

DRAFT

Stockton Transportation Master Plan

Prepared for:
City of Stockton

April 2026

WC21-3788.00

FEHR  PEERS

Table of Contents

1. Introduction.....	1
1.1 Purpose and Goals	1
1.2 Plan Development Process.....	1
2. Previous Planning Efforts.....	3
2.1 Envision Stockton – 2040 General Plan.....	3
2.2 Stockton Bicycle Master Plan	12
Goals	12
Bicycle Facility Types	13
2.3 Greater Downtown Stockton Active Transportation Plan.....	17
2.4 Stockton 2022–2027 Capital Improvement Plan.....	17
Capital Improvement Program Process	18
Transportation Asset Categories in the CIP.....	18
2.5 Stockton Systemic Safety Analysis Report and Local Road Safety Plan (SSAR/LRSP).....	19
Vision and Goals.....	20
2.6 Stockton Safe Routes to School Program.....	20
2.7 Stockton Intelligent Transportation Systems Master Plan	21
2.8 Stockton Fiber Optic Master Plan.....	21
3. Identifying TMP Projects.....	22
3.1 Project Identification Process.....	22
3.2 Future Need Forecasting	30
3.2.1 Land Use Growth, 2022 – 2040.....	30
3.2.2 2040 TMP Roadway Network.....	33
3.2.3 Forecasting Results.....	33
3.3 Existing Deficiencies, Facility Usage and Development Nexus.....	33
4. Project Cost Estimates	35
4.1 Approach.....	35
Key Cost Estimate Assumptions.....	35
5. Overview of Projects by Type	38
Bicycle Improvement.....	39
Bicycle Improvement With Road Diet.....	40
Bicycle/Pedestrian Improvement.....	41

Pedestrian Improvement	42
New Road/Roadway Extension	43
Road Diet	44
Roadway Rehabilitation.....	45
Roadway Widening	46
Bridge/Railway Grade Separation	47
6. Implementation.....	49
6.1 TMP Project Funding	49
6.1.1 Impact Fees	49
6.1.2 Regional and Local Funding	51
6.1.3 Direct Development Funding	55
6.1.4 State and Federal Grants.....	55
6.2 Project Prioritization	59
7. Citations	60

Appendices

- Appendix A. Bridge Sidewalk Inventory
- Appendix B. Detailed Project Descriptions
- Appendix C. Stockton Travel Demand Model Land Uses
- Appendix D. Deficiency and Proportional Share Analysis
- Appendix E. Project Cost Estimates

List of Figures

Figure 2-1: Envision Stockton 2040 General Plan Circulation Map	4
Figure 2-2: Envision Stockton 2040 General Plan Existing and Planned Bicycle Network	5
Figure 3-1: Stockton TMP Project Type	23
Figure 3-2: Stockton TMP Project List	24
Figure 3-3: 2022 to 2040 Growth in Stockton’s Total Employees.....	31
Figure 3-4: 2022 to 2040 Growth in Stockton’s Total Households	32
Figure 3-5: 2040 TMP Roadway Network.....	34

List of Tables

Table 3-1: Stockton TMP Projects by Type	27
Table 3-2: Citywide Growth Projections	30
Table 3-3: Citywide Growth Projections – Employment by Type	33
Table 4-1: TMP Project Cost Estimates	36
Table 6-1: TMP Projects in Other Funding Programs and Planning Documents.....	52

1. Introduction

Envision Stockton 2040 General Plan, adopted on December 3, 2018, provides a comprehensive, long-range statement of Stockton's land use and transportation policies, and is the City's primary tool to guide physical change within the city limits and in its sphere of influence. Upon completion of the General Plan update, the City began preparing infrastructure master plans to guide the provision of new and improved facilities. Through this Transportation Master Plan, or TMP, Stockton has identified priority transportation projects and programs to improve mobility for Stockton residents, workers, and visitors.

1.1 Purpose and Goals

The Transportation chapter of the *Envision Stockton 2040 General Plan* is organized around four key goals that represent the priorities of the Stockton community:

- Mobile Community
- Active Community
- Sustainable Transportation
- Effective Transportation Assessments

A multi-modal approach is critical to achieving these goals. By developing facilities and programs to make alternatives to driving more attractive and convenient, residents, workers and visitors will have more travel choices for all trip purposes, reducing vehicle traffic congestion and promoting public health.

1.2 Plan Development Process

This TMP was developed collaboratively with City Community Development Department and Public Works Department staff and Fehr & Peers, with assistance and project management support from Harris Associates. The process included the following steps.

Mobilization and Data Collection. Fehr & Peers gathered and reviewed the existing planning documents and other supporting transportation project information and discussed a process for developing the TMP project list with City staff. We also conducted a field review of sidewalk conditions and deficiencies on and adjacent to the bridges and grade separations in the city.

Project List Development. The TMP projects were defined by drawing on the current City planning documents, including the General Plan, 2022 – 2027 Capital Improvement Program, Bicycle Master Plan, Greater Downtown Active Transportation Plan, Safe Routes to School Plan, Intelligent Transportation Systems Master Plan, and Fiber Optics Master Plan, as well as the bridge sidewalk field survey results and additional City staff-identified projects. The TMP project list includes those projects determined by City staff to be the highest priority for implementation during the General Plan horizon period (2040).



Needs Testing. To determine the need for the TMP roadway capacity projects, the Stockton Travel Demand Model was used to forecast the 2040 traffic volumes on new or widened roadways. This process included updating the baseline year model to reflect 2022 land use and roadway network conditions, and running the 2040 model with the TMP roadway projects added to the baseline network. Note, Fehr & Peers initially conducted the modeling work in 2022; therefore, the baseline is reflected as such for the 2025 update. This analysis demonstrated that the roadway capacity projects are needed to serve 2040 conditions.

Project Cost Estimates. New cost estimates were developed for most of the TMP projects, which required developing conceptual project design assumptions, developing unit cost factors for each design element, and calculating the construction cost, contingency and soft costs (design, environmental review, construction management, etc.), and total cost for each project. For freeway projects and grade separation projects, either an existing available cost estimate was used, or a placeholder cost was identified, as these projects would require a civil engineering estimate and a greater level of design information than is available at this time.

Nexus Analysis. To support the development of the Stockton TMP Traffic Impact Fee, a nexus analysis was prepared. The analysis is documented separately in the *Stockton Transportation Master Plan: Traffic Impact Fee Nexus Report* (April 2026). The nexus analysis identifies what portion of each project's total cost can be allocated to funding provided by new land use development. The analysis process includes identification of existing deficiencies, the correction of which cannot be allocated to new development, and an assessment of the proportion of Stockton traffic growth on the improved facilities. For projects that do not expand roadway capacity, the proportion of the project cost that can be allocated to new development is defined as the projected growth in the city population between 2022 and 2040 divided by the projected 2040 city population.

TMP Development. The above information is documented in this TMP document, including project maps and appendices containing analytic information.



2. Previous Planning Efforts

This TMP draws from recent City transportation planning processes, pulling the key transportation improvements identified in those plans based on City staff-identified priority needs. These plans are described below, including their underlying goals and policies, which guide the selection of the projects in this TMP.

2.1 Envision Stockton – 2040 General Plan

Envision Stockton 2040 General Plan, adopted on December 3, 2018, provides a comprehensive, long-range statement of Stockton's land use and transportation policies, and is the City's primary tool to guide physical change within the city limits and in its sphere of influence. The Transportation chapter of the 2040 General Plan is organized around four key goals that represent the priorities of the Stockton community:

- Mobile Community
- Active Community
- Sustainable Transportation
- Effective Transportation Assessments

The goals, policies, and implementation actions developed around these four key goals are listed below. Refer to Envision Stockton 2040 General Plan, chapter 4 for additional information. The long-term roadway circulation map is shown in **Figure 2-1**. The existing and planned bicycle routes are shown in **Figure 2-2**.

GOAL TR-1: MOBILE COMMUNITY

Provide an integrated transportation system that enables safe and efficient movement of people and goods for all modes of travel.

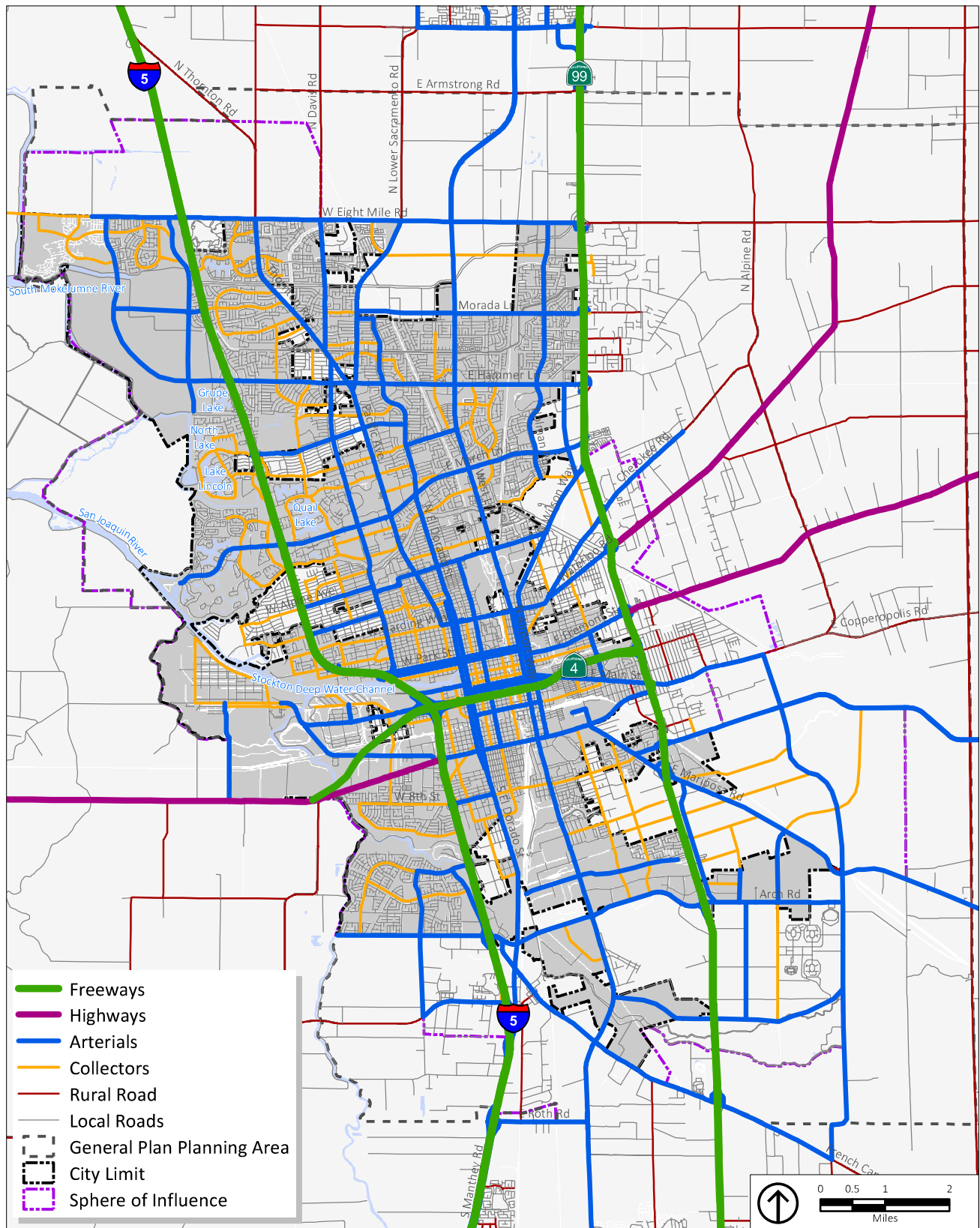
POLICY TR-1.1

Ensure that roadways safely and efficiently accommodate all modes and users, including private, commercial, and transit vehicles, as well as bicycles and pedestrians and vehicles for disabled travelers.

Action TR-1.1A

Direct truck traffic to designated truck routes that facilitate efficient goods movement and minimize risk to areas with concentrations of sensitive receptors, such as schools, for example by disallowing any new truck routes to pass directly on streets where schools are located, and vulnerable road users, like pedestrians and bicyclists.





Source: Envision Stockton 2040 General Plan (Adopted December 4, 2018).

Figure 2-1

General Plan Circulation Map

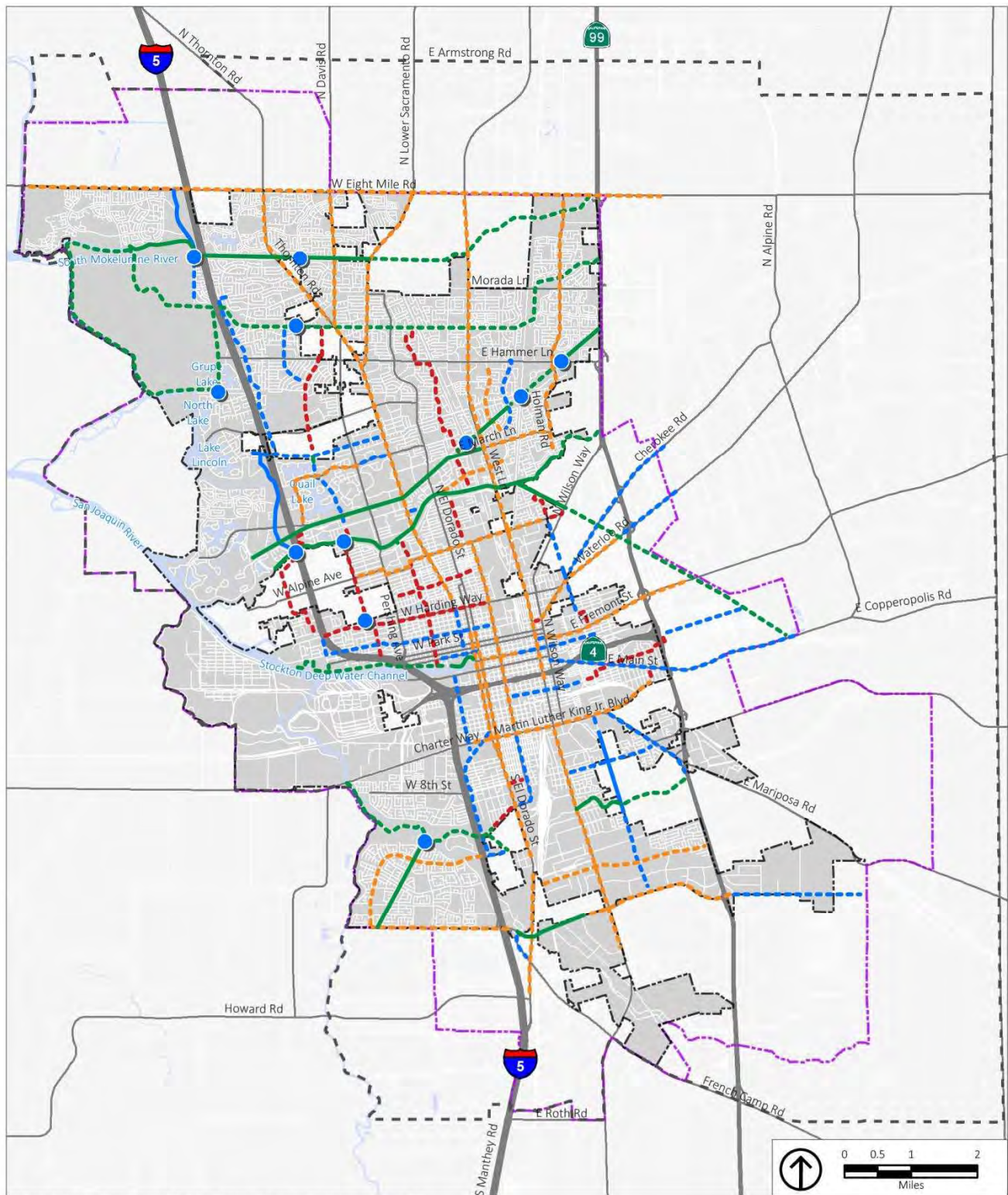


Figure 2-2

Existing and Planned Bicycle Network

Action TR-1.1B

Maintain and periodically update a schedule for synchronizing traffic signals along arterial streets and freeway interchanges to facilitate the safe and efficient movement of people and goods and to provide signal priority for transit vehicles at intersections.

Action TR-1.1C

Require roadways in new development areas to be designed with multiple points of access and to address barriers, including waterways and railroads, to maximize connectivity for all modes of transportation.

Action TR-1.1D

Update existing Precise Road Plans to reflect the 2040 General Plan, including changes in land use and level of service requirements, and a shift in priority from vehicular travel to travel by all modes through complete streets.

Action TR-1.1E

Collaborate with local school districts to implement pedestrian crossing enhancements like stop signs within neighborhoods around schools, encourage activities like a walking school bus, and create educational programs that instruct students bicycle safety.

POLICY TR-1.2

Enhance the use and convenience of rail service for both passenger and freight movement.

Action TR-1.2A

Actively support and pursue access to high-speed rail.

Action TR-1.2B

Support the San Joaquin Regional Transportation District's Regional Bus Service, Altamont Commuter Express (ACE), and AMTRAK's San Joaquin intercity rail service, and pursue and support other regional transit programs and projects, such as:

- ACE plans to bypass existing bottlenecks (e.g., the Union Pacific rail yards in South Stockton).
- Connecting to the BART system.
- Extending ACE service south to Merced.
- Proposing rail between Stockton and Sacramento along the California Traction and other rail corridors.

Action TR-1.2C

Provide grade separations at railroad crossings on arterial streets where it is feasible to ensure public safety and minimize traffic delays.



POLICY TR-1.3

Facilitate expanded port and airport operations, service, and development as travel and goods movement assets to the community and sources of employment growth.

Action TR-1.3A

Protect the Airport and related aviation facilities from encroachment by ensuring that all future development within the Airport Influence Area (AIA) is consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except in cases where the City Council concludes that project approval would provide for the orderly development of the Airport and the areas surrounding it while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards, consistent with the San Joaquin County Airport Land Use Compatibility Plan and the Stockton Metropolitan Airport Land Use Compatibility Plan.

Action TR-1.3B

Where substantial development already exists within the AIA and is incompatible with ALUC policies, only allow additional infill development of similar land uses if projects meet all the following criteria to be an infill project:

- The project site is bound on at least three sides by uses like those proposed.
- The proposed project would not extend the perimeter of the area developed with incompatible uses.
- The proposed project does not otherwise increase the intensity and/or incompatibility of the use with respect to the criteria identified in the San Joaquin County Airport Land Use Compatibility Plan and in the Stockton Metropolitan Airport Land Use Compatibility Plan through use permits, density transfers, or other strategies.

Action TR-1.3C

Within the AIA, require that new development or an expansion of existing use that requires a building permit file an aviation easement with the city.

GOAL TR-2: ACTIVE COMMUNITY

Offer active transportation opportunities for the entire community.

POLICY TR-2.1

Develop safe and interconnected bicycle and pedestrian facilities, including along “complete” streets that target multiple travel modes.



Action TR-2.1A

Require safe and secure bicycle parking facilities to be provided at major activity centers such as public facilities, employment sites, and shopping and office centers, along with showers and lockers for major employment sites.

Action TR-2.1B

Maintain and implement the City of Stockton Bicycle Master Plan.

Action TR-2.1C

Maintain and implement the City of Stockton Safe Route to School Plan.

POLICY TR-2.2

Connect housing and employment development in areas with good transit access through open and inclusive processes where appropriate.

Action TR-2.2A

Require major new development to incorporate and fund design features to promote safe and comfortable access to transit, such as a circulation network that facilitates efficient and connected bus travel, clear pedestrian and bicycle routes connecting origins and destinations to transit stops, sheltered bus stops, park-and-ride facilities, and highly visible transit information and maps.

Action TR-2.2B

Obtain input from community residents, non-profit organizations, and local and regional transit operators on major new development projects, and support transit operators by ensuring major projects are designed to support transit and provide fair share funding of the cost of adequate transit service and access.

Action TR-2.2C

Request that public transit providers expand routes and increase frequency and operational hours consistent with current short- and long-range transit planning, with the assistance of new development funding.

Action TR-2.2D

Support efforts to electrify buses.

POLICY TR-2.3

Utilize natural features and routes with lower traffic volumes and speeds to encourage residents to walk and wheel more frequently.



Action TR-2.3A

Develop and maintain bikeways on separate rights-of-way (e.g., Calaveras River, East Bay Municipal Utility District easement, French Camp Slough, and Shima Tract Levee).

Action TR-2.3B

Require dedication of adequate right-of-way for bicycle use in new arterial and collector streets, and where feasible, in street improvement projects.

GOAL TR-3: SUSTAINABLE TRANSPORTATION

Design transportation infrastructure to help reduce pollution and vehicle travel.

POLICY TR-3.1

Avoid widening existing roadways to preclude inducement of additional vehicle traffic.

Action TR-3.1A

Limit street widths to the minimum necessary to adequately carry the volume of anticipated traffic, while allowing for safe bicycle and pedestrian facilities, emergency access, and large vehicle access.

Action TR-3.1B

Where feasible and appropriate, reduce the width of existing streets using bulb-outs, medians, pedestrian islands, shade tree landscaping, appropriate signage, and similar methods, while not jeopardizing emergency response.

Action TR-3.1C

Preserve right-of-way for transit and bicycle uses when designing new roadways and improving existing roadways and ensuring adequate and clear signage.

POLICY TR-3.2

Require new development and transportation projects to reduce travel demand and greenhouse gas emissions, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.

Action TR-3.2A

Amend the parking requirements in the Development Code to encourage shared parking, require preferential parking for rideshare vehicles, and allow reduced parking requirements to support transit, bicycling, and walking.

Action TR-3.2B

Require commercial, retail, office, industrial, and multi-family residential development to provide charging stations and prioritized parking for electric and alternative fuel vehicles.



Action TR-3.2C

Respond to the implications and opportunities associated with connected vehicles and autonomous vehicles by monitoring technological advances and adjusting roadway infrastructure and parking standards to accommodate autonomous vehicle technology and parking needs.

Action TR-3.2D

Continue to coordinate with the San Joaquin Council of Governments to increase opportunities for additional park and ride facilities, consistent with the San Joaquin County Regional Park and Ride Lot Master Plan.

GOAL TR-4: EFFECTIVE TRANSPORTATION ASSESSMENTS

Ensure that traffic-related impacts of proposed land uses are evaluated and mitigated.

POLICY TR-4.1

Utilize level of service (LOS) information to aid understanding of potential major increases to vehicle delay at key signalized intersections.

Action TR-4.1A

Strive for Level of Service (LOS) D or better for both daily roadway segment and peak hour intersection operations, except when doing so would conflict with other land use, environmental, or economic development priorities, and with the following additional exceptions:

- In the Greater Downtown, strive for LOS E or better, but LOS F may be acceptable after consideration of physical or environmental constraints and other City goals and policies.
- Strive for different LOS standards along the following corridors due to physical constraints that limit the improvements that can be constructed:
 - Benjamin Holt Drive, Plymouth Road to Gettysburg Place – LOS F
 - Eight Mile Road, Trinity Parkway to I-5 – LOS E
 - Eight Mile Road, Lower Sacramento Road to West Lane – LOS E
 - Eighth Street, I-5 to El Dorado Street – LOS E
 - Eighth Street, Airport Way to Mariposa Road – LOS E
 - French Camp Road, Manthey Road to I-5 – LOS E
 - French Camp Road, I-5 to Val Dervin Parkway – LOS F
 - Hammer Lane, I-5 to Kelly Drive – LOS E
 - Hammer Lane, West Lane to Holman Road – LOS E
 - Interstate 5, Hammer Lane to Benjamin Holt Drive – LOS E
 - Interstate 5, Benjamin Holt Drive to Downing Avenue – LOS F
 - Interstate 5, Downing Avenue to French Camp Road – LOS E



- Otto Drive, I-5 to Thornton Road – LOS F
- Roadway segments determined to be operating at deficient LOS by the San Joaquin Council of Governments in the Regional Congestion Management Program
- Accept worse than adopted-standard LOS at intersections where widening the intersection would reduce bicycle and pedestrian safety and/or increase pedestrian crossing times such that they would create longer traffic delays due to signal timing.

Action TR-4.1B

Amend the City's Transportation Impact Analysis Guidelines to reflect the updated LOS goals under Action TR-4.1A and to refine the threshold at which a project needs to evaluate LOS impacts.

POLICY TR-4.2

Replace LOS with: (1) vehicle-miles traveled (VMT) per capita; and (2) impacts to non-automobile travel modes, as the metrics to analyze impacts related to land use proposals under the California Environmental Quality Act, in accordance with SB 743.

Action TR-4.2A

To evaluate the effects of new development and determine mitigation measures and impact fees, require projects to evaluate per capita VMT and impacts to transit, bicycle, and pedestrian modes.

Action TR-4.2B

Amend the City's Transportation Impact Analysis Guidelines to include alternative travel metrics and screening criteria.

POLICY TR-4.3

Use the threshold recommended by the California Office of Planning and Research for determining whether VMT impacts associated with land uses are considered significant under State environmental analysis requirements.

Action TR-4.3A

Amend the City's Transportation Impact Analysis Guidelines to:

- Establish a threshold of 15 percent below baseline VMT per capita to determine a significant transportation impact under the California Environmental Quality Act.
- Identify screening criteria that will streamline certain types of development and/or development in certain areas by not requiring a VMT analysis.



2.2 Stockton Bicycle Master Plan

The Stockton Bicycle Master Plan, adopted in December 2017, updated the 2007 Bicycle Master Plan and informed the concurrent update to the General Plan. The Bicycle Master Plan is the result of an extensive, community-driven planning process involving close collaboration between the City of Stockton and its residents. The goals, vision, and implementation strategy of the Plan are informed by the needs of the community and codified in the plan's vision statement. The Bicycle Master Plan is intended to not only envision a future for Stockton where bicycling is a viable option for people of all ages and abilities, but to also serve as an implementation roadmap for elected officials and City staff to achieve that goal.

The BMP is guided by the following vision statement:

The Stockton Bicycle Master Plan seeks to implement a vibrant, safe, and supportive bicycle network that connects residents in every neighborhood with desirable places to ride for any trip purpose. The Bicycle Master Plan should be the catalyst for starting a cultural shift toward cycling in Stockton by effectively marketing cycling as a healthy, active transportation option and through funding supportive educational programs to reach people of all ages and abilities.

The City of Stockton staff, elected officials, Stakeholder Advisory Committee, and a substantial number of members of the community influenced the Bicycle Master Plan to consider equity as a cornerstone of the Plan's development. The equitable distribution of resources throughout Stockton considers two priority principles:

1. The Bicycle Master Plan should prioritize spatial and geographic equity. This means investments in new bicycle facilities and programs should be balanced throughout all parts of Stockton.
2. The Bicycle Master Plan should prioritize socio- economic equity. This means investments in new bicycle facilities and programs should be targeted for implementation in areas with historically underserved or disadvantaged communities.

To implement the vision of the all ages and abilities network and address the barriers to access formed by the high-stress arterials and collectors, the BMP proposes a network of bicycle facilities that creates a citywide "Backbone Network." The Backbone Network consists of only bicycle facilities that result in low-stress ratings (Level of Traffic Stress 1 or 2). Many new corridor and intersection tools are incorporated into the Backbone Network to create low-stress facilities.

Goals

The Bicycle Master Plan presents four over-arching goals for bicycle facilities in the city.

Goal One: Provide a connected bicycle grid of low stress facilities that acts as the primary spine for north/south and east/west routes while closing gaps in the existing bicycle network.



