  
2002 RACM Timely Implementation Documentation

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171						
172	TCM2	San Joaquin Regional Transit District	Public Transit	Provide transit improvements	SJRTD implemented its Bus Rapid Transit program in January 2007. 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 F**

**PUBLIC MEETING PROCESS DOCUMENTATION**

**NOTICE OF PUBLIC HEARING ON THE  
DRAFT AMENDMENT #11 TO THE 2009 FEDERAL TRANSPORTATION IMPROVEMENT  
PROGRAM, 2007 RTP AMENDMENT #4 AND  
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments will hold a public hearing on May 26, 2009 between 10:00 a.m.-11:00 a.m. at SJCOG office building located at 555 East Weber Avenue, Stockton, CA 95202 regarding the Draft Amendment #11 to the 2009 Federal Transportation Improvement Program (FTIP), 2007 RTP Amendment #4, and corresponding Draft Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 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 #11 to the 2009 FTIP contains changes to transit projects as well as roadway projects funded with fund sources FTA Section 5308, American Recovery and Reinvestment Act of 2009 and High Priority Project.
- The RTP is a long-term strategy to meet San Joaquin County transportation needs out to the year 2030. The document is also referred to as the 2007 RTP.
- The 2007 RTP Amendment #4 adds projects to the RTP and makes changes to existing RTP projects.
- An Environmental Impact Report (EIR) supplement is not necessary as the project changes remain consistent with the 2007 EIR.
- The Draft Conformity Analysis contains the documentation to support a finding that the Draft Amendment #11 and 2007 RTP Amendment #4 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

Individuals with disabilities may call SJCOG at least 24 hours prior to the hearing to request auxiliary aids or assistance necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 30-day public review and comment period will commence on May 8, 2009 and conclude June 8, 2009 at 5 p.m. The draft documents are available for review at the SJCOG office, located at 555 East Weber Avenue, Stockton, CA 95202 and on the SJCOG website at [www.sjcog.org](http://www.sjcog.org).

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on June 8, 2009 to Tanisha Taylor at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the SJCOG Board of Directors at a regularly scheduled meeting to be held on June 25, 2009. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Tanisha Taylor, Associate Regional Planner  
(209) 468-3913  
[ttaylor@sjcog.org](mailto:ttaylor@sjcog.org)

**APPENDIX G**

**RESPONSE TO PUBLIC COMMENTS**

This appendix will be compiled upon completion of the public comment period.



**APPENDIX D**

**PM2.5 CONFORMITY RESULTS SUMMARY FOR EACH MPO  
IN THE SAN JOAQUIN VALLEY NONATTAINMENT AREA**

### PM2.5 Conformity Results Summary – Fresno

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	2.2	63.4		
	2010	2.0	52.7	YES	YES
	2020	1.3	23.0	YES	YES
	2030	1.2	15.5	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	803	23141		
	2010	730	19236	YES	YES
	2020	475	8395	YES	YES
	2030	438	5658	YES	YES

### PM2.5 Conformity Results Summary – Kern

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	3.7	94.1		
	2010	3.2	86.0	YES	YES
	2020	1.8	38.5	YES	YES
	2030	1.5	27.2	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	1351	34347		
	2010	1168	31390	YES	YES
	2020	657	14053	YES	YES
	2030	548	9928	YES	YES

**PM2.5 Conformity Results Summary – Kings**

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx	
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	0.8	18.5			
	2010	0.6	16.1	YES	YES	
		2020	0.3	6.7	YES	YES
		2030	0.3	4.7	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx	
<b>PM2.5 Annual Standard</b>	2002 Base Year	292	6753			
	2010	219	5877	YES	YES	
		2020	110	2446	YES	YES
		2030	110	1716	YES	YES

**PM2.5 Conformity Results Summary – Madera**

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx	
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	0.5	13.7			
	2010	0.5	13.6	YES	YES	
		2020	0.4	6.5	YES	YES
		2030	0.4	4.9	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?		
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx	
<b>PM2.5 Annual Standard</b>	2002 Base Year	183	5001			
	2010	183	4964	YES	YES	
		2020	146	2373	YES	YES
		2030	146	1789	YES	YES

**PM2.5 Conformity Results Summary – Merced**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	1.5	37.1		
	2010	1.3	30.4	YES	YES
	2020	0.7	12.8	YES	YES
	2030	0.7	10.0	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	548	13542		
	2010	475	11096	YES	YES
	2020	256	4672	YES	YES
	2030	256	3650	YES	YES

**PM2.5 Conformity Results Summary – San Joaquin**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	1.5	43.4		
	2010	1.4	37.5	YES	YES
	2020	1.0	16.7	YES	YES
	2030	1.1	12.3	YES	YES

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	548	15841		
	2010	511	13688	YES	YES
	2020	365	6096	YES	YES
	2030	402	4490	YES	YES

### PM2.5 Conformity Results Summary – Stanislaus

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	1.0	30.2		
	2010	0.9	24.8	YES	YES
	2020	0.6	10.1	YES	YES
	2030	0.6	7.0	YES	YES

	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	365	11023		
	2010	329	9052	YES	YES
	2020	219	3687	YES	YES
	2030	219	2555	YES	YES

### PM2.5 Conformity Results Summary – Tulare

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
<b>PM2.5 24-Hour Standard</b>	2002 Base Year	0.8	26.4		
	2010	0.8	22.9	YES	YES
	2020	0.6	10.5	YES	YES
	2030	0.6	7.4	YES	YES

	Scenario	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
<b>PM2.5 Annual Standard</b>	2002 Base Year	292	9636		
	2010	292	8359	YES	YES
	2020	219	3833	YES	YES
	2030	219	2701	YES	YES