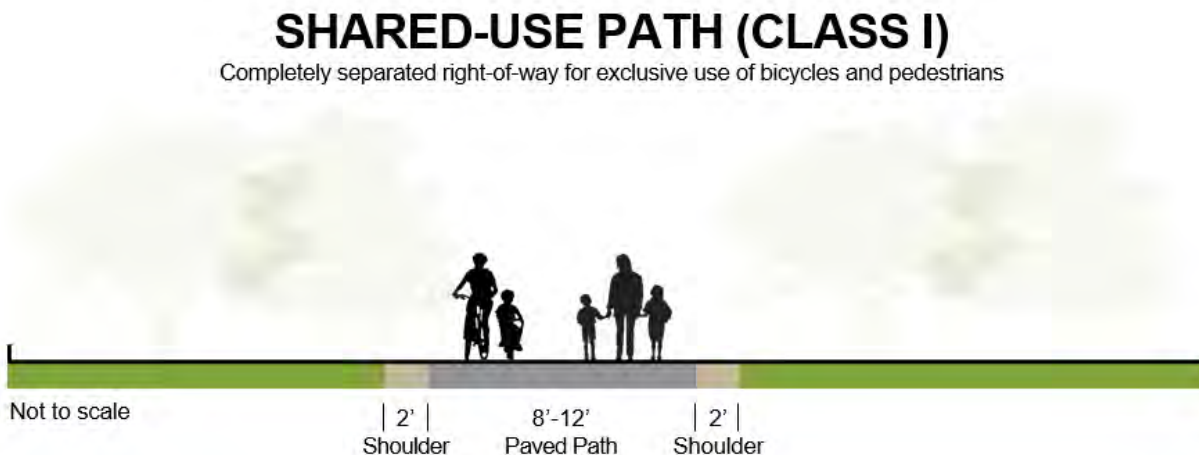
Goal Two: Make Stockton a bike-friendly city with multi-modal complete streets design and secure, convenient bicycle parking, while reducing the number of severe injuries and fatalities using Vision Zero principles.

Goal Three: Accommodate all trip types and cyclist needs with family friendly facilities, connections to critical services, connections to transit, effective branding, and advances in technology.

Goal Four: Educate roadway users of all ages and abilities about proper cycling techniques and laws, health benefits, economic opportunities, sustainability, and supportive programs to increase cycling as a preferred mode of transportation in Stockton.

Bicycle Facility Types

The bikeway facilities described in the BMP are approved by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design) and California Assembly Bill 1193 which codify four distinct classifications of bikeways. Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types in California and appropriate contexts for each are detailed below. These facility types were used to develop the low-stress Stockton Backbone Network.

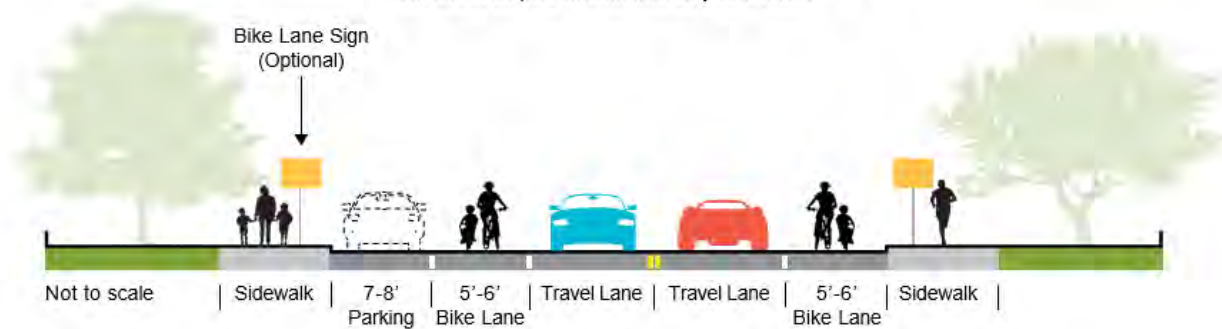


Class I Bikeway (Bike Path) Bike paths provide a separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal crossflow traffic. Such paths can be well-situated along creeks, canals, and rail lines. Class I Bikeways can also offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.



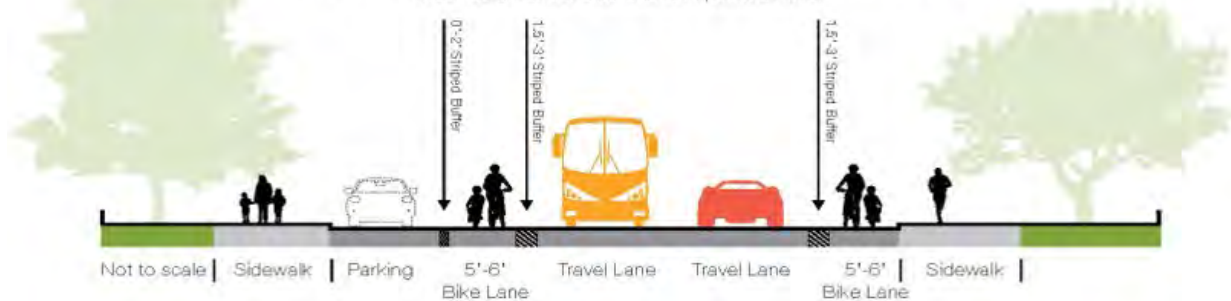
BICYCLE LANE (CLASS II)

On-street striped lane for one-way bike travel



BUFFERED BICYCLE LANE (CLASS II)

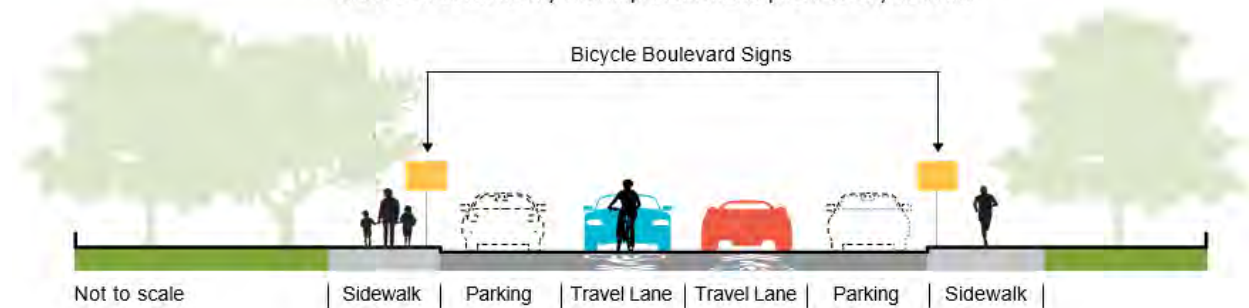
Modified on-street bike lane with painted buffer



Class II Bikeway (Bike Lane) Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections). At a minimum, buffer striping should be provided between the bicycle lane and the vehicle travel lanes. To further enhance the bikeway, a buffer can be striped between the parking lane and the bicycle lane to prevent door jamb incidents.

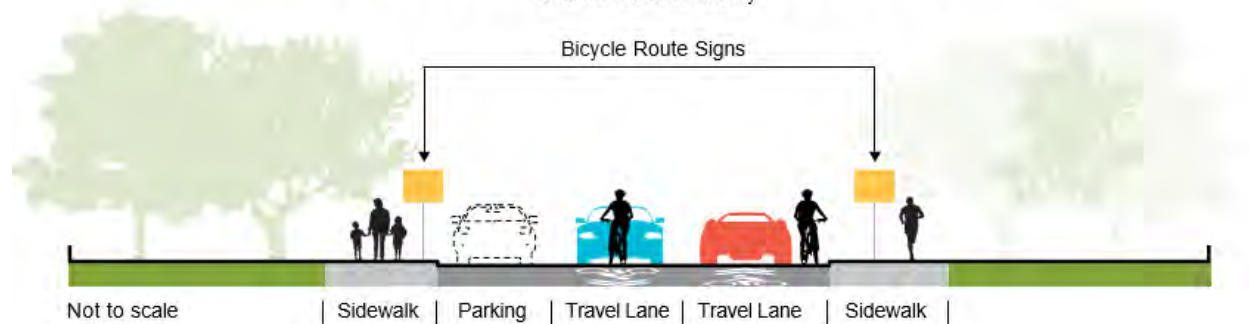
BICYCLE BOULEVARD (CLASS III)

Shared on-street facility with improvements to prioritize bicycle traffic

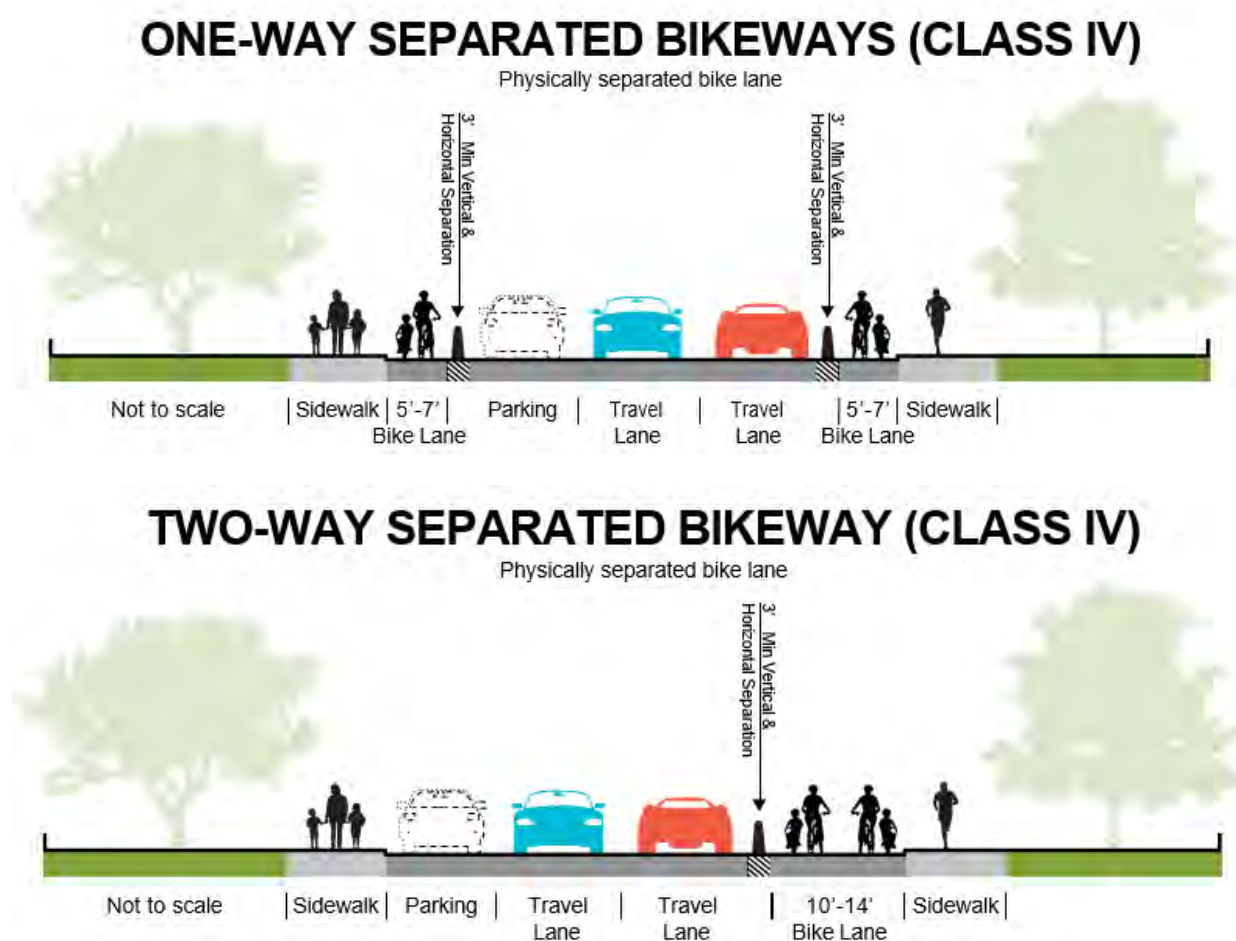


BICYCLE ROUTE (CLASS III)

Shared on-street facility



Class III Bikeway (Bike Route) Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. Bicycle boulevards provide further enhancements to bike routes to encourage slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.



Class IV Bikeway (Separated Bikeway) Separated Bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Caltrans adopted Separated Bikeways in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers such as curbs, planters, and delineators, or on-street parking.

A map of the existing and planned bicycle facilities from the Bicycle Master Plan were incorporated into the Envision Stockton 2040 General Plan and are shown in **Figure 2-2** above.

2.3 Greater Downtown Stockton Active Transportation Plan

The Greater Downtown Stockton Active Transportation Plan, adopted in November 2020, is focused on an area of about 4.25 square miles centered on Stockton's central business district. In addition to the businesses and civic institutions of Downtown, the study area includes residential neighborhoods, industrial areas, schools, and major destinations such as the Stockton Arena and Ballpark, Weber Point Events Center, Bob Hope Theater, and CSU Stanislaus Stockton campus. Key education, healthcare, and shopping destinations are located immediately outside the study area as well.

The plan creates an actionable vision for a comprehensive active transportation network that:

- Advances previous planning efforts.
- Provides a safer and friendlier environment for people walking, rolling, using mobility assistance, biking, and accessing transit.
- Carefully balances all travel needs while moving more people into the existing roadway space.
- Enhances public health and livability.
- Improves air quality.
- Assists with revitalization of Greater Downtown Stockton.

The Plan recommends a slate of short- and long-term projects, programs, and policies; presents cost estimates and funding strategies to implement these recommendations; and provides detailed project concepts suitable for pursuing grants for design and construction.

2.4 Stockton Capital Improvement Plan

The Capital Improvement Program (CIP) is a five-year plan of the projects necessary to maintain and improve the physical properties of the City and implement the Stockton General Plan. The CIP is coordinated by the Department of Public Works. These properties include buildings, parks, entertainment venues, golf courses, utility systems, and the transportation system. The individual projects listed in the CIP have an estimated total cost of over \$50,000 and provide long-term benefits to the community. The City programs maintenance into its CIP for short and long-term facilities and infrastructure repair and development. This document is the link between comprehensive fiscal plans and the physical development of capital projects. The Five-Year CIP informs the public of all capital improvement projects the City plans to begin in the next five years and provides details on estimated costs, revenue sources, and project schedules. Consistent with the City Council strategic goals, this Plan is intended to improve public safety, stimulate and support economic development, and enhance the quality of life for the citizens of Stockton through the improvement of the community's buildings, streets, parks, water, and sewer facilities. CIP project cost components are categorized as follows: design, construction, construction engineering and other (equipment, land acquisition, indirect costs, and project administration).

The costs identified in the first year, Fiscal Year (FY) 2025-26 of the program are in the Annual City Budget and have funding sources identified for each project. The projects and costs identified in FY 2026-27



through FY 2029-30 of the CIP have been identified as priorities to receiving funding in the future; however, these funds are not appropriated at this time and are contingent upon funding. Additionally, the final year of the CIP, FY 2029-30, is intended to illustrate the magnitude of unfunded facility needs throughout the entire City. City staff actively seek State, Federal and other grant opportunities and leverage local dollars to complete the projects and programs in the CIP.

Each year, staff reviews the five-year CIP and adjusts for changing priorities, available funding and incorporates new or modified capital investments. A long-term CIP provides many benefits:

- Focuses attention on community and Council goals and identified Citywide needs.
- Prioritizes needs and establishes an orderly basis for sound budget decisions.
- Optimizes the use of public funds by taking a long-term view.
- Identifies unfunded needs and long-term resources necessary to deliver City infrastructure, including staffing.
- Focuses City efforts to obtain State and Federal financing assistance.
- Encourages coordination of projects among City and other public agencies to avoid scheduling conflicts.
- Provides an opportunity for private enterprises to relate their projects to the City's program.

Capital Improvement Program Process

The CIP process involves a coordinated effort amongst the City Department, City Manager and Budget Staff to identify projects that address citywide goals and council priorities. The CIP is also informed through other agency plans within the City limits or sphere of influence, development, and citizen input. Staff coordinates with the Budget Office and other City stakeholders to identify available and potential project funding. These funding sources include the General Fund, Entertainment Fund, Gas Tax (SB1), Public Facilities Fees, Proportionate Share Fees from Development, Measure K, Strong Communities Initiative (Measure M), Utility Fees, Enterprise Funds, public donations, and various State and Federal grants.

The proposed projects are prioritized into a CIP based on Council and City priorities and submitted to the Planning Commission for verification of conformity with the General Plan. The final CIP is submitted to Council for review and adoption. Council reviews the CIP, makes revisions if applicable, and adopts a resolution appropriating the FY 2022-23 funding and approving the five-year plan.

Transportation Asset Categories in the CIP

Street & Transportation

Projects in this category include street paving and rehabilitation, streetscape, sidewalk and curb ramps, bridge repair, traffic calming, safe routes to schools, pedestrian safety, bicycle improvements, and traffic signals.



Transportation

Improvements to the transportation system are funded from non-General Fund sources that are restricted to transportation projects. These sources include State and Federal grants, Transportation Development Act (TDA), Gas Tax, Road Maintenance and Rehabilitation Act (RMRA) funds, PFFs, Measure K and other restricted funding sources.

The transportation projects included in the CIP represent a continuing effort to improve traffic flow, safety, personal mobility, reduce air pollution, accommodate growth, foster economic development, promote the use of alternative transportation modes, and preserve existing transportation infrastructure. Projects are selected utilizing several sources, including existing precise road plans, Circulation Element of the General Plan, Bicycle Master Plan, Safe Routes to School Plan, Downtown Active Transportation Plan, Complete Streets Plan, and other such planning documents provided by San Joaquin Council of Governments.

City staff continue to be successful in obtaining significant amounts of funding for transportation projects from local, state, and federal funding sources. Based on past and current success, the CIP includes an aggressive list of transportation projects that either have been awarded grant funding, or for which grant funds will be sought, to facilitate design and construction of the needed improvements.

In general, larger transportation projects included in recent CIPs include accessible pedestrian signals, traffic signal synchronization and control enhancements, bridge rehabilitation and maintenance, LED streetlight conversions, neighborhood traffic calming, city street restriping and resurfacing, sidewalk/curb/gutter repairs, street furniture and light pole improvements, targeted lighting upgrades, safety initiatives including queue cutters, bike lane and Safe Routes to Schools improvements, safety and edge-line installations, and major multimodal connectivity projects.

2.5 Stockton Systemic Safety Analysis Report and Local Road Safety Plan (SSAR/LRSP)

The Stockton SSAR and LRSP were completed in August 2021. This document provides the City of Stockton and its multidisciplinary safety partners (e.g., police, fire, school district) information on strategies and treatments most likely to improve roadway safety performance within the city.

The scope of the analysis and contents of the report fulfill the SSARP requirements and were expanded to meet Caltrans' more recent Local Road Safety Plan (LRSP) requirements. The report speaks about citywide collision patterns and trends and associated systemic treatments that can be used to address those citywide trends. It also sets forth a vision and goals specific to roadway safety performance, identifies emphasis areas, suggests multidisciplinary safety strategies for improvements, and presents proposed safety improvements for the highest priority intersections and segments within the city. The report establishes a basis for informing roadway safety performance improvements over the next three to five years and provides a framework the City can use to update its roadway safety performance analysis and produce updated local road safety plans in the future.



The report contains the following vision and goals.

Vision and Goals

The City's vision is to continuously improve roadway safety performance by investing in strategies and improvements that reduce the risk of fatal and injury collisions occurring on public roadways within the city.

The following presents specific goals to help the city achieve its vision.

1. Use data-informed analysis and community needs to identify and prioritize opportunities to reduce collision risk.

Goal 1.1: Establish a regular practice of assessing citywide collision patterns and trends and identifying locations with collision history or characteristics indicative of collision risk.

Goal 1.2: Reduce the number of fatal and severe injury collisions in emphasis areas by 25% by 2026 and 50% by 2031.

Goal 1.3: Reduce the number of fatal and severe injury collisions across all public City roadways by 25% by 2026 and by 50% by 2031.

Goal 1.4: Implement proven roadway safety performance countermeasures systemically to target emphasis areas.

2. Strengthen partnerships with other agencies and organizations to promote roadway safety.

Goal 2.1: Coordinate with the fire department, police department, school district, and County quarterly to exchange information and ideas specific to enhancing roadway safety performance and to plan targeted enforcement and educational strategies to reduce fatal and injury collisions.

Goal 2.2: Apply a safety lens to all roadway projects by considering roadway safety performance in the project development process. By 2023, establish and begin evaluating a methodology for assessing the safety impacts (i.e., quantifying increased risk of collisions) associated with land use development projects.

Goal 2.3: Establish a safety mitigation program by 2025 that is funded by land use development permits. This program could create a steady funding source for implementing countermeasures to mitigate collision risk associated with increased travel demand from land use changes.

2.6 Stockton Safe Routes to School Program

The Stockton Safe Routes to School Plan was adopted in December 2017 and provides recommendations to improve safety at 64 schools in four school districts across Stockton. The plan includes a priority listing of infrastructure improvements around schools and programmatic recommendations for the city and school districts, to help improve the safety of school-age children and their families as they travel to and



from school. They can also help improve the health of students and their families as they spend more time being active.

2.7 Stockton Intelligent Transportation Systems Master Plan

The City of Stockton Intelligent Transportation Systems (ITS) Master Plan was completed in March 2022. The purpose of the ITS Master Plan is to develop a framework for ITS improvements. This Master Plan identifies improvements that address the City's needs and gaps in the existing transportation infrastructure and provides a roadmap for the implementation of the overall vision for the City's Intelligent Transportation System. The ITS Master Plan considers system communications, the Traffic Management Center (TMC), Smart City and Connected Vehicle applications, and other relevant ITS field devices. The document strives for a comprehensive approach to implementation and advancement of the City's ITS infrastructure toward innovation and addressing the current and future needs.

2.8 Stockton Fiber Optic Master Plan

The City of Stockton Fiber Optic Master Plan was completed in May 2023. The purpose of the Fiber Optic Master Plan is to develop a blueprint for fiber optic projects through near-term, medium-term, and long-term implementation. The Master Plan prioritizes fiber optic corridors for fiber optic implementation and upgrade to transition the City of Stockton off its current leased network. Investment in fiber optic infrastructure is a strategy to reduce the information technology (IT) and communications gap between low and high-income communities. The City of Stockton currently relies primarily on private companies for the fiber optic infrastructure, which is costly to the city and its residents and businesses. The Fiber Optic Master Plan builds off the City's ongoing efforts to focus on investing in City buildings, while improving communication, IT, and intelligent transportation systems (ITS) infrastructure. In 1993, the City of Stockton developed its ITS Master Plan, which was recently updated in 2022. The city also recently completed a Digital Equity Project, which purchased over 1,500 new computers, 500 tablets, and new hotspots for the Stockton-San Joaquin Public Libraries. The city plans to expand these efforts through this guiding document: the Fiber Optic Master Plan. The Fiber Optic Master Plan is a document tailored specifically to the implementation of fiber optic installation and upgrades. Communication lays the foundation for the City's network, which could connect to City buildings, community centers, fire stations, police departments, and other facilities. The goal of the document is to establish a framework for fundable projects that the City can pursue to create a more connected, reliable, and technologically secure environment for the City, its residents, and businesses.



3. Identifying TMP Projects

3.1 Project Identification Process

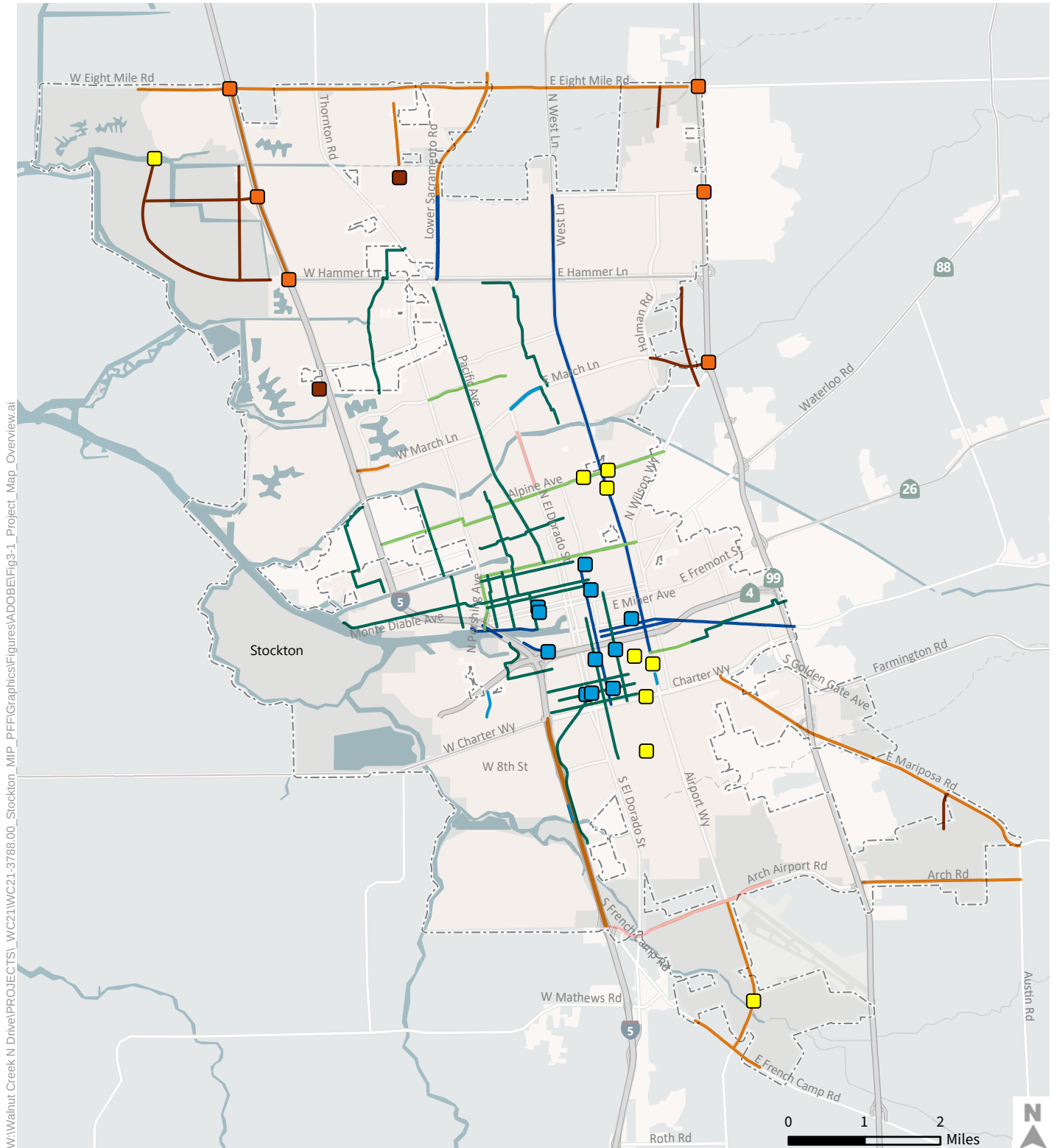
Fehr & Peers worked iteratively with City Community Development Department and Public Works Department staff to identify projects to include in the TMP. The TMP projects were defined by drawing on the current City planning documents described in Section 2, as well as the results of a field survey of sidewalk conditions on and adjacent to bridges throughout the city conducted by Fehr & Peers (refer to **Appendix A**) and additional City identified projects. The TMP project list includes those projects determined by City staff to be the highest priority for implementation during the General Plan horizon period (2040), and not all projects are attributable to new developments. Of the projects included in the TMP, the following project types are represented:

- Bicycle Improvement
- Bicycle Improvement with Road Diet
- Bicycle/Pedestrian Improvement
- Bridge or Railway Grade Separation
- New or Reconstructed Interchange
- New Road/Roadway Extension
- Pedestrian Improvement
- Roadway Rehabilitation
- Roadway Widening
- Intersection Improvement

The Project list also includes implementation of one citywide plan: the Fiber Optic Master Plan.

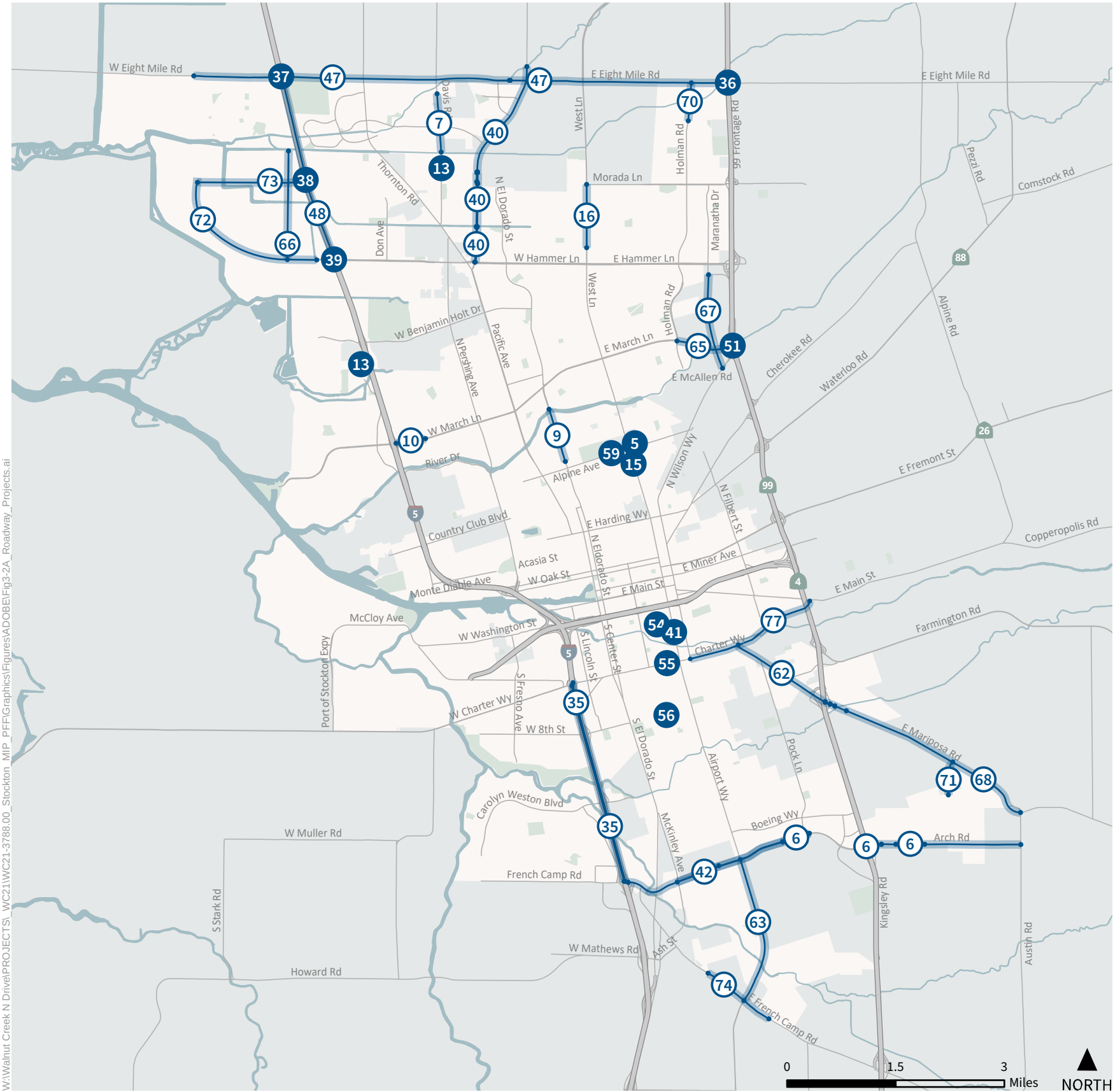
Table 3-1 lists the projects. **Figure 3-1** and **Figure 3-2** show the project locations. **Appendix B** contains detailed project descriptions.





- | | | |
|---|--|--|
|  Bridge/Railway Grade Separation |  Bicycle Improvement |  Pedestrian Improvement |
|  Interchange |  Bicycle Improvement With Road Diet |  Roadway Rehabilitation |
|  Pedestrian Improvement |  Bicycle/Pedestrian Improvement |  Roadway Widening |
|  Intersection Improvement |  New Road/Roadway Extension | |

Figure 3-1
Project Map – Overview



PROJECT LIST

ID	Corridor Projects
6	Arch Road Widening
7	Davis Road Improvements
9	El Dorado St Improvements Phase 3
10	W March Lane Widening
16	West Lane Widening
35	I-5 Widening (French Camp Road to Charter Way)
40	Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening
42	Arch-Airport Road Precise Road Plan
47	Eight Mile Road Widening
48	I-5 Widening: Hammer Lane to Eight Mile Road - Caltrans/SJCOG
62	Mariposa Road Widening, MLK Boulevard to SR-99
63	S Airport Way Road Widening
65	March Lane Extension
66	Trinity Parkway Extension
67	Marantha Drive Extension
68	Mariposa Road Widening, SR-99 to Austin Road
69	E McAllen Road Improvement
70	Holman Road Extension
71	Newcastle Road Extension
72	New Road F Extension
73	Otto Drive Extension
74	French Camp Road Widening
77	MLK Road Widening

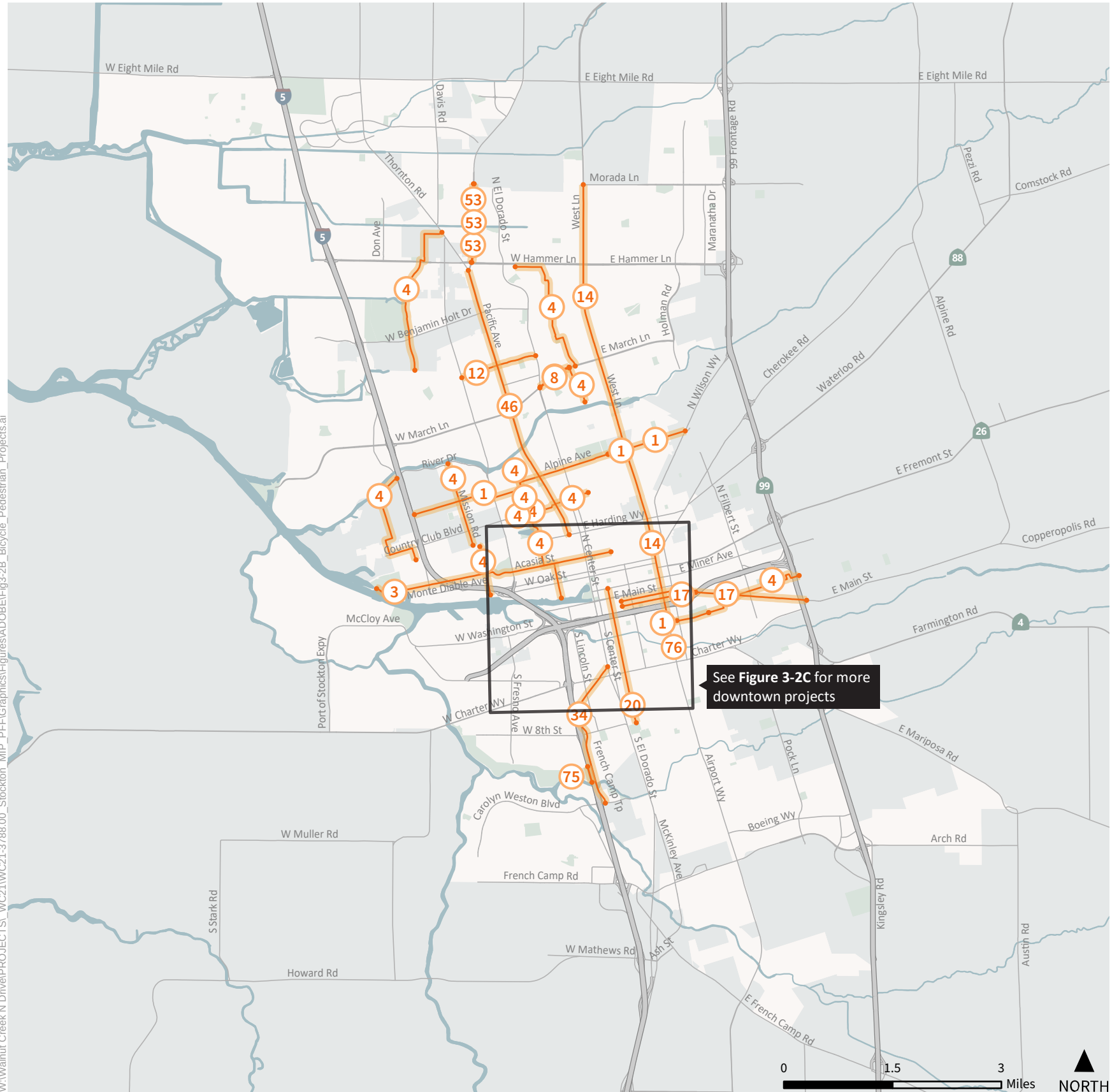
ID	Spot/Intersection/Bridge Projects
5	E Alpine Avenue Grade Separation
13	Roundabout Program (W. Swain/Morgan and Davis/Chaparral)
15	West Lane Grade Separation
36	SR-99 @ Eight Mile Road Interchange Reconstruction
37	I-5 @ Eight Mile Road Interchange Modification
38	I-5 @ Otto Drive Interchange Reconstruction
39	I-5 @ Hammer Lane Interchange Modification
41	Airport Way at BNSF Grade Separation
51	SR-99 @ March Lane Interchange Construction
54	Hazeltown Avenue at UPRR Grade Separation
55	MLK Boulevard Grade Separation
56	E 8th Street at UPRR Grade Separation
59	Alpine Avenue at UPRR Grade Separation

W:\Walnut Creek N Drive\PROJECTS\WC21\WC21-3788.00_Stockton_MIP_PFF\Graphics\Figures\ADOBE\Fig3-2A_Roadway_Projects.ai



Figure 3-2A
Roadway Projects

W:\Walnut Creek N Drive\PROJECTS\WC21\WC21-3788.00_Stockton_MIP_PFF\Graphics\Figures\ADOBE\Fig3-2B_Bicycle_Pedestrian_Projects.ai

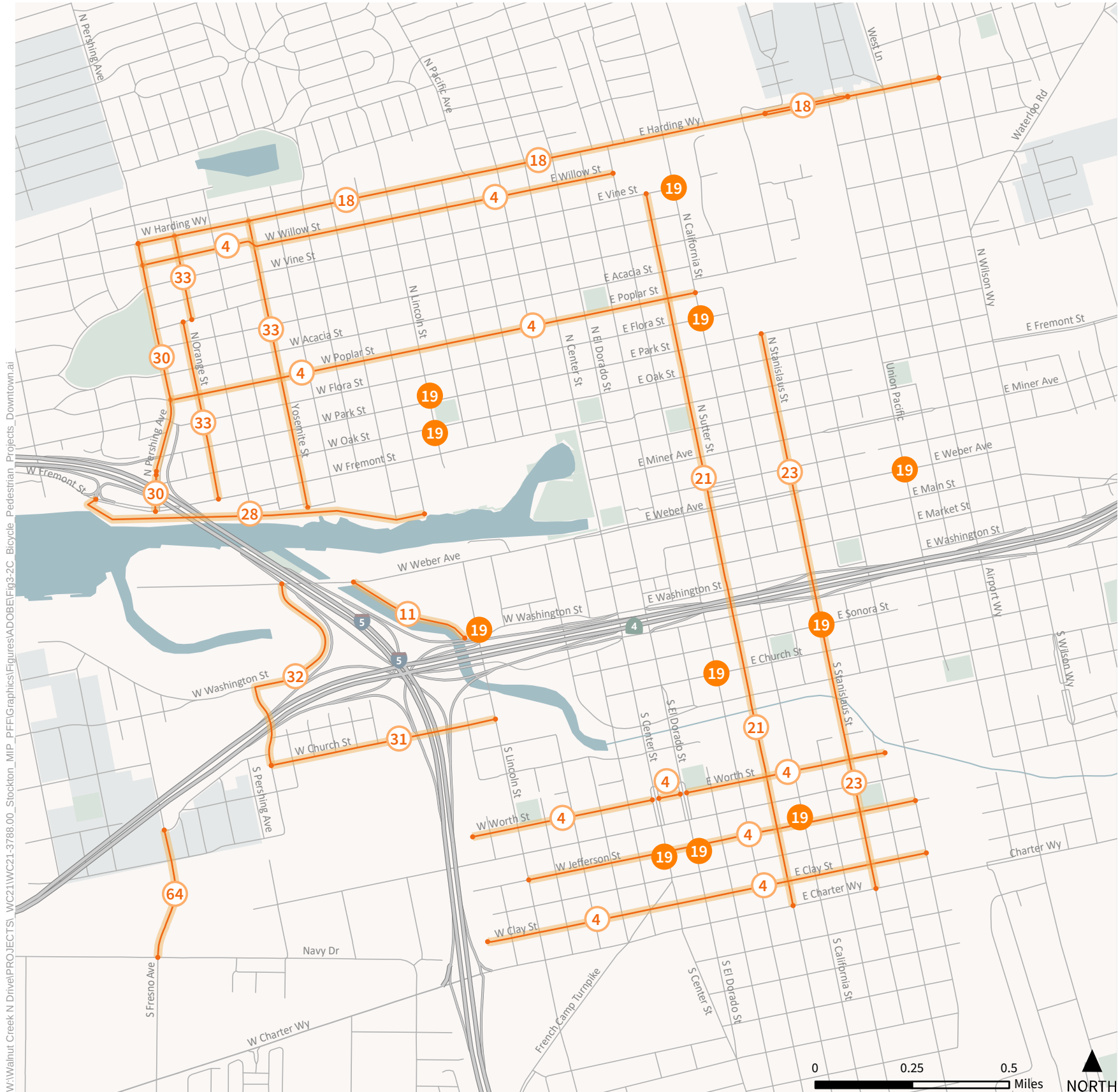


PROJECT LIST

ID	Corridor Projects
1	East/West Access Road Diets
3	Monte Diablo Avenue / Acacia Street Bicycle Improvements
4	Bicycle Boulevards Implementation
8	EBMUD E March Lane Greenscape Phase 2
12	W Robinhood Drive Bike Lanes
14	West Lane Complete Streets Study
17	Main Street/Market Street Complete Streets
20	San Joaquin Street Bike Lanes
34	Turnpike Road Class IV Separated Bikeway
46	Pacific Avenue Improvements
53	Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks
75	Manthey Road Sidewalk Improvement
76	S Airport Way Sidewalk Improvement



Figure 3-2B
Bicycle and Pedestrian Projects



PROJECT LIST

ID	Corridor Projects
4	Bicycle Boulevards Implementation
11	Mormon Slough Bikeway Improvement
18	Harding Way Bike Facilities and Road Diet
21	Sutter Street Bike Lanes
23	Stanislaus Street Bike Lanes
28	Miner's Levee Shared-Use Path Extension
30	N Pershing Avenue Class IV Separated Bikeway
31	Church Street Bike Lanes
32	W Washington Street/Garfield Street Bike Lanes
33	N Yosemite Street/Orange Street Bike Boulevards
64	S Fresno Avenue Sidewalk Improvement

ID	Spot/Intersection Projects
19	Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) Installation



Figure 3-2C
Bicycle and Pedestrian Projects (Downtown)

Table 3-1: Stockton TMP Projects by Type

Number	Project Name	Type	Source Document
1	East/West Access Road Diets	Bicycle Improvement with Road Diet	Bicycle Master Plan
2	Citywide Bicycle Parking Program	Bicycle Improvement	Bicycle Master Plan
3	Monte Diablo Avenue / Acacia Street Bicycle Improvements	Bicycle Improvement	Bicycle Master Plan
4	Bicycle Boulevards Implementation	Bicycle Improvement	Bicycle Master Plan
5	E Alpine Avenue Grade Separation	Bridge or Railway Grade Separation	2022-2027 CIP
6	Arch Road Widening	Roadway Widening	2022-2027 CIP/Precise Road Plan
7	Davis Road Improvements	Roadway Widening	2022-2027 CIP/City Bridge Inventory
8	EBMUD E March Lane Greenscape Phase 2	Pedestrian Improvement	2022-2027 CIP
9	El Dorado Street Improvements Phase 3	Roadway Rehabilitation	2022-2027 CIP
10	W March Lane Widening	Roadway Widening	2022-2027 CIP/Precise Road Plan
11	Mormon Slough Bikeway Improvement	Bicycle/Pedestrian Improvement	2022-2027 CIP/City Bridge Inventory
12	W Robinhood Drive Bike Lanes	Bicycle Improvement with Road Diet	2022-2027 CIP
13	Roundabout Program	Intersection Improvement	2022-2027 CIP
14	West Lane Complete Streets Bike Facility Project – Phase 1	Bicycle/Pedestrian Improvement	2022-2027 CIP/City Bridge Inventory
15	West Lane Grade Separation	Bridge or Railway Grade Separation	2022-2027 CIP
16	West Lane Widening	Roadway Widening	2022-2027 CIP
17	Main Street/Market Street Complete Streets	Bicycle/Pedestrian Improvement	Greater Downtown ATP
18	Harding Way Bike Facilities and Road Diet	Bicycle Improvement with Road Diet	Greater Downtown ATP
19	Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) Installation	Pedestrian Improvement	Greater Downtown ATP
20	San Joaquin Street Bike Lanes	Bicycle Improvement	Greater Downtown ATP
21	Sutter Street Bike Lanes	Bicycle/Pedestrian Improvement	Greater Downtown ATP/Bicycle Master Plan/City Bridge Inventory
22	Number Not Used		
23	Stanislaus Street Bike Lanes	Bicycle Improvement	Greater Downtown ATP
24	Number Not Used		



Number	Project Name	Type	Source Document
25	Number Not Used		
26	Number Not Used		
27	Number Not Used		
28	Miner's Levee Shared-Use Path Extension	Bicycle/Pedestrian Improvement	Greater Downtown ATP
29	Number Not Used		
30	N Pershing Avenue Class IV Separated Bikeway	Bicycle Improvement with Road Diet	Greater Downtown ATP
31	Church Street Bike Lanes	Bicycle Improvement	Greater Downtown ATP
32	W Washington Street/Garfield Street Bike Lanes	Bicycle Improvement	Greater Downtown ATP
33	N Yosemite Street/Orange Street Bike Boulevards	Bicycle Improvement	Greater Downtown ATP
34	Turnpike Road Class IV Separated Bikeway	Bicycle Improvement	Greater Downtown ATP
35	I-5 Widening (French Camp Road to Charter Way)	Roadway Widening	Measure K
36	SR-99 @ Eight Mile Road Interchange Reconstruction	Interchange	RTP/RTIF Capital Project List
37	I-5 @ Eight Mile Road Interchange Modification	Interchange	RTP/RTIF Capital Project List
38	I-5 @ Otto Drive Interchange Construction	Interchange	RTP/RTIF Capital Project List
39	I-5 @ Hammer Lane Interchange Modification	Interchange	RTP/RTIF Capital Project List
40	Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening	Roadway Widening	RTP/RTIF Capital Project List
41	Airport Way at BNSF Grade Separation	Bridge or Railway Grade Separation	2022-2027 CIP
42	Arch-Airport Road Precise Road Plan	Roadway Rehabilitation	2022-2027 CIP
43	Citywide Fiber Optic Master Plan	Program	Fiber Optics Master Plan
44	Number Not Used		
45	Number Not Used		
46	Pacific Avenue improvements	Bicycle Improvement	Measure K
47	Eight Mile Road Widening	Roadway Widening	Measure K
48	I-5 Widening: Hammer Lane to Eight Mile Road – Caltrans/SJCOG	Roadway Widening	Measure K
49	Bicycle Project Wayfinding Signage	Bicycle Improvement	Fehr & Peers MIP PFF Project List
50	Bicycle Master Plan – Railroad Crossings	Bicycle Improvement	City Addition
51	SR-99 @ March Lane Interchange Construction	Interchange	City Addition
52	Number Not Used		



Number	Project Name	Type	Source Document
53	Lower Sacramento Road Hammer to Royal Oaks Bike Lanes and Sidewalks	Bicycle/Pedestrian Improvement	Bicycle Master Plan
54	Hazelton Avenue at UPRR Grade Separation	Bridge or Railway Grade Separation	City Addition
55	MLK Boulevard Grade Separation	Bridge or Railway Grade Separation	City Addition
56	E 8th Street at UPRR Grade Separation	Bridge or Railway Grade Separation	City Addition
57	Number Not Used		
58	Number Not Used		
59	Alpine Avenue at UPRR Grade Separation	Bridge or Railway Grade Separation	2022-2027 CIP
60	SRTS Implementation Project – Citywide	Bicycle/Pedestrian Improvement	SRTS Plan
61	Number Not Used		
62	Mariposa Road Widening, MLK Boulevard to SR-99	Roadway Widening	City Addition
63	S Airport Way Road Widening	Roadway Widening	City addition
64	S Fresno Avenue Sidewalk Improvement	Pedestrian Improvement	City Bridge Inventory
65	March Lane Extension	New Road/Roadway Extension	RTP
66	Trinity Parkway Extension	New Road/Roadway Extension	City Addition
67	Maranatha Drive Extension	New Road/Roadway Extension	RTP
68	Mariposa Road Widening, SR-99 to Austin Road	Roadway Widening	RTP
69	E McAllen Road Improvements	Roadway Rehabilitation	City Addition
70	Holman Road Extension	New Road/Roadway Extension	City Addition
71	Newcastle Road Extension	New Road/Roadway Extension	City Addition
72	New Road F Extension	New Road/Roadway Extension	City Addition
73	Otto Dr Extension	New Road/Roadway Extension	City Addition
74	French Camp Road Widening	Roadway Widening	City Addition
75	Manthey Road Sidewalk Improvement	Pedestrian Improvement	City Bridge Inventory
76	S Airport Way Sidewalk Improvement	Pedestrian Improvement	City Bridge Inventory
77	MLK Road Widening	Roadway Widening	City Addition



Sources: City of Stockton, Fehr & Peers, February 2026.

3.2 Future Need Forecasting

To determine the need for the TMP roadway capacity projects, the Stockton Travel Demand Model was used to forecast the 2040 traffic volumes on new or widened roadways. This process is described below.

3.2.1 Land Use Growth, 2022 – 2040

To prepare the model for use in the future need forecasting, the baseline and future (2040) land uses from the *Envision Stockton 2040 General Plan* transportation analysis, as conducted with the Stockton Travel Demand Model, were reviewed, and the baseline was updated to reflect 2022 conditions using development data provided by the city. Note, Fehr & Peers initially conducted modeling in 2022. **Table 3-2** shows the resulting 2022 and 2040 housing, population and employment totals within the city limits, as reflected in the model. **Table 3-3** shows the employment numbers broken down by land use type. **Figure 3-3** and **Figure 3-4** show the household and employment growth by model traffic analysis zone. **Appendix C** contains a detailed listing of the model land uses, by traffic analysis zone (TAZ), along with a TAZ map.

Note that the population totals derive from the Stockton Travel Demand Model's population per household settings and may not match population estimates from other sources. The populations do not affect the traffic projections derived from the model, as the model primarily uses land use units to generate trips.

Table 3-2: Citywide Growth Projections

Land Use Type	2022 Base Year	2040 Projection	Growth	Growth Percentage
Dwelling Units	100,361	126,053	25,692	26%
Population	312,075	366,805	54,730	18%
Employment	114,843	151,098	36,255	32%
Service Population ¹	426,918	517,903	90,985	21%

(1) Service Population = Population + Employment

Source: Harris Associates, City of Stockton, and Fehr & Peers, July 2023.



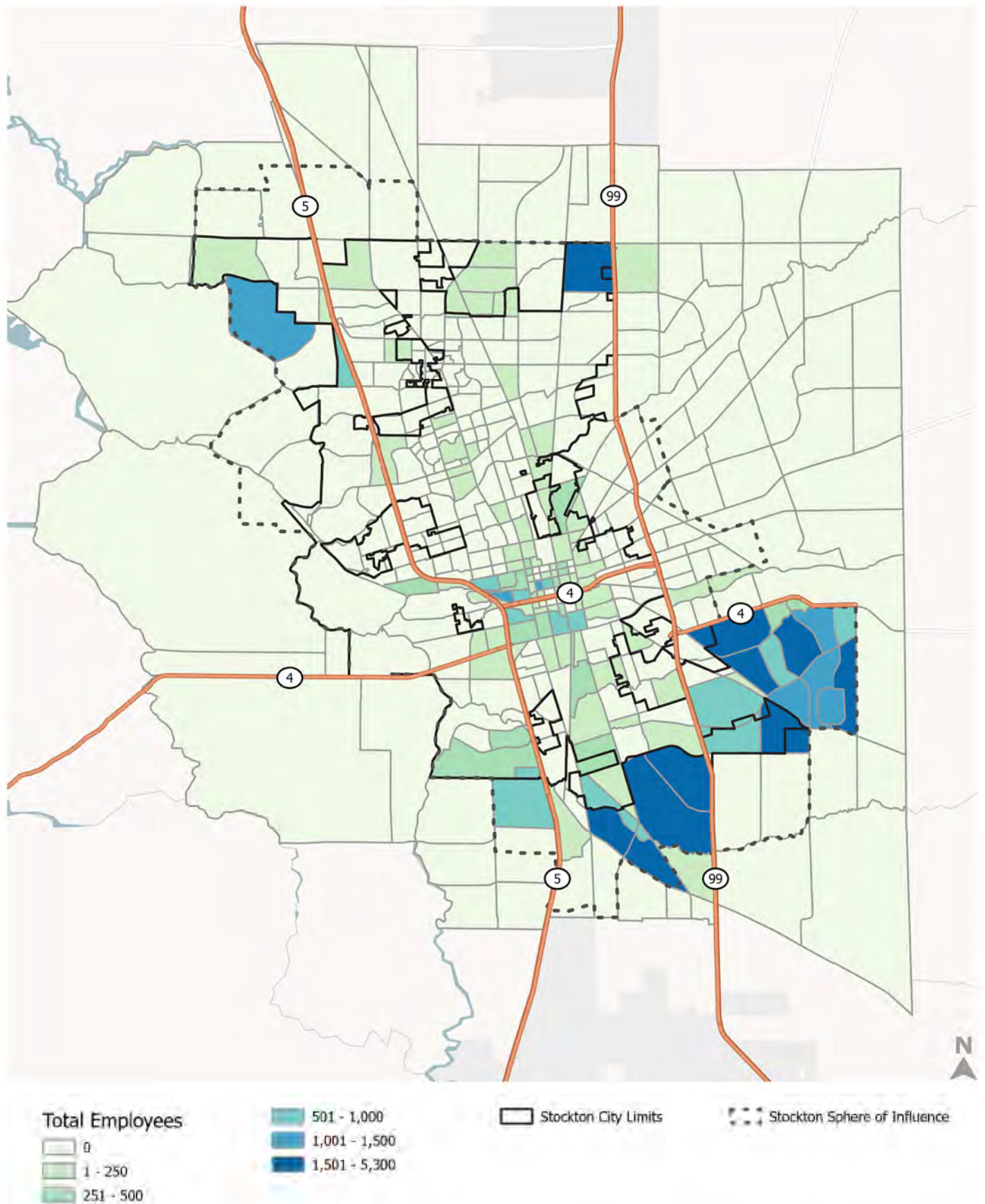


Figure 3-3
2022 to 2040 Growth in Stockton's Total Employees

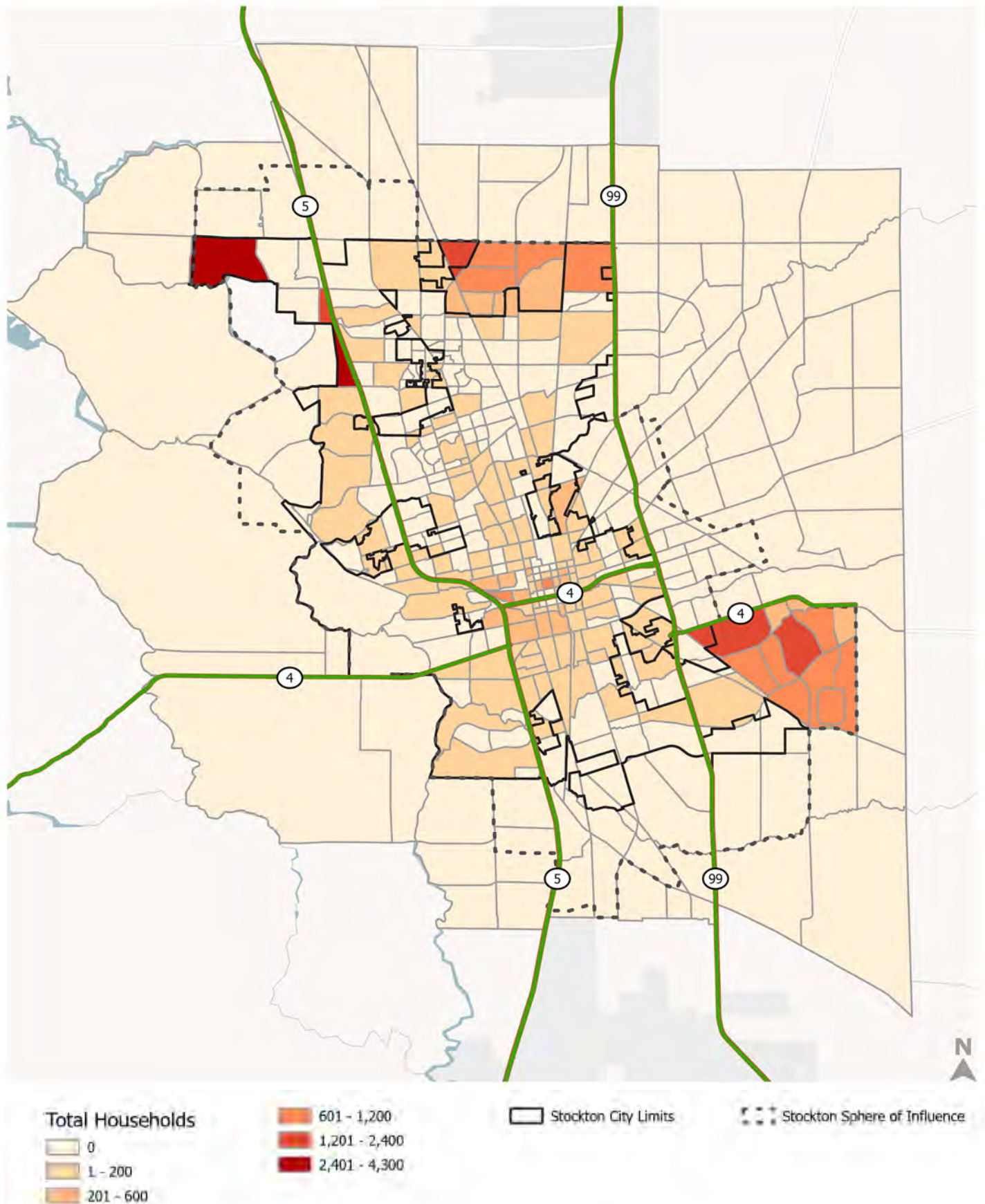


Figure 3-4
2022 to 2040 Growth in Stockton's Total Households

Table 3-3: Citywide Growth Projections – Employment by Type

Employment Type	2022 Base Year	2040 Projection	Growth	Growth Percentage
Retail	14,254	19,338	5,084	36%
Office	17,727	21,320	3,593	20%
Industrial	34,938	52,268	17,330	50%
Other ¹	47,924	58,172	10,248	21%

1. 'Other Employment' includes education, dining, government, medical, agricultural, and other uses.
Source: Harris Associates, City of Stockton, and Fehr & Peers, July 2023.

3.2.2 2040 TMP Roadway Network

The 2040 TMP roadway network was developed by adding roadway widenings, road diets, roadway extensions, new roadways, freeway widenings, and new freeway interchanges in the TMP project list to the 2022 model network. TMP Projects that add bicycle and pedestrian facilities without affecting the number of vehicle lanes do not affect the model traffic forecasts and thus are not reflected in the model network. The resulting TMP 2040 roadway network is shown in **Figure 3-5**.

3.2.3 Forecasting Results

The 2040 model was run with the above inputs and each roadway widening project and extension was reviewed to determine if the travel demand warrants the improvement. Travel demand was found to be between 70 to 90 percent of daily roadway capacity, on the improved roadways, indicating a need for these improvements by the year 2040.

3.3 Existing Deficiencies, Facility Usage and Development Nexus

To support the development of the Stockton TMP Traffic Impact Fee, a nexus analysis was prepared. The analysis is documented separately in the *Stockton Transportation Master Plan: Traffic Impact Fee Nexus Report* (April 2026). The nexus analysis identifies what portion of each project's total cost can be allocated to funding provided by new land use development. The analysis process includes identification of existing deficiencies, the correction of which cannot be allocated to new development, and an assessment of the proportion of Stockton traffic growth on the improved facilities. For projects that do not expand roadway capacity, the proportion of the project cost that can be allocated to new development is defined as the projected growth in the city population between 2022 and 2040 divided by the projected 2040 city population. The Nexus Report, included in **Appendix D**, contains a full description of this analysis.



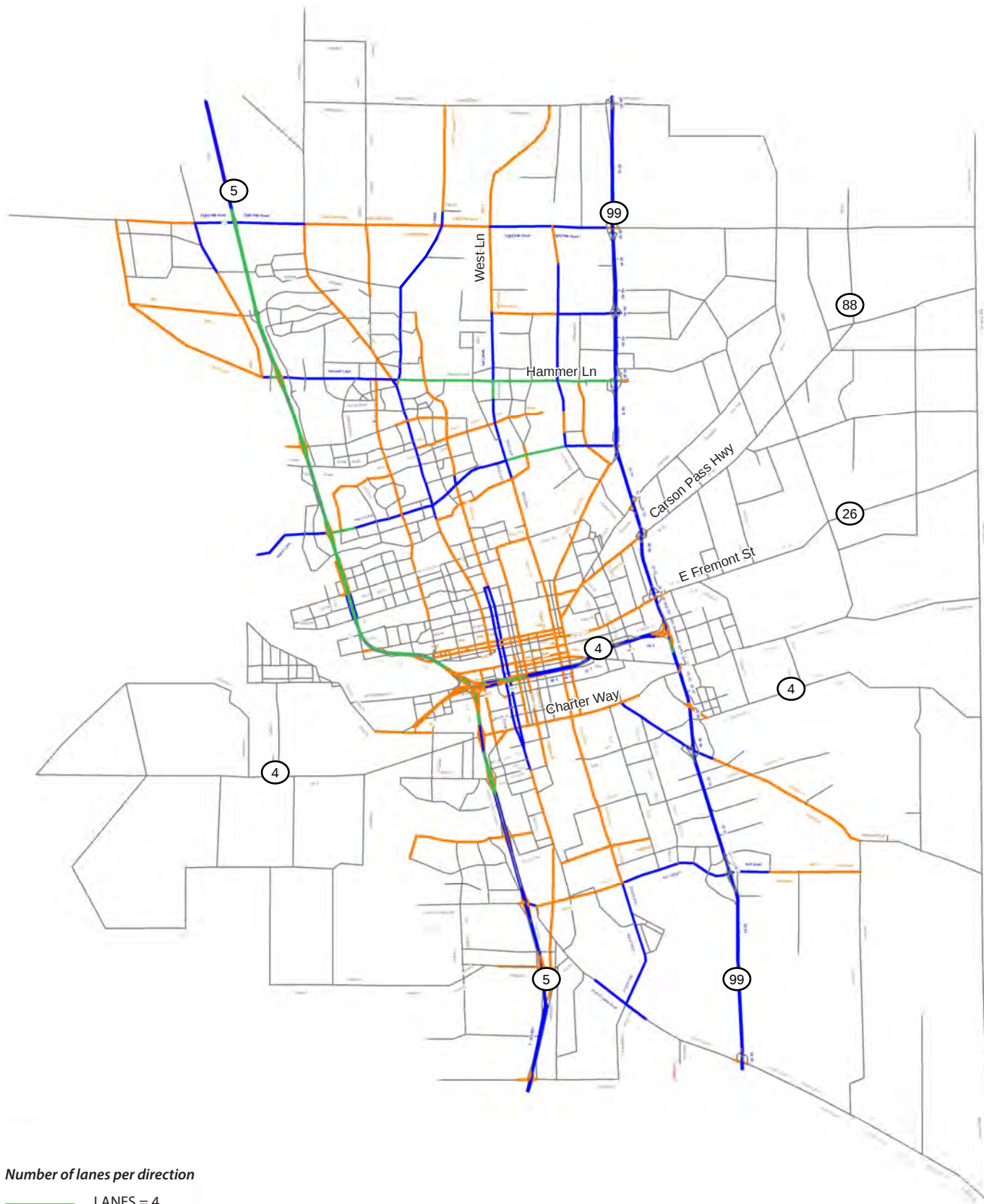


Figure 3-5

2040 TMP Roadway Network

4. Project Cost Estimates

4.1 Approach

Once the full TMP project list was developed, cost estimates were generated for each project. For most projects, the project descriptions were sufficient to allow development of a planning level cost estimate. For others, including new interchanges, bridges, and railway grade separations, cost estimates were either taken from the source document where the project is defined, or where no source document was available, Fehr & Peers estimated the cost based on comparable project costs. Costs taken from source documents were escalated from the source document year to 2025 dollars using the San Francisco Construction Cost Index (CCI). The CCI is a monthly index published by the Engineering News Record that is a measure of the cost of construction labor and materials. The San Francisco index was used since it was the closest reported area to Stockton.

For the new planning level cost estimates, the estimates were developed according to industry best practices, including the key assumptions listed below. A more detailed list of cost estimate assumptions, and all project cost estimate sheets, are included in **Appendix E**.

Key Cost Estimate Assumptions

- Right-of-way acquisition, utility relocation, drainage and C3 (green infrastructure) requirements are not included in cost estimates, as project descriptions were not developed at detail to allow reasonable estimates.
- Bicycle projects (Class II, III, IV) cost estimates are from Public Works was utilized.
- All Class IV facilities assume ultimate build out with a landscaped median as a divider between the travel way and bicycle facility.
- Bicycle wayfinding is excluded from all project costs (it is reflected in a separate project, 49).
- When there is a 6' sidewalk improvement, assume 4' wide adjacent landscaping strip.
- For roadway widening projects, pavement widening assumption does not include any new on-street parking.
- Any road widening assumes the existing roadbed would get a grind and overlay.
- Roadway extensions will include bicycle facilities if the road is categorized as an arterial per city standard and identified in the BMP.

The cost estimates include the construction cost and contingencies/soft costs that are summed together to get the project total. The construction cost consists of the construction line items for the project. The soft costs are based on percentages of the base construction costs, using the assumptions below.

- Design: 15%
- Environmental Clearance: 10%



- Traffic Control, Stormwater Protection Plan, Mobilization: 25%
- Construction Management and Inspection: 20%
- City Staff Support: 10%
- Construction Contingency: 30%

These cost estimates are based on “concept plan” level of detail. It is expected that revised cost estimates will be developed when each project is initiated.

The resulting project costs are shown in **Table 4-1**. As noted above, **Appendix E** contains the detailed cost estimate calculations.

Table 4-1: TMP Project Cost Estimates

Project ID	Project Name	Construction Cost	Contingencies & Soft Costs	Total Cost
1	East/West Access Road Diets	\$6,680,390	\$7,014,410	\$13,700,000
2	Citywide Bicycle Parking Program	\$1,125,000	\$1,181,250	\$2,400,000
3	Monte Diablo Avenue / Acacia Street Bicycle Improvements	\$4,560,890	\$4,788,935	\$9,400,000
4	Bicycle Boulevards Implementation	\$14,985,603	\$12,363,122	\$27,400,000
5	E Alpine Avenue Grade Separation	-	-	\$30,800,000
6	Arch Road Widening	\$30,157,240	\$31,665,102	\$61,900,000
7	Davis Road Improvements	\$8,696,052	\$9,130,855	\$17,900,000
8	EBMUD E March Lane Greenscape Phase 2	\$1,500,000	\$1,575,000	\$3,100,000
9	El Dorado Street Improvements Phase 3	\$8,157,000	\$8,564,850	\$16,800,000
10	W March Lane Widening	\$1,847,320	\$1,939,686	\$3,800,000
11	Mormon Slough Bikeway Improvement	\$1,271,500	\$1,335,075	\$2,700,000
12	W Robinhood Drive Bike Lanes	\$1,650,708	\$1,733,244	\$3,400,000
13	Roundabout Program	-	-	\$4,000,000
14	West Lane Complete Streets Bike Facility Project – Phase 1	-	-	\$29,900,000
15	West Lane Grade Separation	-	-	\$44,240,000
16	West Lane Widening	\$9,158,710	\$9,616,646	\$18,800,000
17	Main Street/Market Street Complete Streets	\$10,965,439	\$11,513,711	\$22,500,000
18	Harding Way Bike Facilities and Road Diet	\$6,124,410	\$6,430,631	\$12,600,000
19	Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) installation	\$2,303,800	\$2,418,990	\$4,800,000
20	San Joaquin Street Bike Lanes	\$2,964,760	\$2,816,522	\$5,800,000
21	Sutter Street Bike Lanes	\$2,961,220	\$3,109,281	\$6,100,000
22	Number Not Used			



Project ID	Project Name	Construction Cost	Contingencies & Soft Costs	Total Cost
23	Stanislaus Street Bike Lanes	\$2,286,650	\$2,400,983	\$4,700,000
24	Number Not Used			
25	Number Not Used			
26	Number Not Used			
27	Number Not Used			
28	Miner's Levee Shared-Use Path extension	\$9,245,000	\$9,707,250	\$19,000,000
29	Number Not Used			
30	N Pershing Avenue Class IV Separated Bikeway	\$4,411,960	\$4,632,558	\$9,100,000
31	Church Street Bike Lanes	\$914,660	\$960,393	\$1,900,000
32	W Washington Street/Garfield Street Bike Lanes	\$866,880	\$910,224	\$1,800,000
33	N Yosemite Street/Orange Street Bike Boulevards	\$1,680,560	\$1,764,588	\$3,500,000
34	Turnpike Road Class IV Separated Bikeway	\$4,689,583	\$4,924,063	\$9,700,000
35	I-5 Widening (French Camp Road to Charter Way)	-	-	\$131,544,000
36	SR-99 @ Eight Mile Road Interchange Reconstruction	-	-	\$93,312,000
37	I-5 @ Eight Mile Road Interchange Modification	-	-	\$72,792,000
38	I-5 @ Otto Drive Interchange Construction	-	-	\$131,436,000
39	I-5 @ Hammer Lane Interchange Modification	-	-	\$52,704,000
40	Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening	\$31,670,163	\$33,253,671	\$65,000,000
41	Airport Way at BNSF Grade Separation	-	-	\$47,216,000
42	Arch-Airport Road Precise Road Plan	-	-	\$1,352,000
43	Citywide Fiber Optic Master Plan	-	-	\$106,380,000
44	Number Not Used			
45	Number Not Used			
46	Pacific Avenue Improvements	-	-	\$50,328,000
47	Eight Mile Road Widening	\$70,822,100	\$74,363,205	\$145,200,000
48	I-5 Widening: Hammer Lane to Eight Mile Road – Caltrans/SJCOG	-	-	\$58,104,000
49	Bicycle Project Wayfinding Signage	\$2,174,400	\$2,283,120	\$4,500,000
50	Bicycle Master Plan – Railroad Crossings	\$72,000,000	\$75,600,000	\$147,600,000



Project ID	Project Name	Construction Cost	Contingencies & Soft Costs	Total Cost
51	SR-99 @ March Lane Interchange Construction	-	-	\$8,000,000
52	Number Not Used			
53	Lower Sacramento Road Hammer to Royal Oaks Bike Lanes and Sidewalks	\$8,300,490	\$8,715,515	\$17,100,000
54	Hazelton Avenue at UPRR Grade Separation	-	-	\$157,606,000
55	MLK Boulevard Grade Separation	-	-	\$139,726,000
56	E 8th Street at UPRR Grade Separation	-	-	\$50,000,000
57	Number Not Used			
58	Number Not Used			
59	Alpine Avenue at UPRR Grade Separation	-	-	\$31,533,000
60	SRTS Implementation Project – Citywide	-	-	\$25,488,000
61	Number Not Used			
62	Mariposa Road Widening, MLK Boulevard to SR-99	\$19,745,660	\$20,732,943	\$40,500,000
63	S Airport Way Road Widening	\$15,301,290	\$16,066,355	\$31,400,000
64	S Fresno Avenue Sidewalk Improvement	\$1,280,000	\$1,344,000	\$2,700,000
65	March Lane Extension	-	-	\$32,508,000
66	Trinity Parkway Extension	\$19,192,771	\$20,152,409	\$39,400,000
67	Maranatha Drive Extension	-	-	\$19,980,000
68	Mariposa Road Widening, SR-99 to Austin Road	-	-	\$53,609,000
69	E McAllen Road Improvements	\$2,015,000	\$2,115,750	\$4,200,000
70	Holman Road Extension	\$8,742,500	\$9,179,625	\$18,000,000
71	Newcastle Road Extension	\$4,956,664	\$5,204,497	\$10,200,000
72	New Road F Extension	\$39,665,470	\$41,648,743	\$81,400,000
73	Otto Dr Extension	\$18,147,864	\$19,055,257	\$37,300,000
74	French Camp Road Widening	-	-	\$44,820,000
75	Manthey Road Sidewalk Improvement	\$578,500	\$607,425	\$1,200,000
76	S Airport Way Sidewalk Improvement	\$578,500	\$607,425	\$1,200,000
77	MLK Road Widening	\$18,927,942	\$19,874,340	\$38,900,000
Total Cost				\$2,385,978,000

Note: Where construction cost, contingency, and soft costs are provided the total cost is rounded up to the next \$100,000.
Source: Fehr & Peers, February 2026.



5. Overview of Projects by Type

This section provides a focused look at several projects on the project list, providing an understanding of the range of projects in the TMP. One project per project type is described alongside photo(s) of the project site.

Bicycle Improvement

Project #/Name: 20. San Joaquin Street Bike Lanes

Source: Greater Downtown ATP

Description: Class II bike lanes from E Miner Avenue to E 8th Street

Cost: \$10,000,000

Cost Source: Current cost developed for TMP



San Joaquin Street near East Fremont Street and Fremont Square

Bicycle Improvement with Road Diet

Project #/Name: 1. East/West Access Road Diets

Description: Creating east/west connection to the Citywide Backbone Network; Improving bicycle access to schools and essential services.

- Class II Buffered Bicycle Lanes (Road Diet) on W/E Alpine Avenue from N Ryde Ave to California Street.
- Class II Bicycle Lanes (Further Study) E Alpine Avenue from California to N Wilson Way.
- Class II Bicycle Lanes (Lane Striping with Parking Removal) E Hazelton Avenue from S Wilson Way to S B Street;

Source: Bicycle Master Plan

Cost: \$35,500,000

Cost Source: Current cost developed for TMP.

[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal. Class III Bicycle Route are considered Bike Boulevards]



Alpine Avenue near Oak Park

Bicycle/Pedestrian Improvement

Project #/Name: 53. Lower Sacramento Road
Hammer to Royal Oaks Bicycle Lanes and Sidewalks

Description: Provide sidewalks, bicycle lanes, median improvements, and signal upgrades along Lower Sacramento Road.

Source: Bicycle Master Plan

Cost: \$30,700,000

Cost Source: Current cost developed for TMP



Lower Sacramento Road



Pedestrian Improvement

Project #/Name: 8. EBMUD E March Lane Greenscape Phase 2

Description: This project will create a shaded greenscape along the East Bay Municipal Utilities District (EBMUD) Corridor, an underutilized public space adjacent to E March Lane. The project runs along the trail between N El Dorado Street and Hillsboro Avenue. Improvements include landscaping with trees, shrubs, lawn, and decorative grasses; irrigation; and pedestrian amenities along with the existing Class I bicycle path.

Source: 2022-2027 CIP

Cost: \$3,200,000

Cost Source: Current cost developed for TMP.

[Landscaped median cost accounts for all shaded greenscape elements]



Path off East March Lane near Kentfield Road



Path off East March Lane near Kentfield Road



New Road/Roadway Extension

Project #/Name: 66. Trinity Parkway Extension

Source: City Recommendation

Description: Roadway extension of Trinity Parkway (arterial) from its current terminus (Bear Creek Path) to Hammer Lane

Cost: \$40,400,000

Cost Source: Current cost developed for TMP



Trinity Parkway at end of bridge south of McAuliffe Road

Road Diet

Project #/Name: 30. N Pershing Avenue Class IV Separated Bikeway

Description: Road diet and class IV separated bikeway from W Fremont St to W Harding Way

Source: Greater Downtown ATP

Cost: \$4,600,000

Cost Source: Current cost developed for TMP



North Pershing Avenue at West Magnolia Street near Victory Park

Roadway Rehabilitation

Project #/Name: 42. Arch-Airport Road Precise Road Plan

Description: Prepare a Precise Road Plan for Arch-Airport Road from I-5 to Hwy 99. The Precise Road Plan sets the expectations and requirements on what will be constructed along the corridor and provides a framework to protect, preserve, and require dedication as development occurs.

Source: City of Stockton 2022-2027 Capital Improvement Plan

Cost: \$1,236,000

Cost Source: City of Stockton 2022 – 2027 Capital Improvement Plan



Arch Airport Road near South B Street

Roadway Widening

Project #/Name: 63. S Airport Way Road Widening

Source: City Recommendation

Description: Roadway widening, frontage improvements, bicycle lanes, etc. on S Airport Way from Arch Airport Road to French Camp Road.

Cost: \$49,000,000

Cost Source: Current cost developed for TMP



Airport Way near Stimson Street

Bridge/Railway Grade Separation

Project #/Name: 41. Airport Way at BNSF Grade Separation

Description: Construct grade separation at Airport Way/BNSF rail crossing.

Source: City of Stockton 2022-2027 Capital Improvement Plan

Cost: \$45,320,000

Cost Source: City of Stockton 2022-2027 Capital Improvement Plan



Airport Way near BNSF Railroad Tracks

Intersection Improvement

Project #/Name: 13. Roundabout Program

Description: The project converts 4-way stop control intersection to a roundabout at Davis Road/Chaparral Way. The project includes installing fiber optic cabling for a surveillance camera, upgrading corner improvements to bring the intersections up to Americans with Disabilities Act standards for wheelchair accessibility, installing signs and striping. The project will also install new street lighting and upgrade existing street amenities where it is required.

Source: City of Stockton 2022-2027 Capital Improvement Plan

Cost: \$4,000,000

Cost Source: Current cost developed for TMP.



Intersection of Davis Road and Chaparral Way

6. Implementation

The City of Stockton Public Works Department will implement the TMP, in collaboration with the City Community Development Department and regional, state, and federal partner agencies. Several projects in the TMP require outside funding sources, and some will be initiated and led by partner agencies such as Caltrans or San Joaquin Council of Governments. However, the City of Stockton will program funds, initiate design and environmental review, and construct most projects in the TMP.

The following section describes the funding sources that may be used to fund the TMP projects.

6.1 TMP Project Funding

6.1.1 Impact Fees

San Joaquin County Regional Transportation Impact Fee

The Regional Transportation Impact Fee (RTIF) program was established in October 2005. In April 2006, the San Joaquin Council of Governments (SJCOG) entered the RTIF operating agreement with the eight local jurisdictions in the county to administer the RTIF program. The first full fiscal year of the RTIF program was 2006-2007. A revised operating agreement was adopted in April 2015 and fully executed during the 2015-2016 fiscal year. The first comprehensive update for AB 1600 was adopted in FY 10/11, and the second in FY 16/17.

The RTIF program's objective is to generate funding from new development projects that impact the regional transportation network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. SJCOG led the establishment of the RTIF program as the agency responsible for regional planning and programming of the regional transportation network, the countywide network of highways, regional arterials, and related transit services. Program maintenance includes preparing the AB 1600 RTIF update every five years, introducing any amendments to the RTIF capital project list, requesting necessary fee increases, and proposing projects to receive SJCOG RTIF funds. Jurisdictions are responsible for collecting fees, committing, and expending RTIF funds on projects within their jurisdiction, and reporting their activities semi-annually.

The RTIF serves as a countywide, multi-jurisdictional multimodal capital improvement funding program for San Joaquin County. The RTIF capital project list is updated during the RTIF AB 1600 update or by amendment. Collected RTIF funds can be committed and expended on projects in the capital project list.

RTIF funding can be expended on regionally significant capital improvement projects that have met approved criteria. The criteria for highway, interchange, and regional roadway projects include:

1. Falls on the adopted RTIF regional roadway network.
2. Identified in the fiscally constrained project list of the most recent Regional Transportation Plan (RTP).



3. Excluding interchanges involve a capacity improvement of one or more through travel or passing lanes, auxiliary lanes, or turn lanes.
4. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

The Jobs Balancing Investment Fund (JBIF), created in 2015, expanded RTIF eligible projects to include job creation projects in San Joaquin County, reducing the need to travel into an adjacent county for work. The criteria for JBIF include:

1. Transportation projects that support economic development policy objectives.
2. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

Seven projects in the TMP are currently identified in the RTIF program, as shown in **Table 6-1**. They include the following:

TMP Project #6 – Arch-Airport Road Widening
TMP Project #36 – SR-99 @ Eight Mile Road Interchange Reconstruction
TMP Project #37 – I-5 @ Eight Mile Road Interchange Modification
TMP Project #38 – I-5 @ Otto Drive Interchange Construction
TMP Project #39 – I-5 @ Hammer Lane Interchange Modification
TMP Project #40 – Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening
TMP Project #47 – Eight Mile Road Widening

Stockton Transportation Impact Fee

As part of the TMP development, an AB 1600 nexus study was prepared (refer to **Appendix D**) and a new schedule of transportation impact fees is being developed by Harris Associates. These fees will be charged to new developments to fund select projects in this TMP. The Stockton TIF funding will be combined with other funding sources in this chapter to allow the City to fund as many projects as possible, over the life of the fee. It is noted that Stockton TIF should be reviewed and updated periodically, to ensure that the nexus between the fee and the TMP project list remains valid.

39 projects in the TMP are currently identified in the TIF program, as shown in **Table 6-1**. They include the following:

TMP Project #2 – Citywide Bicycle Parking Program
TMP Project #4 – Bicycle Boulevards Implementation
TMP Project #5 – E Alpine Avenue Grade Separation
TMP Project #6 – Arch Road Widening
TMP Project #7 – Davis Road Improvements
TMP Project #14 – West Lane Complete Streets Bike Facility Project – Phase 1
TMP Project #15 – West Lane Grade Separation
TMP Project #16 – West Lane Widening
TMP Project #17 – Main Street/Market Street Complete Streets
TMP Project #18 – Harding Way Bike Facilities and Road Diet



TMP Project #20 – San Joaquin Street Bike Lanes
TMP Project #21 – Sutter Street Bike Lanes
TMP Project #23 – Stanislaus Street Bike Lanes
TMP Project #28 – Miner’s Levee Shared-Use Path Extension
TMP Project #30 – N Pershing Avenue Class IV Separated Bikeway
TMP Project #31 – Church Street Bike Lanes
TMP Project #32 – W Washington Street/Garfield Street Bike Lanes
TMP Project #33 – N Yosemite Street/Orange Street Bike Boulevards
TMP Project #34 – Turnpike Road Class IV Separated Bikeway
TMP Project #41 – Airport Way at BNSF Grade Separation
TMP Project #42 – Arch-Airport Road Precise Road Plan
TMP Project #43 – Citywide Fiber Optic Master Plan
TMP Project #46 – Pacific Avenue Improvements
TMP Project #47 – Eight Mile Road Widening
TMP Project #49 – Bicycle Project Wayfinding Signage
TMP Project #50 – Bicycle Master Plan - Railroad Crossings
TMP Project #51 – SR-99 @ March Lane Interchange Construction
TMP Project #53 – Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks
TMP Project #54 – Hazelton Avenue at UPRR Grade Separation
TMP Project #55 – MLK Boulevard Grade Separation
TMP Project #59 – Alpine Avenue at UPRR Grade Separation
TMP Project #62 – Mariposa Road Widening, MLK Boulevard to SR-99
TMP Project #63 – S Airport Way Road Widening
TMP Project #65 – March Lane Extension
TMP Project #66 – Trinity Parkway Extension
TMP Project #67 – Maranatha Drive Extension
TMP Project #68 – Mariposa Road Widening, SR-99 to Austin Road
TMP Project #74 – French Camp Road Widening
TMP Project #77 – MLK Road Widening

6.1.2 Regional and Local Funding

Measure K

Measure K is San Joaquin County’s half-cent sales tax for transportation projects. Voters first approved Measure K in 1990 for a 20-year period. This initial program delivered more than \$735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years. By the year 2041, Measure K is estimated to deliver an additional \$2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs.

Four projects in the TMP are currently included in the Measure K program, as shown in **Table 6-1**. They include the following:

TMP Project #35 – I-5 Widening (French Camp to Charter Way)
TMP Project #40 – Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening



TMP Project #46 – Pacific Avenue Improvements
TMP Project #47 – Eight Mile Road Widening

Regional Transportation Plan and Regional Transportation Improvement Program (RTIP)

The 2022 San Joaquin County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides a sustainability vision through the year 2046 that recognizes the significant impact the transportation network has on the region’s public health, mobility, and economic vitality. As the region’s comprehensive long-range transportation planning document, the plan serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements. The plan reflects a region-specific and balanced multimodal plan that achieves the intent and promise of SB 375, the Sustainable Communities and Climate Protection Act (2008). The plan foundation comprises recent household and job growth forecasts, market demand and economic studies, and transportation studies, including SJCOG’s Transportation Innovation Planning Study, Climate Adaptation and Resiliency Study, and Public Health Impact Analysis. Note that this program is not a funding source for the city impact fees.

The 2022 RTP/SCS includes 14 projects identified in this TMP, including the following:

TMP Project #5 – East Alpine Avenue Grade Separation
TMP Project #6 – Arch Road Widening
TMP Project #15 – West Lane Grade Separation
TMP Project #36 – SR-99 @ Eight Mile Road Interchange Reconstruction
TMP Project #37 – I-5 @ Eight Mile Road Interchange Modification
TMP Project #38 – I-5 @ Otto Drive Interchange Construction
TMP Project #39 – I-5 @ Hammer Lane Interchange Modification
TMP Project #40 – Lower Sacramento Road (Royal Oaks to Pixley Slough) Road Widening
TMP Project #47 – Eight Mile Road Widening
TMP Project #59 – Alpine Avenue at UPRR Grade Separation
TMP Project #65 – March Lane Extension
TMP Project #67 – Maranatha Drive Extension
TMP Project #69 – Mariposa Road Widening, SR-99 to Austin Road

While the RTP/SCS lays out a funding strategy comprised of federal, state, and local sources, SJCOG’s actual funding commitments are contained in the Regional Transportation Improvement Program (RTIP). The 2022 RTIP, covering fiscal years 2022-23 through 2026-27, does not include any of the above TMP projects.

Table 6-1: TMP Projects and Funding Programs/Planning Documents

Project ID	Project Name	Funding Plans				
		CIP	RTIF	Measure K	RTP	TIF
1	East/West Access Road Diets					
2	Citywide Bicycle Parking Program					x



Project ID	Project Name	Funding Plans				
		CIP	RTIF	Measure K	RTP	TIF
3	Monte Diablo Avenue / Acacia Street Bicycle Improvements					
4	Bicycle Boulevards Implementation					x
5	E Alpine Avenue Grade Separation	x			x	x
6	Arch Road Widening	x	x		x	x
7	Davis Road Improvements	x				x
8	EBMUD E March Lane Greenscape Phase 2					
9	El Dorado Street Improvements Phase 3					
10	W March Lane Widening	x				
11	Mormon Slough Bikeway Improvement	x				
12	W Robinhood Drive Bike Lanes					
13	Roundabout Program					
14	West Lane Complete Streets Bike Facility Project - Phase 1	x				x
15	West Lane Grade Separation	x			x	x
16	West Lane Widening	x				x
17	Main Street/Market Street Complete Streets					x
18	Harding Way Bike Facilities and Road Diet					x
19	Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) Installation					
20	San Joaquin Street Bike Lanes					x
21	Sutter Street Bike Lanes					x
22	Number Not Used					
23	Stanislaus Street Bike Lanes					x
24	Number Not Used					
25	Number Not Used					
26	Number Not Used					
27	Number Not Used					
28	Miner's Levee Shared-Use Path Extension					x
29	Number Not Used					
30	N Pershing Avenue Class IV Separated Bikeway					x
31	Church Street Bike Lanes					x
32	W Washington Street/Garfield Street Bike Lanes					x
33	N Yosemite Street/Orange Street Bike Boulevards					x
34	Turnpike Road Class IV Separated Bikeway					x
35	I-5 Widening (French Camp Road to Charter Way)			x		



Project ID	Project Name	Funding Plans				
		CIP	RTIF	Measure K	RTP	TIF
36	SR-99 @ Eight Mile Road Interchange Reconstruction		x		x	
37	I-5 @ Eight Mile Road Interchange Modification		x		x	
38	I-5 @ Otto Drive Interchange Construction		x		x	
39	I-5 @ Hammer Lane Interchange Modification		x		x	
40	Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening	x	x	x	x	
41	Airport Way at BNSF Grade Separation	x				x
42	Arch-Airport Road Precise Road Plan	x				x
43	Citywide Fiber Optic Master Plan					x
44	Number Not Used					
45	Number Not Used					
46	Pacific Avenue Improvements			x		x
47	Eight Mile Road Widening		x	x	x	x
48	I-5 Widening: Hammer Lane to Eight Mile Road – Caltrans/SJCOG					
49	Bicycle Project Wayfinding Signage					x
50	Bicycle Master Plan – Railroad Crossings					x
51	SR-99 @ March Lane Interchange Construction					x
52	Number Not Used					
53	Lower Sacramento Road Hammer to Royal Oaks Bike Lanes and Sidewalks					x
54	Hazelton Avenue at UPRR Grade Separation					x
55	MLK Boulevard Grade Separation					x
56	E 8th Street at UPRR Grade Separation					
57	Number Not Used					
58	Number Not Used					
59	Alpine Avenue at UPRR Grade Separation	x			x	x
60	SRTS Implementation Project – Citywide	x				
61	Number Not Used					
62	Mariposa Road Widening, MLK Boulevard to SR-99					x
63	S Airport Way Road Widening					x
64	S Fresno Avenue Sidewalk Improvement					
65	March Lane Extension				x	x
66	Trinity Parkway Extension					x
67	Maranatha Drive Extension				x	x
68	Mariposa Road Widening, SR-99 to Austin Road				x	x



Project ID	Project Name	Funding Plans				
		CIP	RTIF	Measure K	RTP	TIF
69	E McAllen Road Improvements					
70	Holman Road Extension					
71	Newcastle Road Extension					
72	New Road F Extension					
73	Otto Dr Extension					
74	French Camp Road Widening					x
75	Manthey Road Sidewalk Improvement					
76	S Airport Way Sidewalk Improvement					
77	MLK Road Widening					x

(X) = presumed to be BMP consistent, but not explicitly named in BMP

6.1.3 Direct Development Funding

On occasion, certain TMP projects, or portions of TMP projects, may be funded directly by new adjacent or nearby land development projects. Such funding would be arranged through the project entitlement process and may include fee credits or other considerations by the city.

6.1.4 State and Federal Grants

The sources in this section may be used to fund some projects in the TMP. Relevant state and federal funding opportunities relevant to TMP projects are listed below. As part of TMP implementation, the city will periodically review this list and determine whether applying for a particular funding opportunity can accelerate completion of certain TMP projects.

State Sources

Active Transportation Program (ATP)

ATP is a statewide competitive grant application with the goal of encouraging increased use of active modes of transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs.

Frequency: Biennial funding cycle

California Natural Resources Agency Environmental Enhancement and Mitigation (EEM) Program

This program supports projects that “contribute to mitigation of the environmental effects of transportation facilities.” According to the program guidelines, projects that fall under the following



category can apply: "Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement."

Frequency: Annual funding cycle

California Natural Resources Agency Urban Greening Program

This program supports projects that "use natural systems or systems that mimic natural systems to achieve multiple benefits." Eligible projects include "non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools."

Frequency: Biennial funding cycle

California Office of Traffic Safety (OTS) Grant Program

OTS administers traffic safety grants in the following areas: Alcohol Impaired Driving, Distracted Driving, Drug-Impaired Driving, Emergency Medical Services, Motorcycle Safety, Occupant Protection, Pedestrian and Bicycle Safety, Police Traffic Services, Public Relations, Advertising, and Roadway Safety and Traffic Records. This funding is primarily geared to enforcement and outreach efforts.

Frequency: Annual funding cycle

California Strategic Growth Council (SGC) Transformative Climate Communities (TCC) Program

The Transformative Climate Communities (TCC) Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution.

Frequency: Annual funding cycle

Caltrans Strategic Partnerships Grants

These grants, a subset of Caltrans' Sustainable Transportation Planning Grant Program, fund multi-modal planning studies, with a focus on transit, of regional, interregional, and statewide significance. Studies are conducted in partnership with Caltrans and must assist in achieving the Caltrans Mission and Grant Program Objectives.

Frequency: Annual funding cycle

Clean California Grants

The Clean California Local Grant Program (CCLGP), operated by Caltrans, was created by AB 149 in 2021 to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. The program will allocate \$296 million in state funds, in grants not to exceed \$5 million, to local and regional public agencies that install beautification measures and art in public spaces and remove litter and debris to enhance communities and improve spaces for walking and recreation. The goals of the CCLGP are to: reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit



centers, and other public spaces; enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect; enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation; and advance equity for underserved communities.

Frequency: three-year cycle

Highway Safety Improvement Program (HSIP)

California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified based on collision experience, collision potential, collision rate, or other data-supported means. There are opportunities to include systemic safety projects as well.

Frequency: Funding cycle varies between annual and biennial

SB 1 Local Partnership Program (LPP)

The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and active transportation projects. There is also a competitive grant portion of this project.

Frequency: Biennial funding cycle

SB 1 Local Streets and Roads Program (LSRP)

SB 1 dedicated approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

Frequency: Annual funding cycle

SB 1 State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is the biennial five-year plan for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.

Frequency: Biennial funding cycle

SB 1 Solutions for Congested Corridors Program (SCCP)

The Solutions for Congested Corridors Program funds projects designed to reduce congestion in highly traveled and highly congested corridors. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are



part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

Frequency: Biennial funding cycle

SGC Affordable Housing and Sustainable Communities (AHSC) Program

The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit.

Frequency: Annual funding cycle

Federal Sources

Community Development Block Grant (CDBG) Program

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Communities often use CDBG funds to construct and repair streets and sidewalks.

Frequency: Annual funding cycle

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

This program supports projects that are “road or bridge projects eligible under title 23, United States Code;” and “intermodal projects.” Previously, the BUILD grant, this program replaces the TIGER program.

Frequency: Annual funding cycle

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

The Bipartisan Infrastructure Law (BIL) established the SMART program for public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems to improve transportation efficiency and safety.

Frequency: Unknown

Reconnecting Communities Pilot Program

This program was established under the BIL to support planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities to underserved communities.

Frequency: Unknown

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air



Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Frequency: Annual funding cycle

Safe Streets for All (SS4A) Grant Program

The Safe Streets for All (SS4A) grant program is a new Federal grant program established by the Bipartisan Infrastructure Law centered around the Department of Transportation's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. It will provide \$5 billion in grant funding over the next 5 years to develop and implement Vision Zero safety plans. Current legislation emphasizes funding of planning efforts, but the focus on implementation funding is expected to increase over the next few years.

Frequency: Annual funding cycle

State and Federal Earmarks

The city intermittently receives state and federal earmarks for transportation projects.

Frequency: Unknown

6.2 Project Prioritization

A unique methodology for prioritizing TMP projects has not been developed. As part of ongoing capital and infrastructure planning activities, City staff consider many factors in determining which projects should move forward to implementation and associated timing for design, environmental clearance, and construction. Factors include:

- Project priority in the relevant planning document.
- Need for project based on measured activity levels (vehicle traffic, bicycle volumes, pedestrian volumes), collision data, field surveys, etc.
- Availability of federal, state and/or local grant funding.
- Opportunity and need to complete projects as part of adjacent land development activity.
- Public support for the project.
- Equity considerations (ensuring that city investments are distributed equitably across neighborhoods using data-driven approaches to project selection and prioritization).
- Vision and strategic planning goals as set out by the Council and City Manager.

Future work may include development of a methodology to allocate resources across the various project types in this TMP in a way that is consistent with, but expands upon, current City planning practices.



7. Citations

Envision Stockton 2040 General Plan, prepared by PlaceWorks for City of Stockton (Berkeley, CA, adopted by the City Council on December 4, 2018).

City of Stockton Bicycle Master Plan, prepared by Fehr & Peers for City of Stockton (Walnut Creek, CA, December 2017).

City of Stockton Systemic Safety Analysis Report and Local Road Safety Plan, prepared by Kittelson & Associates, Inc. for City of Stockton (Oakland, CA, August 2021).

Greater Downtown Stockton Active Transportation Plan, prepared by Nelson\Nygaard for City of Stockton (San Francisco, CA, November 2020).

City of Stockton 2022-2027 Capital Improvement Plan, prepared by City of Stockton Office of the City Manager (Stockton, CA, May 15, 2022).

San Joaquin County Regional Transportation Impact Fee, prepared by Kimley-Horn & Associates, Inc. for San Joaquin Council of Governments (Sacramento, CA, adopted April 24, 2017 (amended June 2018)).

City of Stockton Standard Specifications and Plans, prepared by City of Stockton Department of Public Works (Stockton, CA, adopted by Council on September 27, 2016).

City of Stockton Safe Routes to School Plan, prepared by Alta Planning + Design for City of Stockton (Oakland, CA, adopted by Resolution 2017-12-05-1112 on December 5, 2017).

Fiber Optic Master Plan Final, prepared by Kimley-Horn & Associates, Inc. for City of Stockton (Sacramento, CA, May 2023).

Intelligent Transportation Systems Master Plan Final, prepared by Kimley-Horn & Associates, Inc. for City of Stockton (Sacramento, CA, March 2022).

The following items below are all contained within the *City of Stockton Standard Specifications and Plans* umbrella document.

Neighborhood Traffic Management Program Traffic Calming Guidelines (2021 Update), prepared by Fehr & Peers for City of Stockton Department of Public Works (Walnut Creek, CA, June 2021).

Street Design Guidelines, prepared by Fehr & Peers for City of Stockton Department of Public Works (Walnut Creek, CA, November 2003).

Pedestrian Safety and Crosswalk Installation Guidelines (2020 Update), prepared by Fehr & Peers for City of Stockton (Walnut Creek, CA, October 2020).



City of Stockton Standard Drawings, prepared by City of Stockton Department of Public Works (Stockton, CA, adopted by the City Council on September 27, 2016).

City of Stockton Standard Specifications, prepared by City of Stockton Department of Public Works (Stockton, CA, adopted by the City Council on September 27, 2016).



Appendix A.

Bridge Sidewalk Inventory

City of Stockton Bridge Inventory

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0092L	Airport Way over North Little John's Creek	Airport Way, 0.15 mi N of Industrial Way	+37.91194, -121.25889	Yes	N		N	No sw	could connect to nearby sw	Segments of existing sidewalk on E side of roadway at Industrial, and N of bridge	Yes - lower priority. If/when bridge is retrofitted, add sidewalk on E side of bridge. Connect to sidewalk on approach to Industrial Drive.
29C0092R	Airport Way over North Little John's Creek	Airport Way, 0.15 mi N of Industrial Way	+37.91194, -121.25889	Yes	N		N	No sw	could connect to nearby sw	Segments of existing sidewalk on E side of roadway at Industrial, and N of bridge	Yes - lower priority. If/when bridge is retrofitted, add sidewalk on E side of bridge. Connect to sidewalk on approach to Industrial Drive.
29C0232	Sutter Street over Mormon Slough	Sutter Steet and E Hazelton Ave	+37.94639, -121.28389	Yes	N	Missing sw NW corner of bridge	Y	Fair		Confirm missing sidewalk on NW corner. Asphalt sidewalk on SE approach.	Yes - lower priority. Extend existing sidewalk on NW corner of bridge approx 66ft to E Hazelton Avenue.
29C0088	Weber Street over Morman Slough	Weber Ave, 0.3 mi west of Lincoln Street	+37.95167, -121.30444	Yes	Y	SW ends at I-5 crossing	Y and N. EB connects to sidewalk on E side, but not on West side. Visa versa WB	good	May need better connection. South east side connected	Discontinuous sidewalk along Weber Avenue.	Yes. Close sidewalk gap on N side of roadway from Stockton Marina entrance to bridge/striped crossing at Mormon Slough (approx 500 ft). Consider installing upgrades to sidewalk connections as part of any planned development along adjacent waterfront parcels.
29C0086	West Lane over Mosher Creek	West Lane 0.5 Miles north of Hammer Lane	+38.02778, -121.29500	Yes	N		South side, Y, North side, N	Poor. Sw only on East side	No connections	On E side, sw connects to Frontage Road; no facility provided along segment of Frontage Road. May need to be addressed as part of a broader project on West Lane, or broader conversation about pedestrian needs along the corridor	Yes. Consider upgrading crossing experience on sidewalk on E side of bridge and cross-checking ADA compliance. Consider formalizing the connection on to E West Lane Frontage Road. If Bridge is replaced or retrofitted, add sidewalk on W side and connect to existing sidewalk on Castle Oaks Drive / W West Lane Frontage Road.
29C0400	Manthey Rd over Walker Slough	0.25 mi N of Downing Ave	+37.91694, -121.29194	Yes	N	Missing sw except at W side of bridge	Y	sw on West side	disconnected	Recommended as a priority.	Yes. No continuous sidewalks in the area. Sidewalk exists on W side of road, but dirt path used for walking is on E side of roadway. Road is the primary connection from Van Buskirk to Weston Ranch. Consider adding a pedestrian and/or bike facility (such as a paved sidepath) along the W side of the roadway. Path should connect to Houston Avenue, or consider allowing access to Van Buskirk Community Center via the E San Joaquin River Levee Road. Use of quick build techniques to implement may be possible.

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0169	Airport Way over Mormon Slough	Airport Way, 0.2 mi N of MLK Blvd.	37.944585, -121.271231	Yes	Y	Missing sw west side of Airport from Bridge to E. Clay Street	Y, on north side	good	connection sw needs upgrade	Consider as a priority project.	Yes. While bridge itself is acceptable, sidewalk on 3 of 4 approaches is dirt/old asphalt and should be upgraded. Consider installing new sidewalk on NE leg from bridge to E Anderson Street (approx 230ft), SE leg from bridge to E Jackson Street (approx 320ft), and on SW leg from bridge to E Jackson Street (approx 330ft). Consider adding a crossing at E Jackson St and Airport Way to direct people to sidewalk on E side of Airport Way to MLK Boulevard/Charter Way.
29C0002	Fresno Ave UP	0.25 mi N of Navy Drive	+37.940821, -121.311448	Yes	N		N	no sw	no sw on fresno ave	Entry refers to railroad overpass. No sw possible	Potentially. If sidewalk connections are established within Boggs Tract neighborhood, consider installing sidewalk along Fresno Avenue from Church Street to Navy Drive.
29C0157L	West Lane over Calaveras River	West Lane, 0.5 mi N Fulton St	+37.99278, -121.28778	Yes	Y		Y				Potentially. Consider closing approx 300ft sidewalk gap on SE side of West Lane Road leading up to bridge. Recommend combining improvements with proposed bike plan project on West Lane.
29C0157R	West Lane over Calaveras River	West Lane, 0.5 mi N Fulton St	+37.99278, -121.28778	Yes	N	Missing sw on SE corner of bridge	Y	Fair. Separated from traffic.	Discontinuous on south east side		Potentially. Consider closing approx 300ft sidewalk gap on SE side of West Lane Road leading up to bridge. Recommend combining improvements with proposed bike plan project on West Lane.
29C0384	Davis Road over Bear Creek	Davis Road, 1 mi N of Thornton Rd	+38.042876, -121.331940	Yes	N	Missing sw on Davis from 8 Mile to Bear Creek	Y	good on both sides	No sw north east of bridge	Addendum to City note - SW is intermittent from Bear Creek to 8 Mile, but some sections do exist.	Potentially. Consider closing approx 1000ft sidewalk gap on NE side of Davis Road N of bridge - this could be addressed as adjacent development takes place. Recommend adding trail crossing signage.
29C0334	Stagecoach Rd over Duck Creek	Stagecoach Rd, 0.1 mi N of Mariposa Rd	+37.93278, -121.22778	Yes	N	Missing sw at various points on the bridge: Lots of overgrowth	N	Poor. East side is dirt	not connected	Surrounding business park has intermittent sidewalks.	Potentially. Bridge appears dated and vegetation overgrowth is present. Sidewalks are intermittent throughout the surrounding business park. If pedestrian access to Mariposa Road is desired, close gap from existing sidewalk approx 30 ft north of bridge to Mariposa Road intersection.
29C0417	UPRR, BNSF over MLK Blvd/Charter Way	0.2 mi W of Airport Way	+37.94083, -121.27417	Yes	N	sw is present but N sw doesn't appear to be ADA compliant, it ends abruptly with steps	N	substandard		S side appears to be retrofitted for ADA. Sidewalk is narrow.	Potentially - deficiencies should be addressed if a more significant project is planned for the grade separated facility on MLK/Charter

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0418	UPRR, BNSF, AMTRAK over MLK Blvd/Charter Way	0.1 mi W of Airport Way		Yes	N	sw is present but N sw doesn't appear to be ADA compliant, it ends abruptly with steps	N	substandard		S side appears to be retrofitted for ADA. Sidewalk is narrow.	Potentially - deficiencies should be addressed if a more significant project is planned for the grade separated facility on MLK/Charter
29C0191	Thronton Road over Bear Creek	Thronton Road, 0.1 mi N of Estate Drive	+38.04278, -121.34778	Yes	Y	Sidewalk to be added to SE corner of bridge, project wt14028	Y	good	section of sw is asphalt east of bridge		No sidewalk upgrades needed (see City note). Consider installing trail crossing.
29C0093L	Airport Way over Duck Creek	Airport Way, 1 mi N of Industrial Way	+37.923371, -121.263917	Yes	N	Sidewalk gap to be filled by S. Airport Sep. Bikeway Project	N	good. Offset from existing sws	not connected		No (see City note)
29C0093R	Airport Way over Duck Creek	Airport Way, 1 mi N of Industrial Way	+37.923371, -121.263917	Yes	N	Sidewalk gap to be filled by S. Airport Sep. Bikeway Project	Y	good. Offset from existing sws	not connected		No (see City note)
29C0058L	Pacific Ave over Calaveras River	Pacific Ave, 0.25 mi N of Fulton St	+37.98389, -121.31000	Yes	Y	NW corner of bridge on Pacific will add segment of SW for PW1705 Project	Y				No
29C0058R	Pacific Ave over Calaveras River	Pacific Ave, 0.25 mi N of Fulton St	+37.98389, -121.31000	Yes	Y		Y				No
29C0066	99 Frontage RD W over Mosher Creek	99 Frontage Rd W, across frm E. Ashley Lane	+38.04278, -121.25889	Yes	N		N	No sw		No need, likely	No
29C0090	Airport Way over French Camp Slough	S. Airport Way, 0.6 mi N of French Camp Rd	+37.88083, -121.24889	Yes	N		N	No sw		no need	No
29C0091L	Airport Way over North Branch Weber Creek	Airport Way, 0.15 mi N of Sperry Road	+37.90389, -121.25583	Yes	N		N	No sw		no need	No
29C0091R	Airport Way over North Branch Weber Creek	Airport Way, 0.15 mi N of Sperry Road	+37.90389, -121.25583	Yes	N		N	No sw		no need	No
29C0094	Lincoln Street over Morman Slough	Lincoln Street, 0.1 miles N of Church Street	+37.94778, -121.29694	No	Y		Y			No ramp at NW corner of Lincoln and Sonora	No
29C0096	Don Ave over Mosher Slough	Don Ave, 0.1 mi S of Waudman Ave	+38.02889, -121.34500	No	Y		Y				No
29C0134	Lower Sac Road over Mosher Slough	Lower Sac Road, Directly N of Mac Duff Ave	+38.02778, -121.32278	Yes	Y		Y				No
29C0136	Eight Mile Road over Pixley Slough	8 Mile Rd, 0.2 mil E of Lower Sac Rd.	+38.05778, -121.31583	Yes	N		N	No sw		No current need to connect north of Marlette, unless additional development occurs within the area.	No
29C0140	El Dorado St over Calaveras River	El Dorado St, 0.5 mi N Fulton Street	+37.99083, -121.30389	Yes	Y		Y				No

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0141	El Dorado St over Bianchi Road	Over Bianchi Road, E of Claremont	+37.99194, -121.30500	Yes	N	No sw on south side of Bianchi	Y	good		S side can be served by Calaveras Trail	No
29C0142	Wilson Way over Mormon Slough	Wilson Way, 0.2 mi N of MLK BLVD/Charter Way	+37.94444, -121.26833	Yes	Y	No sw on Jackson from Wilson to RR tracks	Y	good	connected		No
29C0145	Eight Mile Road over Bear Creek	E 8 Mile Road, 0.36 mi E of N Micke Grove Rd	+38.05694, -121.26194	Yes	N		N	No sw		No need to connect north of Marlette unless the area develops more	No
29C0153	BNSF, Worth, Scotts over Wilson Way	Wilson Way, 0.13 mil N of E. Anderson Street	+37.94778, -121.27000	Yes	N		N	good, likely not standard width		Entry may refer to railroad overcrossing. Could not access. No need for sidewalks.	No
29C0154	Airport Way over S BR Weber Creek	Airport Way, 1.2 mi N of French Camp Road	+37.89000, -121.25000	Yes	N		N	No sw		No need at this time given predominantly industrial land uses in area.	No
29C0155	Harding Way UP	Harding Way, 0.2 mi W of West Lane	+37.969594, -121.281686	Yes	Y		West side,yes, NW N, SE Y, but not accessible	Fair	partially connected	Long distances between crossings due to slip lanes on east side.	No
29C0156	Miner Ave UP	0.1 mi E of Aurora St	+37.957586, -121.278644	Yes	N	Missing sw on N side of road	Y	good			No
29C0165	Miner Ave UP	0.2 mi E Aurora Street	+37.957832, -121.278091	Yes	N		N			This appears to be a closed rail line.	No
29C0173	Mariposa Rd over N Little Johns Creek	Mariposa Rd, 0.5 mi W of Austin Road	+37.91500, -121.18833	Yes	N		N	No sw			No
29C0188	Union Ave over Miner Ave	Union St, S of Lindsay St	+37.95778, -121.27778	No	Y		Y				No
29C0189	Center St over Stockton Channel	N Center St/E Weber Ave	+37.95389, -121.29194	No	Y		Y	Good. Serves as segment of Class I path along waterfront.			No
29C0209	Navy Drive UP	BNSF Railyard, 1 mi west of Fresno Ave	+37.937813, -121.329569	Yes	N		N	No sw	no sw on Navy	railroad on bridge, no sw possible	No
29C0233	El Dorado St. over BNSF, AMTRAK, Hazelton	E. El Dorado Ave, 0.07 mi N of Scotts Ave	+37.94583, -121.28778	Yes	N		Y	Good. Only on 1 side. Not ADA accessible due to stairs.			No
29C0234	Center St. over BNSF, AMTRAK, Hazelton	Center St., 0.07 mi N of Scotts Ave	+37.946279, -121.289410	Yes	N	Has sw on west side of bridge	N	Good. Not ADA accessible due to stairs.		Have seen pedestrians walking on E side of roadway	No
29C0235	Aurora Street over Mormon Slough	0.35 mi N of MLK Blvd/Charter Way	+37.94583, -121.27694	Yes	N	Missing sw NE corner of bridge	Y	Sidewalk on bridge in good condition. Surrounding sidewalk is in poor condition.	Discontinuous		No

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0236	California Street over Mormon Slough	California St, 0.04 mi S of E. Hazelton	+37.94694, -121.28278	Yes	Y		Y	good			No
29C0237	San Joaquin Street over Mormon Slough	San Joaquin St, 0.1 mi S of Hazelton Ave	+37.94694, -121.28556	Yes	Y	sw S of bridge transitions into being asphalt (not paved)	Y	fair			No
29C0238	Diamond Street over Mormon Slough	0.1 mi N of MLK Blvd/Charter Way	+37.94556, -121.25583	Yes	N	Missing sw on all corners of bridge	N	good	Discontinuous. No nearby sidewalk to connect to.		No
29C0239	El Dorado St over Mosher Slough	0.2 mi N of Glencannon St	+38.02778, -121.31583	No	Y		Y				No
29C0240	Santa Paula Way over Mosher Slough	Santa Paula Way and Mac Duff Ave	+38.02778, -121.31889	No	Y		Y				No
29C0242	Pershing Ave over Smith Canal	Pershing Ave, just N of Harding Way	+37.96583, -121.31389	Yes	Y		Y	good, but narrow		Condition is good, but likely not comfortable due to proximity of high speed vehicle travel	No
29C0243	Pershing Ave over Calaveras River	Pershing Ave, just N of Telegraph Ave	+37.98000, -121.31889	Yes	Y		Y	good	Connected; no formal ramps on SW side		No
29C0340	Mckinley Rd over N Br French Camp Slough	Just N of Old Sperry Rd	+37.89889, -121.27083	Yes	N		N	No sw		No need at this time given surrounding land use.	No
29C0366	Arch Rd over Weber Creek	Arch Rd, E of Fite Ct	+37.90500, -121.20694	Yes	N	Missing sw on south side of bridge	Y	Good north side. No sw on south side; gap from W of bridge to Fite Court.	No connecting facilities	No need at this time given surrounding land use.	No
29C0391	Lower Sacramento Road over Winedraw Slough	South of intersection of Lower Sac Rd/8 Mile	+38.057399, -121.310630	Yes	N		N	No sw		No need at this time given surrounding land use.	No
29C0394	Tam O' Shanter Drive over Mosher Slough	Tam O' Shanter Dr., 0.5 mi N of Hammer Lane	+38.028121, -121.300580	No	Y		Y				No
29C0395	Cherbourg Way over Mosher Slough	Cherbourg Way, 0.6 mi south of Morada Lane	+38.028256, -121.285368	No	Y		Y				No
29C0399	Turnpike Rd over Walker Slough	0.25 mi N of Downing Ave	+37.91583, -121.29000	Yes	N	Missing sw except at E side of bridge	N	sw on East side only	discountinous		No
29C0401	Feather River Dr over Fourteen Mile Slough	0.5 mi N of Driftwood Place	+37.99694, -121.35056	No	Y		Y				No

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0402	Mariners Drive over Mosher Slough	0.01 mi west of I-5 south	+38.032486, -121.364900	Yes	N	Missing sw on E side of bridge and road	Y	Good. Sw on 1 side		No need for sw on other side	No
29C0407	Carolyn Weston Blvd over French Camp Slough	0.12 mi E of Manthey Road	+37.91333, -121.29278	Yes	Y	Missing sw going N on Manthey	Y			See notes on 29C0400	No
29C0419	Holman Rd over Mosher Slough	N of Morada Lane	+38.03972, -121.26972	No	Y		Y				No
29C0424 (Formerly 29C0294)	Morada Lane over Mosher Creek	Morada Lane, 0.24 mi W of Glacier Point Dr	+38.03694, -121.27667	No	Y	sw on W of railroad ends (City note: "I'm guessing we're not going to be touching this area because I remember being told it was saved for development")	Y	good	old asphalt sw on south east side		No
29C0425	Pock Lane over N. Little Johns Creek	Pock Lane, north of Industrial Drive	+37.914369, -121.238910	Yes	N	sw on W side of bridge ends	Y	good	connected	sw switches sides before and after bridge	No
29C0426	Industrial Drive over N. Little Johns Creek	Industrial Drive, just east of Pock Lane	+37.914340, -121.236988	Yes	N	sw on S side of bridge ends	Y	fair		sw switches sides before and after bridge. Maintenance/overgrowth needs.	No
29C0427	Rivermont Drive over Pixley Slough	Rivermont Dr, 0.2 mi S of 8 Mile Rd	+38.05444, -121.33750	No	Y		Y				No
29C0428	Whistler Way over Pixley Slough	Whistler Way, 0.5 mi W of Davis Rd	+38.04806, -121.34167	No	Y		Y				No
29C0431	MLK Blvd/Charter Way over Mormon Slough	0.3 mi E of Mariposa	+37.94667, -121.25000	Yes	N		N	No sw		No need given surrounding land use.	No
29C0432	South Stockton UP	S of Anderson St	+37.95000, -121.246667	Yes	N		N			No need given surrounding land use.	No
29C0434	Kelley Dr. over Mosher Slough	E of I-5 PM 33.5	+38.032778, -121.363889	No	Y		Y				No
29C0435	Producers Dr over N Little Johns Creek	Industrial and Producers Dr	+37.90833, -121.26889	Yes	N		N	Small segment of sidewalk on W side of bridge. Missing segment on NW corner.	discountinous	Low priority at this time given surrounding land uses. If sidewalk connection is established, may need upgrade to be ADA compliant	No
29C0436	Trinity Parkway over Bear Creek	Trinity Pkwy, 0.14 mi S of McAuliffe Rd	+38.04361, -121.37056	Yes	N	Has sw on W side of bridge but is blocked off by concrete barricades	Y	Good. Sw on 1 side		road to nowhere	No
29C0437	Marlette Road over Pixley Slough	Marlette Rd and 8 Mile Road	+38.05750, -121.31833	Yes	Y	sw on 8 Mile going E ends	N	good			No

Bridge Number	Bridge Name	Location	Coordinates	Field Visit?	Sidewalk (Y/N)	City Notes	Sidewalk Connection	Sidewalk Location(s) and Condition	Nearby Crosswalks/ Connections	Other Notes/ Deficiencies	Potential Project?
29C0440	Davis Road over Pixley Slough	Davis Road, 0.1 mi south of 8 Mile Road	+38.056128, -121.333259	Yes	Y	Missing sw from 8 Mile to Bear Creek	Y on south, N on north	good		Does have sidewalk. Falsely marked as No in City notes. Intermittent sidewalk on Davis Rd between 8 Mile and Bear Creek.	No
29C0444	Eight Mile Road OH (East)	Eight Mile Road, 0.27 mi east N. Leach Rd	+38.057390, -121.277110	Yes	Y	sw going E ends	N	good	not connected		No
29C0445	Eight Mile Road OH (West)	Eight Mile Road, 0.27 mi east N. Leach Rd	+38.057390, -121.277110	Yes	Y	sw going W ends	N	good	not connected		No
29C0446	Lower Sacramento Rd UP	Lower Sac Rd, 0.15 mi N of Grider Way	+38.046097, -121.319247	Yes	Y	sw on N side of the road cuts off, sw missing SW of Grider Way	N			Confirmed city notes. Assume this will be handled as part of future widening of Lower Sacramento Rd.	No
29C0452	Arch Airport Rd over French Camp Slough	Arch Airport Road, 0.9 mi W of Performance Dr	+37.895411, -121.277653	Yes	N	Missing sw at the N side of the bridge	Y	good, wide, protected, sw only on South side			No
29C0453	Arch Airport Rd/El Dorado ST SEP	Arch Airport Road, 0.8 mi W of Performance Dr	+37.895319, -121.275869	Yes	N		Y	good, wide, protected, sw only on South side			No
29C0454	Arch Airport Road OH (West)	0.72 mi N W of Performance Dr	+37.8959, -121.274492	Yes	N	Missing sw at the N side of the bridge	Y	good, wide, protected, sw only on South side			No
29C0455	Arch Airport Road Road BOH	0.45 mi W of Performance Dr	+37.897558, -121.269861	Yes	N	Missing sw at the N side of the bridge	Y	good, wide, protected, sw only on South side			No
29C0456	Arch Airport Road OH (East)	0.30 mi W of Performance Dr	+37.898275, -121.267378	Yes	N	Missing sw at the N side of the bridge	Y	good, wide, protected, sw only on South side			No
29C0458	March Lane UP (West)	W of West Ln	+38.001033, -121.294250	No	Y		Y				No
29C0459	March Lane UP (East)	E of West Ln	+38.004239, -121.280783	No	Y		Y				No
29C0460	East Hammer Lane UP (West)	W of West Ln	+38.020925, -121.304919	No	Y		Y				No
29C0461	East Hammer Lane UP (East)	E of West Ln	+38.020767, -121.279664	No	Y		Y				No
29C0296 (Replaced with 29C0440)	Davis Road over Pixley Slough	Davis Road, 0.1 mi south of 8 Mile Road	+38.056128, -121.333259	Yes	N	North sw leads to nowhere	Y on south, N on north				n/a - duplicate entry

Appendix B.

Detailed Project Descriptions

Appendix B: Stockton TMP - Detailed Project Descriptions

Number	Project Name	Project Description	Total Cost Estimate
1	East/West Access Road Diets	Creating east/west connection to the Citywide Backbone Network; Improving bicycle access to schools and essential services. • Class II Buffered Bicycle Lanes (Road Diet) on W/E Alpine Avenue from N Ryde Avenue to California Street; • Class II Bicycle Lanes (Further Study) E Alpine Avenue from California to N Wilson Way; • Class II Bicycle Lanes (Lane Striping with Parking Removal) E Hazelton Avenue from S Wilson Way to S B Street <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal. Class III Bicycle Route considered as Bike Boulevard.]</i>	\$13,700,000
2	Citywide Bicycle Parking Program	Allow residents, businesses, employers, and others to request long-term and short-term bicycle parking installations at locations throughout the city. <i>[Cost estimate considers a majority (50 locations) to be short-term bike racks and the smaller remaining locations (15 locations) to be long-term bike lockers. Number of locations based on Bicycle Master Plan Map]</i>	\$2,400,000
3	Monte Diablo Avenue / Acacia Street Bicycle Improvements	Provide an east/west connection for five north/south backbone bicycle facilities in central Stockton. • Class III Bicycle Boulevard (Traffic Calming) Monte Diablo Avenue from Shimizu Drive to Ryde Avenue; • Class II Bicycle Lanes (Lane Striping with Parking Removal) Monte Diablo Avenue/Picardy Drive/Acacia Street from Ryde Avenue to S California Street; • Parking usage study to remove for bike lanes, where removal not possible implement Class III w/ traffic calming	\$9,400,000

		<i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	
4	Bicycle Boulevards Implementation	Combines the following bicycle boulevards into one project to provide low-stress bicycle options on streets with low motorized traffic volumes. • West Side Bikeway Bicycle Boulevard • Alexandria Bicycle Boulevard • Mission Bicycle Boulevard • Kermit Bicycle Boulevard • Country Club Crosstown Bicycle Boulevard • Kensington/Baker Bicycle Boulevard • Marsh Bicycle Boulevard • Poplar Street Bicycle Boulevard • Clay Street Bicycle Boulevard • Worth Street Bicycle Boulevard • Jefferson Street Bicycle Boulevard • Willow Street Bicycle Boulevard Bike boulevards to include wayfinding signs, pavement markings, traffic calming measures (speed humps) and/or diversion to maintain low speeds and volumes. <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	\$27,400,000
5	E Alpine Avenue Grade Separation	Construct an underpass structure on E Alpine Avenue at the Union Pacific Railroad intersection; located between West Lane and Montego Avenue	\$30,800,000
6	Arch Road Widening	Widen remaining unimproved portions of Arch Road (Sperry Road) from Performance Drive to S Airport Way, S Airport Way to S B Street, 99 East Frontage Road to Fite Court, and Logistics Drive to S Austin Road. Widening project includes installation of Class IV bicycle facility, ADA ramps, streetlights storm drain facilities, signing and striping and traffic signal modifications. <i>[Storm drain facilities not included in cost estimate.]</i>	\$61,900,000
7	Davis Road Improvements	This project provides roadway and pedestrian improvements along Davis Road between Bear Creek and Waterbury Drive. Improvements include: widening a two-lane roadway to a four-lane roadway to match existing	\$17,900,000

		widened segments, installation of concrete curb, gutters, sidewalks, and driveways, installation of drainage facilities, landscaping, striping, and signage. Include buffered bike lane as part of roadway widening improvements. Sidewalk improvements include closing the sidewalk gap of approximately 1,000 feet on the NE side of Davis road north of the Davis Road bridge over Bear Creek. <i>[Sidewalk gap closure added on per F&P bridge inventory study. Drainage not included in estimate.]</i>	
8	EBMUD E March Lane Greenscape Phase 2	This project will create a shaded greenscape along the East Bay Municipal Utilities District (EBMUD) Corridor, an underutilized public space adjacent to E March Lane. The project runs along the trail between N El Dorado Street and Hillsboro Avenue. Improvements include landscaping with trees, shrubs, lawn, and decorative grasses; irrigation; and pedestrian amenities along with the existing Class I bicycle path. <i>[Landscaped median cost accounts for all shaded greenscape elements]</i>	\$3,100,000
9	El Dorado Street Improvements Phase 3	This project will rehabilitate El Dorado St from E Stadium Dr to the Calaveras River Bridge. Work includes sidewalk, driveways and curb/gutter replacement, medians, trees, and other hardscape features along the landscape strip, irrigation, bridge maintenance, and public art. <i>[Cost estimates do not include public art. Bridge maintenance approximated at \$5M. Considered curb ramp improvements with the sidewalk rehabilitation to meet ADA standards.]</i>	\$16,800,000
10	W March Lane Widening	This project will widen westbound W March Lane with the addition of one lane from Venezia Boulevard to I-5. Right of way will be acquired to accommodate widening. <i>[Right of way acquisition is not included in cost estimate.]</i>	\$3,800,000
11	Mormon Slough Bikeway Improvement	This project will provide improvements to the Mormon Slough bicycle and pedestrian trail from Weber Avenue to approximately 0.25 miles southeast along the slough to match existing improvements. Improvements will entail a 14 ft wide asphalt multi-use path for cyclists and pedestrians. Improvements will include paving, signage, striping, pavement markings, ADA improvements, shoulder widening, including a vegetative grassy swale. Close the 500-foot sidewalk gap on North side of Weber Avenue leading up to the Weber Avenue Bridge that crosses over Mormon Slough. <i>[Sidewalk gap closure added on per F&P bridge inventory study.]</i>	\$2,700,000

12	W Robinhood Drive Bike Lanes	This project includes installing bike lanes on W Robinhood Drive between N El Dorado Street and N Pershing Avenue. This project also includes converting Robinhood Drive from a four-lane undivided roadway to a two-lane road with a center left-turn lane; on-street parking would not be affected. Robinhood Drive will connect to lanes being installed on Claremont Avenue as part of another CIP project. This project's component is the installation of bike detection at the following intersections: Pacific Avenue, N Pershing Avenue, W March Lane, and Yokuts Avenue.	\$3,400,000
13	Roundabout Program	The project converts 4-way stop control intersection to a roundabout at Davis Road/Chaparral Way. The project includes installing fiber optic cabling for a surveillance camera, upgrading corner improvements to bring the intersections up to Americans with Disabilities Act standards for wheelchair accessibility, installing signs and striping. The project will also install new street lighting and upgrade existing street amenities where it is required.	\$4,000,000
14	West Lane Complete Streets Bike Facility Project – Phase 1	The City of Stockton Bicycle Master Plan (BMP) is focused on improving citywide bicycle connectivity by closing gaps in the bicycle network. The West Lane Complete Streets Corridor Study is one of the highest priority projects from the BMP and would study the varying cross-sections from E Morada Lane to E Hazelton Avenue. The project will study design and implementation options for implementing low-stress bikeways along West Lane from E Morada Lane to E Hazelton Avenue. As part of these improvements the project can include closing the 300-foot sidewalk gap southeast of the West Lane Bridge over the Calaveras River. At the West Lane Bridge over Mosher Creek, the east sidewalk could be upgraded and checked for ADA compliance. A sidewalk connection to the West Lane Frontage Road could be added. <i>[Sidewalk gap closure added on per F&P bridge inventory study.]</i>	\$29,900,000
15	West Lane Grade Separation	This project will construct an overpass structure on West Ln at the Union Pacific Railroad crossing located between E Alpine Avenue and El Pinal Dr.	\$44,240,000
16	West Lane Widening	This project will widen West Lane between E Morada Lane and Knickerbocker Drive from four lanes to six lanes including bike facility, a length of about 5,000 feet. The work will include pavement widening and rehabilitation, widening of the bridge at Mosher Slough, construction of curb, gutter, and sidewalk, installation of streetlights, signal modifications, and pavement	\$18,800,000

		marking and striping. A storm drainage analysis will be necessary to determine the storm drain system's design parameters that the expanded roadway will require. May include restriping of the completed section between Knickerbocker Drive and Hammer. <i>[Cost estimate does not include drainage analysis or restriping of Knickerbocker Drive to Hammer Lane.]</i>	
17	Main Street/Market Street Complete Streets	Bike Facilities - Class II buffered bike lanes (Main St and Market St) from California Street to State Route 99 and Crossing Improvements - • S Wilson Way and E Market St, • S Center St and E Market St, • S El Dorado St and E Market St Addition of bicycle loop detection at signalized intersections. For crossing improvements these include high visibility crosswalks, curb extensions, and signal modifications.	\$22,500,000
18	Harding Way Bike Facilities and Road Diet	Bike Facilities - Class III bike boulevard from N Pershing Avenue to N Baker Street, Class IV separated bikeway and road diet from N Baker Street to N Wilson Way; Crossing Improvements - N Center Street, N El Dorado Street, N Airport Way Addition of bicycle loop detection at signalized intersections. For crossing improvements these include high visibility crosswalks, curb extensions, and signal modifications.	\$12,600,000
19	Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) Installation	Crossing Improvements to include high-visibility crosswalks, curb extensions, and RRFBs at - • N Lincoln St and W Oak St, • N Lincoln St and W Park St, • S Lincoln St and W Washington St, • S Stanislaus St and E Sonora St, • S San Joaquin St and E Church St, • E Jefferson St and S Center St, • E Jefferson St and S El Dorado St, • E Jefferson St and California St, • N Union St and E Weber Avenue,	\$4,800,000

		• N California St and E Vine St, • N California St and Flora St	
20	San Joaquin Street Bike Lanes	Class II bike lanes from E Miner Avenue to E 8th Street.	\$5,800,000
21	Sutter Street Bike Lanes	Class II bike lanes from N Sutter St/E Vine St to S Sutter St/MLK Boulevard. Consider extending existing sidewalk on the northwest corner of the Sutter Street bridge to E Hazelton Avenue (approximately 70 ft.). <i>[Sidewalk improvement is from F&P Bridge Inventory.]</i>	\$6,100,000
22	<i>Project ID Not Used</i>		
23	Stanislaus Street Bike Lanes	Class II bike lanes from Park St to MLK Boulevard. <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	\$4,700,000
24	<i>Project ID Not Used</i>		
25	<i>Project ID Not Used</i>		
26	<i>Project ID Not Used</i>		
27	<i>Project ID Not Used</i>		
28	Miner's Levee Shared-Use Path Extension	Extend Class I shared-use path along Miner's Levee. <i>[Cost estimate is rough due to uncertainty of exact path route.]</i>	\$19,000,000
29	<i>Project ID Not Used</i>		
30	N Pershing Avenue Class IV Separated Bikeway	Road diet and class IV separated bikeway from W Fremont Street to Brookside Road.	\$9,100,000
31	Church Street Bike Lanes	Class II bike lane from S Lincoln St to Garfield Avenue.	\$1,900,000
32	W Washington Street/Garfield Street Bike Lanes	Class II bike lane on W Washington Street from W Weber Avenue to Garfield Street and Class III bike boulevard on Garfield Street from Washington Street to Church Street.	\$1,800,000
33	N Yosemite Street/Orange Street Bike Boulevards	Class III bike boulevard from W Harding Way to Miner's Levee Path. Includes traffic calming and/or diversion to maintain low speeds and volumes. <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	\$3,500,000
34	Turnpike Road Class IV Separated Bikeway	Class IV separated bikeway from Jackson St to Downing Avenue.	\$9,700,000

35	I-5 Widening (French Camp Road to Charter Way)	Widening of I-5 and I-205 for high occupancy vehicle (HOV) lanes.	\$131,544,000
36	SR-99 @ Eight Mile Road Interchange Reconstruction	Reconstruct existing interchange at SR-99 & Eight Mile Road.	\$93,312,000
37	I-5 @ Eight Mile Road Interchange Modification	Modification of interchange at I-5 & Eight Mile Road.	\$72,792,000
38	I-5 @ Otto Drive Interchange Construction	New interchange and auxiliary lanes at I-5 & Otto Drive.	\$131,436,000
39	I-5 @ Hammer Lane Interchange Modification	Modify existing interchange at I-5 & Hammer Lane.	\$52,704,000
40	Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening	Widen to 6 lanes Armor Dr to Morada Lane, Morada Lane to Hammer Lane, Marlette Road to Pixley Slough.	\$65,000,000
41	Airport Way at BNSF Grade Separation	Construct grade separation at Airport Way/BNSF rail crossing.	\$47,216,000
42	Arch-Airport Road Precise Road Plan	Prepare a Precise Road Plan for Arch-Airport Road from I-5 to Hwy 99. The Precise Road Plan sets the expectations and requirements on what will be constructed along the corridor and provides a framework to protect, preserve, and require dedications as development occurs.	\$1,352,000
43	Citywide Fiber Optic Master Plan	This project will implement the Fiber Optic Master Plan. <i>[Cost estimate rough, plans could vary greatly in cost.]</i>	\$106,380,000
44	<i>Project ID Not Used</i>		
45	<i>Project ID Not Used</i>		
46	Pacific Avenue Improvements	Widen or use existing right of way between W Harding Way and Hammer Lane to accommodate a north-south bicycle facility, including reconstruction of intersections, addition of turn and acceleration/deceleration lanes, and reconstruction/extension of a raised landscaped median. <i>[Widened, didn't include median or acceleration/deceleration lanes.]</i>	\$50,328,000
47	Eight Mile Road Widening	Road widening between Rio Blanco and SR 99 per Precise Road Plan. Roadway sections shall be for 2, 4, 6 through lanes with raised median, Class IV bicycle lanes, and turn/acceleration/deceleration lanes per 2040 GP.	\$145,200,000

48	I-5 Widening: Hammer Lane to Eight Mile Road - Caltrans/SJCOG	Roadway widening from 6 to 8 lanes (in the median) from Hammer Lane to Eight Mile Road.	\$58,104,000
49	Bicycle Project Wayfinding Signage	Install bike wayfinding signage for navigation of new proposed bicycle facilities in the MIP PFF Project List.	\$4,500,000
50	Bicycle Master Plan - Railroad Crossings	Implement at grade rail crossings for 12 locations to facilitate BMP build out. The project will be split into two separate timeframes, with the first six locations being completed during the first eight years and the remaining six locations will be completed in the later eight years.	\$147,600,000
51	SR-99 @ March Lane Interchange Construction	Phase 1 - Prepare project development documents leading to Caltrans approval of the interchange project including, but not limited to Project Study Report, Project Report, Environmental documents (NEPA and CEQA), right of way mapping, and other associated preliminary engineering studies.	\$8,000,000
52	<i>Project ID Not Used</i>		
53	Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks	Provide sidewalks, bike lanes, median improvements, and signal upgrades along Lower Sacramento Road.	\$17,100,000
54	Hazelton Avenue at UPRR Grade Separation	Construct Grade separation at Hazelton Avenue UPRR rail crossing.	\$157,606,000
55	MLK Boulevard Grade Separation	Modify, remove, or replace existing grade separations to provide proper ADA access and improve safety at the UPRR crossings at MLK Boulevard.	\$139,726,000
56	E 8th Street at UPRR Grade Separation	Construct grade separation at E 8th Street & UPRR rail crossing.	\$50,000,000
57	<i>Project ID Not Used</i>		
58	<i>Project ID Not Used</i>		
59	Alpine Avenue at UPRR Grade Separation	Construct grade separation at Alpine Avenue & UPRR rail crossing.	\$31,533,000
60	SRTS Implementation Project - Citywide	Based on City's SRTS Plan 2017, this will implement the projects.	\$25,488,000
61	<i>Project ID Not Used</i>		
62	Mariposa Road Widening, MLK Boulevard to SR-99	Roadway widening from 2 to 6 lanes with Class IV bike facilities and provide frontage improvements on Mariposa Road from MLK Boulevard to SR-99.	\$40,500,000

63	S Airport Way Road Widening	Roadway widening, frontage improvements, bike lanes, etc. on S Airport Way from Arch Airport to French Camp Road.	\$31,400,000
64	S Fresno Avenue Sidewalk Improvement	Fill sidewalk gap on S Fresno Avenue from Church Street to Navy Street.	\$2,700,000
65	March Lane Extension	Roadway extension of March Lane (6-lane arterial) from its current terminus (Holman Road) to HWY 99 West Frontage Road.	\$32,508,000
66	Trinity Parkway Extension	Roadway extension of Trinity Parkway (arterial) from its current terminus (Bear Creek Path) to Hammer Lane	\$39,400,000
67	Maranatha Drive Extension	Roadway extension of Marantha Drive (arterial) from 700 feet south of Hammer Lane to N Wilson Way.	\$19,980,000
68	Mariposa Road Widening, SR-99 to Austin Road	Roadway widening from 2 to 4 lanes on Mariposa Road from Austin Road to SR-99. Close existing sidewalk gap going North of the E Mariposa Road/Mariposa Road.	\$53,609,000
69	E Mc Allen Road Improvements	Roadway rehabilitation and improvements of E Mc Allen Road from Holman Road to Wilson Way	\$4,200,000
70	Holman Road Extension	Roadway extension of Holman Road from its PFC Jesse Mizener St arterial (Current terminus) to Eight Mile Road	\$18,000,000
71	Newcastle Road Extension	Roadway extension of Newcastle Road from its current terminus (North of Arch Road) to Mariposa Road	\$10,200,000
72	New Road F Extension	Roadway extension of New Road F from its current terminus (West end of Hammer Lane) to the east	\$81,400,000
73	Otto Dr Extension	Roadway extension of Otto Drive from West of Mariners Drive (its current terminus) to New Road F (Future Shima Trac Development)	\$37,300,000
74	French Camp Road Widening	Roadway improvements and widening on French Camp Road from Airport Way to Union Road.	\$44,820,000
75	Manthey Road Sidewalk Improvement	Construct new sidewalk on west side of Manthey Way from E San Joaquin River Levee Road to Houston Avenue. An alternative option would be to allow pedestrian access to Van Buskirk Community Center via the E San Joaquin River Levee Road.	\$1,200,000

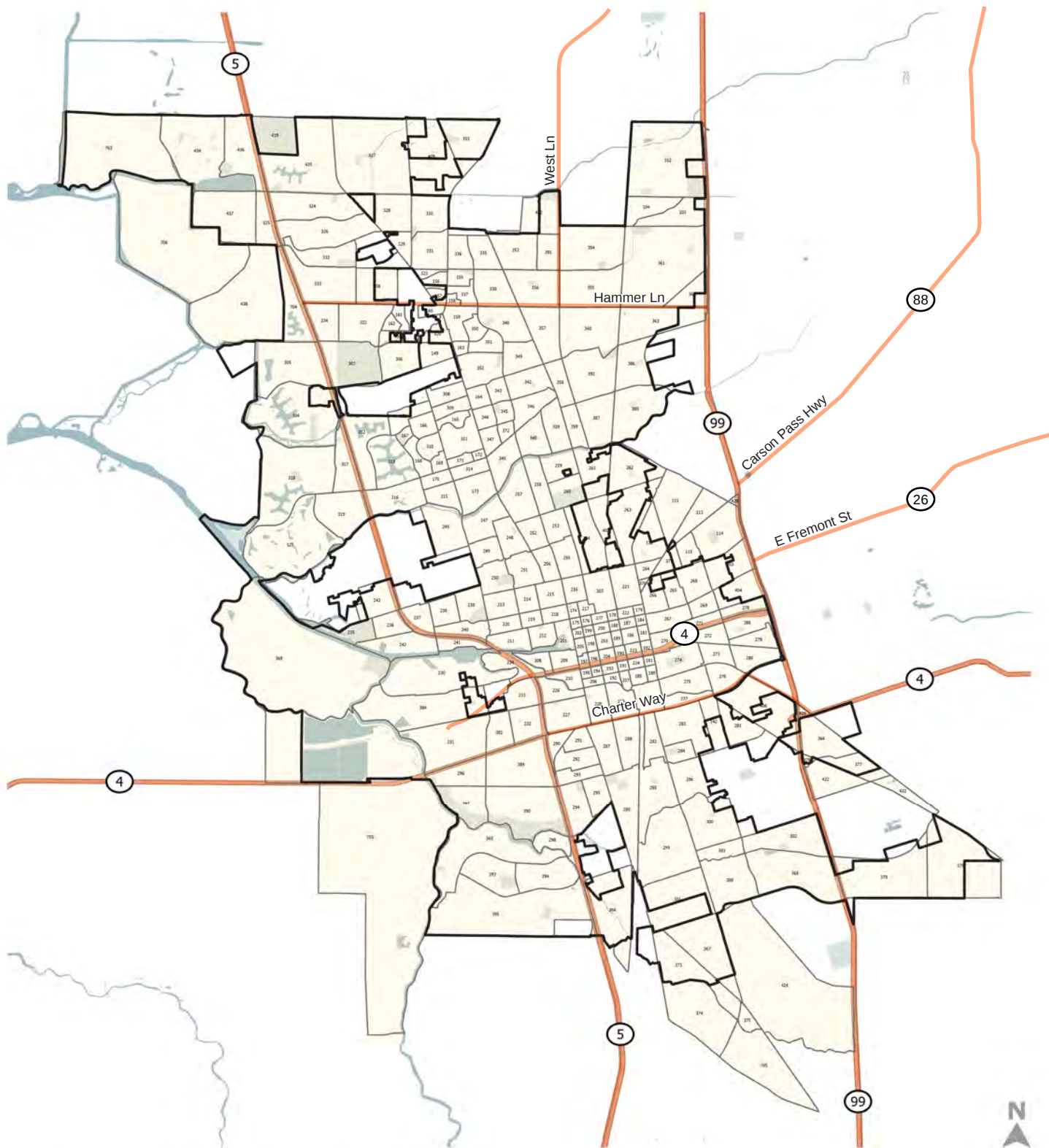
76	S Airport Way Sidewalk Improvement	Install new sidewalk on NE leg from bridge to E Anderson Street (approx. 300ft), SE leg from bridge to E Jackson Street (approx. 350ft), and on SW leg from bridge to E Jackson Street (approx. 350ft). Add a crossing at E Jackson St and Airport Way to direct people to sidewalk on E side of Airport Way to MLK Boulevard/Charter Way.	\$1,200,000
77	MLK Road Widening	Road widening from 2 to 4 lanes to include Class II bike lanes as shown on the Bicycle Master Plan.	\$38,900,000
TOTAL			\$2,385,978,000

Sources: City of Stockton, Fehr & Peers, February 2026.

Appendix C.

Stockton Travel Demand Model

Land Uses



Stockton City TAZs
 Stockton City Limits



Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
101	169	0	169	2,220	0	2,220	2,051	0	2,051
102	756	22	778	1,465	232	1,697	709	210	919
103	323	1	324	323	1	324	0	0	0
104	446	0	446	446	0	446	0	0	0
111	446	354	800	446	354	800	0	0	0
112	478	51	529	480	65	545	2	14	16
113	239	208	447	239	208	447	0	0	0
114	363	73	436	363	73	436	0	0	0
115	234	69	303	234	69	303	0	0	0
125	887	24	911	911	24	935	24	0	24
142	182	62	244	182	62	244	0	0	0
149	206	0	206	206	0	206	0	0	0
151	162	175	337	164	175	339	2	0	2
155	140	34	174	140	34	174	0	0	0
156	165	0	165	165	0	165	0	0	0
157	37	1	38	37	1	38	0	0	0
158	17	0	17	17	0	17	0	0	0
159	187	243	430	187	243	430	0	0	0
160	24	32	56	28	32	60	4	0	4
161	61	82	143	61	82	143	0	0	0
162	99	0	99	99	0	99	0	0	0
163	15	66	81	15	66	81	0	0	0
164	154	2	156	154	2	156	0	0	0
165	0	0	0	0	0	0	0	0	0
166	19	427	446	19	427	446	0	0	0
167	14	0	14	14	0	14	0	0	0
168	163	258	421	163	258	421	0	0	0
169	0	301	301	0	301	301	0	0	0
170	4	380	384	4	380	384	0	0	0
171	0	0	0	0	0	0	0	0	0
172	0	0	0	0	5	5	0	5	5
173	107	631	738	108	641	749	1	10	11
174	21	73	94	21	153	174	0	80	80
175	0	11	11	0	296	296	0	285	285
176	3	110	113	3	110	113	0	0	0
177	14	299	313	14	299	313	0	0	0
178	2	24	26	2	24	26	0	0	0
179	33	62	95	33	68	101	0	6	6
180	39	25	64	40	36	76	1	11	12
181	40	27	67	41	27	68	1	0	1
182	24	42	66	24	47	71	0	5	5
183	17	39	56	17	196	213	0	157	157
184	15	12	27	15	53	68	0	41	41

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
185	34	61	95	35	61	96	1	0	1
186	13	69	82	13	302	315	0	233	233
187	15	3	18	15	303	318	0	300	300
188	8	17	25	8	44	52	0	27	27
189	8	43	51	8	461	469	0	418	418
190	0	32	32	0	197	197	0	165	165
191	0	0	0	0	0	0	0	0	0
192	22	65	87	22	232	254	0	167	167
193	34	137	171	34	137	171	0	0	0
194	14	80	94	14	80	94	0	0	0
195	8	27	35	8	84	92	0	57	57
196	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0
198	0	0	0	0	263	263	0	263	263
199	0	3	3	0	3	3	0	0	0
200	8	139	147	8	157	165	0	18	18
201	7	89	96	7	89	96	0	0	0
202	0	0	0	0	32	32	0	32	32
203	1	117	118	1	945	946	0	828	828
204	0	72	72	0	72	72	0	0	0
205	0	0	0	0	15	15	0	15	15
206	24	75	99	24	158	182	0	83	83
207	4	0	4	4	260	264	0	260	260
208	0	200	200	0	1,131	1,131	0	931	931
209	0	278	278	0	510	510	0	232	232
210	0	4	4	0	140	140	0	136	136
211	133	97	230	133	520	653	0	423	423
212	65	277	342	65	602	667	0	325	325
213	433	83	516	435	83	518	2	0	2
214	196	51	247	196	51	247	0	0	0
215	153	477	630	154	594	748	1	117	118
216	74	411	485	76	429	505	2	18	20
217	21	336	357	21	336	357	0	0	0
218	67	394	461	70	468	538	3	74	77
219	122	190	312	122	190	312	0	0	0
220	252	68	320	253	68	321	1	0	1
221	317	137	454	317	162	479	0	25	25
222	30	100	130	30	252	282	0	152	152
223	25	47	72	25	47	72	0	0	0
224	39	39	78	48	39	87	9	0	9
225	67	47	114	77	197	274	10	150	160
226	8	20	28	8	266	274	0	246	246
227	382	163	545	390	456	846	8	293	301

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
228	237	213	450	244	682	926	7	469	476
229	211	164	375	221	662	883	10	498	508
230	40	20	60	59	20	79	19	0	19
231	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0
233	78	30	108	84	490	574	6	460	466
234	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0
236	89	409	498	91	409	500	2	0	2
237	319	55	374	319	55	374	0	0	0
238	344	29	373	353	29	382	9	0	9
239	321	5	326	321	5	326	0	0	0
240	276	97	373	281	97	378	5	0	5
241	7	6	13	7	40	47	0	34	34
242	69	74	143	86	78	164	17	4	21
243	274	481	755	299	481	780	25	0	25
245	576	156	732	591	156	747	15	0	15
247	0	0	0	0	0	0	0	0	0
248	411	254	665	412	254	666	1	0	1
249	293	1	294	293	1	294	0	0	0
250	431	14	445	431	14	445	0	0	0
251	459	40	499	460	41	501	1	1	2
252	381	72	453	381	76	457	0	4	4
253	438	106	544	438	106	544	0	0	0
254	126	21	147	126	21	147	0	0	0
255	321	192	513	324	192	516	3	0	3
256	234	146	380	234	151	385	0	5	5
257	536	98	634	536	99	635	0	1	1
258	427	67	494	429	67	496	2	0	2
259	303	2	305	307	69	376	4	67	71
260	110	245	355	110	245	355	0	0	0
261	192	0	192	197	69	266	5	69	74
262	793	10	803	793	10	803	0	0	0
263	137	22	159	137	462	599	0	440	440
264	103	17	120	104	25	129	1	8	9
265	112	31	143	115	31	146	3	0	3
266	152	45	197	157	56	213	5	11	16
267	60	19	79	60	30	90	0	11	11
268	426	23	449	426	23	449	0	0	0
269	151	22	173	151	22	173	0	0	0
270	47	53	100	47	71	118	0	18	18
271	85	12	97	85	12	97	0	0	0
272	286	28	314	291	28	319	5	0	5

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
273	331	59	390	331	59	390	0	0	0
274	296	79	375	299	79	378	3	0	3
275	137	35	172	137	78	215	0	43	43
276	0	0	0	0	0	0	0	0	0
277	0	0	0	0	0	0	0	0	0
278	0	0	0	0	0	0	0	0	0
279	231	37	268	238	37	275	7	0	7
280	319	82	401	328	82	410	9	0	9
281	277	178	455	285	178	463	8	0	8
282	57	6	63	59	69	128	2	63	65
283	130	51	181	131	51	182	1	0	1
284	208	63	271	209	63	272	1	0	1
285	188	23	211	191	43	234	3	20	23
286	386	192	578	386	192	578	0	0	0
287	387	197	584	396	221	617	9	24	33
288	424	208	632	441	223	664	17	15	32
289	110	27	137	114	27	141	4	0	4
290	1	24	25	1	56	57	0	32	32
291	32	14	46	33	14	47	1	0	1
292	404	57	461	412	57	469	8	0	8
293	323	21	344	331	21	352	8	0	8
294	261	39	300	298	39	337	37	0	37
295	251	97	348	265	97	362	14	0	14
296	511	0	511	599	0	599	88	0	88
297	565	0	565	565	0	565	0	0	0
298	0	0	0	0	0	0	0	0	0
299	0	0	0	0	0	0	0	0	0
300	582	13	595	593	15	608	11	2	13
301	0	0	0	0	0	0	0	0	0
302	998	0	998	1,032	0	1,032	34	0	34
303	0	0	0	0	0	0	0	0	0
304	1,026	777	1,803	1,028	777	1,805	2	0	2
305	988	964	1,952	990	964	1,954	2	0	2
306	253	0	253	256	0	256	3	0	3
307	103	360	463	103	360	463	0	0	0
308	101	384	485	103	387	490	2	3	5
309	33	477	510	33	477	510	0	0	0
310	134	201	335	134	201	335	0	0	0
311	0	0	0	0	3	3	0	3	3
312	402	420	822	402	420	822	0	0	0
313	397	164	561	397	164	561	0	0	0
314	1	206	207	1	215	216	0	9	9
315	13	237	250	13	237	250	0	0	0

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
316	278	536	814	278	536	814	0	0	0
317	66	325	391	66	325	391	0	0	0
318	1,895	0	1,895	1,900	0	1,900	5	0	5
319	341	128	469	341	128	469	0	0	0
320	57	44	101	63	44	107	6	0	6
322	698	18	716	699	18	717	1	0	1
323	89	4	93	89	4	93	0	0	0
324	994	12	1,006	994	12	1,006	0	0	0
325	359	0	359	1,528	381	1,909	1,169	381	1,550
326	951	412	1,363	958	412	1,370	7	0	7
327	2,133	5	2,138	2,221	5	2,226	88	0	88
328	567	275	842	567	275	842	0	0	0
329	82	135	217	86	135	221	4	0	4
330	592	78	670	592	78	670	0	0	0
331	575	64	639	575	64	639	0	0	0
332	363	42	405	363	42	405	0	0	0
333	713	571	1,284	714	571	1,285	1	0	1
334	334	319	653	334	319	653	0	0	0
335	371	152	523	371	152	523	0	0	0
336	243	253	496	243	253	496	0	0	0
337	208	113	321	208	113	321	0	0	0
338	457	546	1,003	457	546	1,003	0	0	0
339	235	826	1,061	235	826	1,061	0	0	0
340	195	872	1,067	195	872	1,067	0	0	0
341	268	447	715	268	448	716	0	1	1
342	379	60	439	379	60	439	0	0	0
343	205	4	209	205	4	209	0	0	0
344	31	0	31	31	0	31	0	0	0
345	122	0	122	122	0	122	0	0	0
346	330	256	586	330	256	586	0	0	0
347	0	0	0	0	65	65	0	65	65
348	419	522	941	419	522	941	0	0	0
349	463	53	516	463	53	516	0	0	0
350	175	83	258	175	83	258	0	0	0
351	164	219	383	164	219	383	0	0	0
352	193	430	623	195	432	627	2	2	4
353	776	0	776	777	0	777	1	0	1
354	881	932	1,813	886	932	1,818	5	0	5
355	725	400	1,125	725	400	1,125	0	0	0
356	567	704	1,271	567	704	1,271	0	0	0
357	0	592	592	0	592	592	0	0	0
358	158	324	482	158	324	482	0	0	0
359	78	0	78	78	67	145	0	67	67

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
360	917	401	1,318	917	401	1,318	0	0	0
361	2,068	44	2,112	2,069	44	2,113	1	0	1
362	110	5	115	110	5	115	0	0	0
363	50	0	50	50	0	50	0	0	0
364	3	3	6	3	3	6	0	0	0
365	1,146	0	1,146	1,153	0	1,153	7	0	7
366	61	15	76	61	15	76	0	0	0
367	2	0	2	2	0	2	0	0	0
368	0	0	0	0	0	0	0	0	0
369	0	0	0	0	0	0	0	0	0
370	0	0	0	0	0	0	0	0	0
371	58	59	117	58	59	117	0	0	0
372	0	0	0	0	0	0	0	0	0
373	0	0	0	0	0	0	0	0	0
374	28	2	30	28	2	30	0	0	0
375	0	0	0	0	0	0	0	0	0
376	0	0	0	0	0	0	0	0	0
377	0	0	0	0	0	0	0	0	0
378	0	0	0	0	0	0	0	0	0
379	0	0	0	0	0	0	0	0	0
380	0	0	0	0	0	0	0	0	0
381	0	0	0	0	0	0	0	0	0
382	17	0	17	17	0	17	0	0	0
384	116	23	139	116	23	139	0	0	0
385	986	0	986	986	0	986	0	0	0
386	669	0	669	669	0	669	0	0	0
387	425	427	852	425	461	886	0	34	34
388	250	192	442	250	192	442	0	0	0
389	840	33	873	932	131	1,063	92	98	190
390	797	10	807	813	10	823	16	0	16
391	318	68	386	318	68	386	0	0	0
392	981	0	981	982	0	982	1	0	1
393	693	0	693	693	0	693	0	0	0
394	760	0	760	760	0	760	0	0	0
395	2,661	0	2,661	2,663	0	2,663	2	0	2
400	90	2	92	90	2	92	0	0	0
402	169	7	176	169	25	194	0	18	18
403	143	63	206	152	63	215	9	0	9
404	125	162	287	127	162	289	2	0	2
406	543	168	711	573	168	741	30	0	30
408	450	276	726	450	276	726	0	0	0
409	662	0	662	741	0	741	79	0	79
412	0	3	3	56	287	343	56	284	340

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
422	34	20	54	34	20	54	0	0	0
424	553	3	556	553	3	556	0	0	0
428	0	0	0	0	0	0	0	0	0
429	0	0	0	0	0	0	0	0	0
432	0	0	0	108	19	127	108	19	127
434	1,270	316	1,586	1,270	316	1,586	0	0	0
435	1,583	0	1,583	1,583	0	1,583	0	0	0
436	0	0	0	0	0	0	0	0	0
704	223	1,138	1,361	2,357	1,771	4,128	2,134	633	2,767
705	4	0	4	4	0	4	0	0	0
706	0	0	0	3,317	984	4,301	3,317	984	4,301
755	0	0	0	0	0	0	0	0	0
763	387	0	387	3,581	392	3,973	3,194	392	3,586
Total	68,526	31,835	100,361	82,114	43,939	126,053	13,588	12,104	25,692

Source: Fehr & Peers, 2023. 2022 land uses developed using 2015 to 2022 development data provided by the City of Stockton and Harris Associates

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
102	0	0	6	11	17	1,244	126	1,376	699	3,445	1,244	126	1,370	688	3,428
103	27	9	96	210	342	27	9	96	210	342	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111	17	1	88	114	220	17	1	88	114	220	0	0	0	0	0
112	18	27	219	76	340	21	29	219	79	348	3	2	0	3	8
113	16	2	86	44	148	16	2	86	44	148	0	0	0	0	0
114	53	92	804	60	1,009	53	92	804	60	1,009	0	0	0	0	0
115	0	4	24	0	28	0	4	24	0	28	0	0	0	0	0
125	0	0	1	2	3	0	0	1	2	3	0	0	0	0	0
142	0	0	34	13	47	0	0	34	13	47	0	0	0	0	0
149	226	27	43	144	440	226	27	43	144	440	0	0	0	0	0
151	0	0	0	55	55	0	0	0	55	55	0	0	0	0	0
155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157	104	0	4	0	108	104	0	4	0	108	0	0	0	0	0
158	66	14	54	59	193	66	14	54	59	193	0	0	0	0	0
159	173	313	43	152	681	173	313	43	152	681	0	0	0	0	0
160	30	19	6	52	107	30	19	6	52	107	0	0	0	0	0
161	5	20	17	95	137	5	20	17	95	137	0	0	0	0	0
162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	7	116	9	104	236	7	116	9	104	236	0	0	0	0	0
164	69	63	22	152	306	69	63	22	152	306	0	0	0	0	0
165	3	419	15	74	511	3	419	15	74	511	0	0	0	0	0
166	0	180	24	47	251	0	180	24	47	251	0	0	0	0	0
167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
168	0	39	31	78	148	0	39	31	78	148	0	0	0	0	0
169	8	230	13	270	521	8	230	13	270	521	0	0	0	0	0
170	47	435	32	99	613	47	435	32	99	613	0	0	0	0	0
171	193	44	23	72	332	193	44	23	72	332	0	0	0	0	0
172	136	7	5	7	155	137	8	5	8	158	1	1	0	1	3
173	34	61	80	212	387	36	61	80	215	392	2	0	0	3	5
174	19	42	42	495	598	49	62	42	901	1,054	30	20	0	406	456
175	26	0	84	29	139	145	80	84	178	487	119	80	0	149	348
176	0	14	30	4	48	0	14	30	4	48	0	0	0	0	0
177	0	0	48	10	58	0	0	48	10	58	0	0	0	0	0
178	5	0	3	219	227	5	0	3	362	370	0	0	0	143	143
179	32	0	9	12	53	32	0	9	12	53	0	0	0	0	0
180	5	0	38	42	85	30	17	38	75	160	25	17	0	33	75
181	14	0	11	16	41	14	0	11	16	41	0	0	0	0	0
182	9	0	13	11	33	21	8	13	27	69	12	8	0	16	36
183	158	0	29	5	192	162	3	29	11	205	4	3	0	6	13
184	70	18	0	5	93	70	18	0	5	93	0	0	0	0	0
185	3	0	91	14	108	3	0	91	14	108	0	0	0	0	0
186	0	1	52	59	112	26	18	52	94	190	26	17	0	35	78
187	0	23	7	38	68	145	121	7	231	504	145	98	0	193	436
188	84	2	73	2	161	104	15	73	29	221	20	13	0	27	60
189	2	1	19	114	136	143	84	28	312	567	141	83	9	198	431
190	0	0	16	84	100	30	13	16	106	165	30	13	0	22	65
191	0	6	127	0	133	0	6	127	0	133	0	0	0	0	0
192	0	0	49	0	49	61	41	49	81	232	61	41	0	81	183

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
193	0	0	14	0	14	0	0	14	0	14	0	0	0	0	0
194	7	58	29	0	94	7	58	29	0	94	0	0	0	0	0
195	41	5	5	15	66	66	22	5	49	142	25	17	0	34	76
196	2	39	7	244	292	2	39	7	411	459	0	0	0	167	167
197	0	9	16	437	462	0	9	16	725	750	0	0	0	288	288
198	10	506	142	1,454	2,112	83	546	158	2,421	3,208	73	40	16	967	1,096
199	11	205	6	51	273	11	205	6	51	273	0	0	0	0	0
200	64	0	61	98	223	78	10	61	117	266	14	10	0	19	43
201	0	54	47	414	515	1	55	47	748	851	1	1	0	334	336
202	4	91	22	206	323	28	107	22	238	395	24	16	0	32	72
203	25	50	14	397	486	243	150	60	593	1,046	218	100	46	196	560
204	36	1,018	172	6	1,232	36	1,018	172	6	1,232	0	0	0	0	0
205	30	380	18	258	686	39	386	18	271	714	9	6	0	13	28
206	0	0	9	47	56	34	23	9	93	159	34	23	0	46	103
207	114	3	75	13	205	211	69	75	143	498	97	66	0	130	293
208	0	708	49	225	982	417	990	49	782	2,238	417	282	0	557	1,256
209	6	85	7	499	597	100	152	7	861	1,120	94	67	0	362	523
210	40	2	36	166	244	101	43	36	300	480	61	41	0	134	236
211	133	374	175	215	897	322	502	175	468	1,467	189	128	0	253	570
212	17	106	68	335	526	163	204	68	530	965	146	98	0	195	439
213	1	1	1	4	7	1	1	1	4	7	0	0	0	0	0
214	1	2	3	80	86	1	2	3	80	86	0	0	0	0	0
215	13	55	50	121	239	58	86	50	179	373	45	31	0	58	134
216	15	51	19	296	381	23	56	19	307	405	8	5	0	11	24
217	2	7	0	117	126	2	7	0	177	186	0	0	0	60	60
218	5	107	26	1,408	1,546	29	123	26	1,440	1,618	24	16	0	32	72
219	0	2	4	99	105	0	2	4	99	105	0	0	0	0	0
220	15	12	5	16	48	15	12	5	16	48	0	0	0	0	0
221	191	3	109	89	392	211	16	109	116	452	20	13	0	27	60
222	0	0	0	107	107	113	77	0	258	448	113	77	0	151	341
223	4	26	46	1	77	4	26	46	1	77	0	0	0	0	0
224	0	1	2	0	3	0	1	2	0	3	0	0	0	0	0
225	14	1	198	32	245	175	119	198	266	758	161	118	0	234	513
226	9	0	36	367	412	178	115	36	594	923	169	115	0	227	511
227	104	13	170	163	450	238	103	170	341	852	134	90	0	178	402
228	28	5	26	97	156	189	114	26	311	640	161	109	0	214	484
229	30	1	63	159	253	203	118	63	391	775	173	117	0	232	522
230	4	17	64	7	92	4	17	64	7	92	0	0	0	0	0
231	769	72	1,852	887	3,580	769	72	1,852	887	3,580	0	0	0	0	0
232	19	115	219	57	410	19	115	251	60	445	0	0	32	3	35
233	0	0	341	7	348	0	0	341	7	348	0	0	0	0	0
234	0	0	145	0	145	0	0	352	0	352	0	0	207	0	207
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	10	105	115	0	0	10	105	115	0	0	0	0	0
237	6	0	0	16	22	6	0	0	16	22	0	0	0	0	0
238	0	0	1	39	40	0	0	1	39	40	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	70	2	35	107	0	70	2	35	107	0	0	0	0	0
241	63	130	125	190	508	65	132	148	193	538	2	2	23	3	30
242	18	0	160	104	282	18	0	481	104	603	0	0	321	0	321
243	122	1	15	25	163	122	1	15	25	163	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	9	0	0	2,339	2,348	9	0	0	2,339	2,348	0	0	0	0	0
248	27	14	6	35	82	27	14	6	35	82	0	0	0	0	0
249	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	23	9	18	264	314	23	9	18	264	314	0	0	0	0	0
252	1	14	9	158	182	2	15	9	272	298	1	1	0	114	116
253	0	0	1	67	68	0	0	1	67	68	0	0	0	0	0
254	10	40	8	421	479	10	40	8	421	479	0	0	0	0	0
255	19	7	12	391	429	19	7	12	400	438	0	0	0	9	9
256	113	48	49	236	446	113	48	49	236	446	0	0	0	0	0
257	5	18	25	134	182	5	18	25	134	182	0	0	0	0	0
258	28	3	17	126	174	28	3	17	126	174	0	0	0	0	0
259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
260	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0
261	90	546	328	236	1,200	103	550	328	253	1,234	13	4	0	17	34
262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
263	335	68	403	791	1,597	415	132	403	918	1,868	80	64	0	127	271
264	114	4	87	4	209	117	6	87	7	217	3	2	0	3	8
265	0	0	34	181	215	0	0	34	181	215	0	0	0	0	0
266	203	18	65	185	471	207	21	65	187	480	4	3	0	2	9
267	753	373	2,143	1,192	4,461	753	374	2,143	1,193	4,463	0	1	0	1	2
268	0	1	4	2	7	0	1	4	2	7	0	0	0	0	0
269	80	0	1,250	0	1,330	80	0	1,250	0	1,330	0	0	0	0	0
270	44	2	29	39	114	44	7	29	48	128	0	5	0	9	14
271	0	0	46	21	67	0	0	46	21	67	0	0	0	0	0
272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
273	2	0	15	13	30	2	0	15	13	30	0	0	0	0	0
274	9	2	9	96	116	9	2	9	158	178	0	0	0	62	62
275	36	1	21	44	102	54	13	21	68	156	18	12	0	24	54
276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
277	8	136	93	397	634	8	136	93	397	634	0	0	0	0	0
278	0	36	113	21	170	0	36	113	21	170	0	0	0	0	0
279	13	15	3	63	94	13	15	3	63	94	0	0	0	0	0
280	59	22	3	40	124	59	22	3	40	124	0	0	0	0	0
281	28	0	3	89	120	59	21	3	130	213	31	21	0	41	93
282	1	7	288	0	296	37	52	288	59	436	36	45	0	59	140
283	0	0	0	14	14	0	0	0	14	14	0	0	0	0	0
284	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
285	0	0	33	315	348	0	68	215	350	633	0	68	182	35	285
286	0	14	3	89	106	15	14	3	109	141	15	0	0	20	35
287	46	58	28	257	389	48	59	28	347	482	2	1	0	90	93
288	26	3	16	7	52	27	4	16	8	55	1	1	0	1	3
289	25	56	100	200	381	25	56	100	200	381	0	0	0	0	0
290	82	0	99	53	234	83	1	99	55	238	1	1	0	2	4
291	71	0	0	26	97	71	0	0	26	97	0	0	0	0	0
292	9	2	0	46	57	9	2	0	46	57	0	0	0	0	0
293	20	0	0	24	44	20	0	0	24	44	0	0	0	0	0
294	0	1	14	119	134	0	1	14	119	134	0	0	0	0	0
295	8	23	8	105	144	8	23	8	105	144	0	0	0	0	0
296	0	23	70	12	105	0	23	70	12	105	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
297	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
299	181	0	1,384	2,038	3,603	181	0	1,545	2,038	3,764	0	0	161	0	161
300	205	0	1,433	33	1,671	205	0	1,433	33	1,671	0	0	0	0	0
301	0	58	288	1,374	1,720	0	58	636	1,374	2,068	0	0	348	0	348
302	0	0	573	0	573	0	0	573	0	573	0	0	0	0	0
303	0	0	0	129	129	0	0	0	129	129	0	0	0	0	0
304	14	64	23	187	288	14	64	23	187	288	0	0	0	0	0
305	75	124	16	124	339	75	124	16	124	339	0	0	0	0	0
306	0	0	0	529	529	0	0	0	529	529	0	0	0	0	0
307	12	10	4	42	68	12	10	4	42	68	0	0	0	0	0
308	10	129	39	255	433	11	130	39	257	437	1	1	0	2	4
309	50	36	54	59	199	50	36	54	59	199	0	0	0	0	0
310	0	0	13	0	13	0	0	13	0	13	0	0	0	0	0
311	0	3	2	1,791	1,796	0	3	2	1,795	1,800	0	0	0	4	4
312	124	78	58	361	621	124	78	58	504	764	0	0	0	143	143
313	0	369	21	340	730	0	369	21	340	730	0	0	0	0	0
314	21	60	41	415	537	24	62	41	418	545	3	2	0	3	8
315	0	1	2	318	321	0	1	2	318	321	0	0	0	0	0
316	136	566	121	546	1,369	136	566	121	546	1,369	0	0	0	0	0
317	124	119	23	400	666	124	119	23	553	819	0	0	0	153	153
318	1	788	239	454	1,482	1	788	239	454	1,482	0	0	0	0	0
319	26	761	129	410	1,326	26	761	129	410	1,326	0	0	0	0	0
320	30	25	16	77	148	30	25	16	77	148	0	0	0	0	0
322	0	0	0	13	13	0	0	0	13	13	0	0	0	0	0
323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
324	0	2	0	97	99	0	2	0	97	99	0	0	0	0	0
325	0	0	0	21	21	15	24	0	123	162	15	24	0	102	141
326	0	0	6	91	97	0	0	6	91	97	0	0	0	0	0
327	0	0	0	95	95	0	0	0	95	95	0	0	0	0	0
328	0	5	14	39	58	0	5	14	39	58	0	0	0	0	0
329	11	13	35	82	141	11	13	35	82	141	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
331	0	0	0	82	82	0	0	0	82	82	0	0	0	0	0
332	0	0	0	86	86	0	0	0	86	86	0	0	0	0	0
333	122	70	34	350	576	122	70	34	350	576	0	0	0	0	0
334	7	5	21	7	40	7	5	21	7	40	0	0	0	0	0
335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
336	0	105	26	0	131	0	105	26	0	131	0	0	0	0	0
337	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
338	47	0	45	6	98	47	0	45	6	98	0	0	0	0	0
339	13	4	13	66	96	13	4	13	66	96	0	0	0	0	0
340	6	1	3	91	101	6	1	3	91	101	0	0	0	0	0
341	0	1	3	21	25	0	1	3	21	25	0	0	0	0	0
342	0	1	2	141	144	0	1	2	141	144	0	0	0	0	0
343	0	1	1	9	11	0	1	1	9	11	0	0	0	0	0
344	1,076	356	44	250	1,726	1,076	356	44	250	1,726	0	0	0	0	0
345	0	1,373	60	528	1,961	0	1,373	60	528	1,961	0	0	0	0	0
346	76	251	20	128	475	76	251	20	128	475	0	0	0	0	0
347	1,057	36	34	24	1,151	1,083	54	34	59	1,230	26	18	0	35	79
348	0	0	0	42	42	0	0	0	42	42	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
349	0	12	2	30	44	0	12	2	30	44	0	0	0	0	0
350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
351	9	18	3	88	118	9	18	3	88	118	0	0	0	0	0
352	178	27	112	406	723	178	27	112	406	723	0	0	0	0	0
353	0	0	0	56	56	0	0	0	56	56	0	0	0	0	0
354	2	1	1	90	94	2	1	1	90	94	0	0	0	0	0
355	51	98	139	614	902	51	98	139	614	902	0	0	0	0	0
356	42	68	32	266	408	42	68	32	266	408	0	0	0	0	0
357	171	1,103	154	1,131	2,559	171	1,103	154	1,161	2,589	0	0	0	30	30
358	241	63	59	514	877	241	63	59	514	877	0	0	0	0	0
359	90	108	107	289	594	103	117	107	307	634	13	9	0	18	40
360	244	88	649	100	1,081	244	88	649	100	1,081	0	0	0	0	0
361	285	3	12	499	799	285	3	12	499	799	0	0	0	0	0
362	0	0	68	7	75	0	0	68	7	75	0	0	0	0	0
363	1,065	101	217	135	1,518	1,065	101	217	135	1,518	0	0	0	0	0
364	31	44	1,161	338	1,574	31	44	1,161	338	1,574	0	0	0	0	0
365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
366	8	112	356	314	790	8	112	356	314	790	0	0	0	0	0
367	9	38	1,393	1,548	2,988	10	38	1,393	1,548	2,989	1	0	0	0	1
368	162	362	2,179	2,388	5,091	162	362	2,179	2,415	5,118	0	0	0	27	27
369	1	22	12	8	43	1	22	12	8	43	0	0	0	0	0
370	90	0	2	28	120	90	0	2	28	120	0	0	0	0	0
371	5	0	9	88	102	5	0	9	88	102	0	0	0	0	0
372	49	297	12	145	503	49	297	12	145	503	0	0	0	0	0
373	0	30	0	0	30	17	30	786	8	841	17	0	786	8	811
374	0	0	3	0	3	46	0	2,132	23	2,201	46	0	2,129	23	2,198
375	0	0	0	0	0	11	0	495	5	511	11	0	495	5	511
376	0	0	3,065	450	3,515	0	0	5,971	450	6,421	0	0	2,906	0	2,906
377	0	0	53	67	120	0	0	53	67	120	0	0	0	0	0
378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
379	34	436	2,878	114	3,462	34	436	3,393	114	3,977	0	0	515	0	515
380	389	0	2,637	784	3,810	389	0	2,637	784	3,810	0	0	0	0	0
381	0	0	345	0	345	0	0	450	0	450	0	0	105	0	105
382	12	53	238	227	530	12	53	283	227	575	0	0	45	0	45
384	0	3	82	53	138	0	3	82	53	138	0	0	0	0	0
385	0	0	0	85	85	0	0	0	85	85	0	0	0	0	0
386	0	0	0	11	11	0	0	0	11	11	0	0	0	0	0
387	186	29	32	315	562	189	31	32	318	570	3	2	0	3	8
388	0	0	0	62	62	0	0	0	62	62	0	0	0	0	0
389	15	11	178	177	381	51	46	178	293	568	36	35	0	116	187
390	3	2	21	347	373	3	2	21	347	373	0	0	0	0	0
391	0	0	0	23	23	0	0	0	23	23	0	0	0	0	0
392	271	36	12	124	443	271	36	12	124	443	0	0	0	0	0
393	0	0	0	99	99	0	0	0	99	99	0	0	0	0	0
394	108	15	5	31	159	108	277	5	190	580	0	262	0	159	421
395	0	0	0	117	117	0	280	0	260	540	0	280	0	143	423
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
402	47	51	98	95	291	50	53	98	98	299	3	2	0	3	8
403	36	12	48	192	288	36	12	48	192	288	0	0	0	0	0
404	62	108	850	8	1,028	62	108	850	8	1,028	0	0	0	0	0
406	66	13	9	169	257	66	13	9	169	257	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
408	96	19	30	261	406	96	19	30	314	459	0	0	0	53	53
409	1	37	7	29	74	1	37	7	29	74	0	0	0	0	0
412	0	0	0	24	24	0	0	0	267	267	0	0	0	243	243
422	3	0	45	17	65	3	0	45	17	65	0	0	0	0	0
424	0	1	7	11	19	99	1	4,647	60	4,807	99	0	4,640	49	4,788
428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
429	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
432	0	3	17	0	20	4	14	155	8	181	4	11	138	8	161
434	0	0	0	315	315	0	0	0	315	315	0	0	0	0	0
435	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2
436	807	336	55	114	1,312	807	336	55	114	1,312	0	0	0	0	0
704	25	363	58	420	866	129	601	58	699	1,487	104	238	0	279	621
705	0	0	9	7	16	61	0	2,865	37	2,963	61	0	2,856	30	2,947
706	0	0	0	0	0	161	370	0	724	1,255	161	370	0	724	1,255
755	7	0	0	15	22	7	0	0	15	22	0	0	0	0	0
763	0	0	0	0	0	0	0	0	106	106	0	0	0	106	106
Total	14,254	17,727	34,938	47,924	114,843	19,338	21,320	52,268	58,172	151,098	5,084	3,593	17,330	10,248	36,255

Source: Fehr & Peers, 2023. 2022 land uses developed using 2015 to 2022 development data provided by the City of Stockton and Harris Associates

Appendix D.

Deficiency and Proportional Share Analysis

Draft Report

Stockton Transportation Master Plan: Traffic Impact Fee Nexus Report

Prepared for:
Harris Associates

April 2026

WC21-3788

FEHR  PEERS

Table of Contents

1. Introduction.....	1
Background and Purpose.....	1
Organization of the Report	1
2. Project List	2
3. Growth Projections	4
Land Use Projections	4
4. Nexus Analysis.....	5
Existing Deficiencies.....	5
Modeling Analysis of Future Usage.....	6
Fee Calculations	9
5. Summary of Required Program Elements	10

List of Tables

Table 1: Stockton TMP TIF Projects.....	2
Table 2: Citywide Growth Projections	4
Table 3: Citywide Growth Projections – Employment by Type	4
Table 4: Project Costs After Adjustment for Existing Deficiencies.....	6
Table 5: Project Costs Eligible for TIF	7
Table 6: Trip Generation Rates and Unique Trip Factors.....	9

Attachments

Attachment 1: Stockton TMP TIF Projects – Detailed Project Descriptions

Attachment 2: Stockton TMP TIF Projects in Other Funding Programs and Planning Documents

Appendix A: Stockton Travel Demand Model Land Uses

1. Introduction

Background and Purpose

Impact fees are established under Assembly Bill (AB) 1600, the Mitigation Fee Act, codified in Government Code Sections 66000-66025. Fees charged per this legislation are used to build capital facilities needed to offset impacts generated by new development. It is common practice in California for local jurisdictions to establish impact fee programs to fund construction of several types of public infrastructure and facilities; one common fee program is a traffic mitigation fee, which generates funds that are used to construct infrastructure and provide facilities to support transportation needs of new residents and businesses.

Per the requirements of AB 1600, each impact fee program must be supported by a “nexus” analysis, which is a rational and documented set of procedures by which the agency establishes that there is a reasonable relationship (or “nexus”) between anticipated future development in the jurisdiction, the need for new infrastructure to support that development, and the fees that will be charged to help fund that infrastructure. Thus, the technical reports (such as this report) that are prepared to support a fee program are commonly called nexus studies.

The City of Stockton currently maintains a citywide Street Improvements Fee and a separate Traffic Signals Fee as mechanisms for funding a portion of the costs of transportation improvements needed within the city. As required by State law, City staff include these fees, along with the other public facilities fees, in the City’s annual financial reports. The current fee schedule covers the 2022 – 2023 fiscal year.

The city is updating the Stockton Transportation Improvement Fee (TIF) program to adjust the capital improvement project list, update the project cost estimates, and reflect the most recent population and employment growth projections in the city per the current general plan. The fees will continue to be charged on new developments that occur anywhere in the City of Stockton. The purpose of this report is to serve as the necessary documentation to allow the city to adjust the Stockton TIF program.

Organization of the Report

After this introductory section, the report contains four additional sections:

- *Section 2 – Project List* describes the list of capital improvement projects that would be included in the program.
- *Section 3 – Growth Projections* documents the amount of growth anticipated over the next twenty years in the City of Stockton.
- *Section 4 – Nexus Analysis and Fee Calculations* describe the results of the nexus analysis to support determination of the portion of the project costs that can be allocated to the TIF.
- *Section 5 – Summary of Required Program Elements* summarizes how the information in this report satisfies the requirements of the Mitigation Fee Act (AB 1600).



2. Project List

The Stockton TIF program contains a subset of the transportation infrastructure projects that are included in the Draft Stockton Transportation Master Plan (TMP), which is being developed concurrently. The TMP includes a list of projects and programs that are expected to be needed to serve city growth through the horizon year, 2040. This corresponds to the horizon year of the recent General Plan update, *Envision Stockton 2040 General Plan*. The projects include roadway widenings, road diets, bicycle and pedestrian improvements, roadway/rail grade separations, a new bridge, new and reconstructed freeway interchanges, and an Interstate 5 widening project.

The updated project list, including the cost estimates, is shown in **Table 1**. Note, the project list in the table below is a subset of projects from the TMP that are eligible for this round of the TIF, so the project numbers match the numbering methodology in the TMP. The TIF projects are those anticipated to be constructed within the next eight years. **Attachment 1** contains a more detailed description of the projects. **Attachment 2** provides a cross-reference between projects in the TMP TIF and other funding programs and city planning documents.

Table 1: Stockton TMP TIF Projects

Number	Project Name	Total Cost Estimate (Year 2025 Dollars)
2	Citywide Bicycle Parking Program	\$2,400,000
4	Bicycle Boulevards Implementation	\$27,400,000
5	E Alpine Avenue Grade Separation	\$30,800,000
6	Arch Road Widening	\$61,900,000
7	Davis Road Improvements	\$17,900,000
14	West Lane Complete Streets Bike Facility Project – Phase 1	\$29,900,000
15	West Lane Grade Separation	\$44,240,000
16	West Lane Widening	\$18,800,000
17	Main Street/Market Street Complete Streets	\$22,500,000
18	Harding Way Bike Facilities and Road Diet	\$12,600,000
20	San Joaquin Street Bike Lanes	\$5,800,000
21	Sutter Street Bike Lanes	\$6,100,000
23	Stanislaus Street Bike Lanes	\$4,700,000
28	Miner's Levee Shared-Use Path Extension	\$19,000,000
30	N Pershing Avenue Class IV Separated Bikeway	\$9,100,000
31	Church Street Bike Lanes	\$1,900,000
32	W Washington Street/Garfield Street Bike Lanes	\$1,800,000
33	N Yosemite Street/Orange Street Bike Boulevards	\$3,500,000



Number	Project Name	Total Cost Estimate (Year 2025 Dollars)
34	Turnpike Road Class IV Separated Bikeway	\$9,700,000
41	Airport Way at BNSF Grade Separation	\$47,216,000
42	Arch-Airport Road Precise Road Plan	\$1,352,000
43	Citywide Fiber Optic Master Plan	\$106,380,000
46	Pacific Avenue Improvements	\$50,328,000
47	Eight Mile Road Widening	\$145,200,000
49	Bicycle Project Wayfinding Signage	\$4,500,000
50	Bicycle Master Plan - Railroad Crossings	\$147,600,000
51	SR-99 @ March Lane Interchange Construction	\$8,000,000
53	Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks	\$17,100,000
54	Hazelton Avenue at UPRR Grade Separation	\$157,606,000
55	MLK Boulevard Grade Separation	\$139,726,000
59	Alpine Avenue at UPRR Grade Separation	\$31,533,000
62	Mariposa Road Widening, MLK Boulevard to SR-99	\$40,500,000
63	S Airport Way Road Widening	\$31,400,000
65	March Lane Extension	\$32,508,000
66	Trinity Parkway Extension	\$39,400,000
67	Maranatha Drive Extension	\$19,980,000
68	Mariposa Road Widening, SR-99 to Austin Road	\$53,609,000
74	French Camp Road Widening	\$44,820,000
77	MLK Road Widening	\$38,900,000
Total Program Cost		\$1,487,698,000

Sources: City of Stockton, Fehr & Peers February 2026.



3. Growth Projections

An essential element of every fee calculation is the estimate of future growth in the fee area.

Land Use Projections

For the purposes of this targeted nexus update, the baseline (2016) and future (2040) land uses from the *Envision Stockton 2040 General Plan* transportation analysis, as conducted with the Stockton Travel Demand Model, were reviewed, and the baseline was updated to reflect 2022¹ conditions using development data provided by the city. **Table 2** shows the 2022 and 2040 housing, population and employment totals within the city limits. **Table 3** shows the employment numbers broken down by land use type. **Appendix A** contains detailed data by land use type and by traffic analysis zone (TAZ) in the Stockton Travel Demand Model, along with a TAZ map. Note that the population totals derive from the Stockton Travel Demand Model's population per household settings and may not match population estimates from other sources. The populations do not affect the traffic projections derived from the model, as the model primarily uses land use units to generate trips.

Table 2: Citywide Growth Projections

Land Use Type	2022 Base Year	2040 Projection	Growth	Growth Percentage
Dwelling Units	100,361	126,053	25,692	26%
Population	312,075	366,805	54,730	18%
Employment	114,843	151,098	36,255	32%
Service Population ¹	426,918	517,903	90,985	21%

(1) Service Population = Population + Employment
Source: Harris Associates, City of Stockton, and Fehr & Peers, July 2023.

Table 3: Citywide Growth Projections – Employment by Type

Employment Type	2022 Base Year	2040 Projection	Growth	Growth Percentage
Retail	14,254	19,338	5,084	36%
Office	17,727	21,320	3,593	20%
Industrial	34,938	52,268	17,330	50%
Other ¹	47,924	58,172	10,248	21%

1. 'Other Employment' includes education, dining, government, medical, agricultural, and other uses.
Source: Harris Associates, City of Stockton, and Fehr & Peers, July 2023.

¹ Modeling work was conducted by Fehr & Peers in 2022. It was kept as the base year for establishing fair share contributions, but the cost estimates have been updated to reflect 2025.



4. Nexus Analysis

The nexus analysis process involves determining the relationship between the new developments in the area subject to the fee and the cost of the improvements to be constructed. This process determines what proportion of the cost of each project would be funded by the fee program and determines if there are existing deficiencies that should be accounted for. This information will be used by Harris Associates to calculate the maximum level of fee that could be applied to new development in the City of Stockton.

Existing Deficiencies

The purpose of the existing deficiencies analysis is to establish whether the transportation facilities addressed by the projects in the fee program are currently deficient. If there are existing deficiencies at those locations, then an adjustment should be made in the fee calculations to ensure new development is not required to pay to correct an existing problem.

The determination of existing deficiencies is based on the traffic impact analysis conducted for the Environmental Impact Report on the *Envision Stockton 2040 General Plan*. Existing deficiencies are assessed for roadway capacity project locations. Non-capacity projects such as those intended to improve the bicycle and pedestrian infrastructure, provide complete streets treatments, and those intended to provide safety enhancements (such as roadway/railroad grade separations) are not subject to the existing deficiency analysis.

Fehr & Peers reviewed the existing daily traffic volumes on the roadways for which TIF projects are proposed relative to the City standard level of service D capacities as reported in the technical memorandum *Stockton General Plan – Existing and General Plan Transportation Data* (Fehr & Peers, September 6, 2018). For those roadway capacity projects with existing deficiencies the existing deficiency is calculated as the project's total existing daily traffic volume divided by the project's roadway capacity.

Table 4 presents project costs adjusted for existing deficiencies as described in the 2018 memorandum. Only projects subject to the existing deficiency analysis are listed. The equation used to generate the values in Table 4 is below:

$$[(A - B) / B] = \text{Existing Deficiency Percentage}$$

A – 2016 ADT Volume from GP Work

B – Base Year Facility LOS D Capacity



Table 4: Project Costs After Adjustment for Existing Deficiencies

Number	Project Name	Total Cost Estimate	Existing Deficiency Adjustment	Adjusted Cost Estimate
6	Arch Road Widening	\$61,900,000	0%	\$61,900,000
7	Davis Road Improvements	\$17,900,000	0%	\$17,900,000
16	West Lane Widening	\$18,800,000	0%	\$18,800,000
47	Eight Mile Road Widening	\$145,200,000	39%	\$88,572,000
62	Mariposa Road Widening, MLK Boulevard to SR-99	\$40,500,000	0%	\$40,500,000
63	S Airport Way Road Widening	\$31,400,000	0%	\$31,400,000
68	Mariposa Road Widening, SR-99 to Austin Road	\$53,609,000	0%	\$53,609,000
74	French Camp Road Widening	\$44,820,000	0%	\$44,820,000

Source: City of Stockton, Fehr & Peers, September 2025.

Modeling Analysis of Future Usage

The next step in the nexus analysis is to conduct an analysis of the future usage of the Stockton TIF facilities. This analysis uses the Stockton Travel Demand Model to estimate the proportion of traffic on each of the roadway capacity projects in the TIF program that comes from new development. For non-roadway capacity projects, the projected growth in the city population between 2022 and 2040 divided by the projected 2040 city population is used as the appropriate percentage of project total cost to allocate to the TIF.

For the roadway capacity project future usage analysis, two scenarios were run: a baseline (2022) year and a future (2040) year. For the 2040 scenario, the full set of TMP projects were included in the roadway network. Each TIF project is represented in the model by a series of links, i.e., road segments between major intersections. For each link associated with a TIF project, the traffic volume was captured. It is important to run these two scenarios since the fee will be charged only to new development and is based on an evaluation of that new development's effects on the TIF project locations, so the change between the baseline and future year is what will dictate the nexus analysis.

The TIF is a local fee program and so the TIF can only fund that portion of a project associated with local trips. So, it is important to identify the proportion of traffic on each facility that is local in nature. Local trips are those trips that start and/or end in the city (i.e., trips that travel within the city, or that have one end inside the city and one end outside the city). Pass-through or non-local trips are excluded from the TIF calculations because AB 1600 does not allow local development to pay for that portion of the project associated with people passing through the city without stopping.

The results are shown in **Table 5**. The table lists each of the TIF projects, the cost after adjusting for existing deficiencies, and the percentage of the new local traffic on the facility (i.e., the traffic resulting from new growth in Stockton) that meets the definition of local trips, as described above. The percentage



of new local traffic on each facility is then used as the percentage of that facility's improvement cost (after existing deficiency adjustment) that will be considered eligible for inclusion in the TIF program. For the roadway capacity projects listed in Table 5 the equation used to generate the values is below:

$$X = \sum_k^n \binom{n}{k} (A1 - A2) / \sum_k^n \binom{n}{k} (B1 - B2)$$

X = Fair share percentage for the selected TIF project

A1 = City of Stockton local traffic volumes* on the selected TIF project under Year 2040 condition

A2 = City of Stockton local traffic volumes* on the selected TIF project under Year 2022 condition

B1 = Total traffic volumes on the selected TIF project under Year 2040 condition

B2 = Total traffic volumes on the selected TIF project under Year 2022 condition

k = The first segment of the selected TIF project

n = The last segment of the selected TIF project

*Local traffic volumes represent local trips that travel within the city or have one trip-end inside the city and one trip end outside the city.

As noted above, many TIF projects are not roadway capacity projects, and are not specific to a certain location, such as the citywide implementation of transportation improvement plans such as the Intelligent Transportation Systems Master Plan and the Fiber Optic Master Plan. For these projects, the proportion of project cost considered eligible for inclusion in the TIF has been set to be the same as the projected growth in the city population between 2022 and 2040 divided by the projected 2040 city population, which is 14.9 percent per the following equation:

City of Stockton 2022 total population = 312,075

City of Stockton projected 2040 total population = 366,805

City of Stockton population growth = 366,805 - 312,075 = 54,730

Fair Share Percentage 14.9% = 54,730 / 366,805

It should be noted that the intent of this analysis is solely for the purposes of the TIF process. The primary result is the percentage of TIF project costs that should be allocated to the TIF. It is not intended for these results to be used to determine the appropriate size or configuration for any facility, or to directly support any project-specific planning activities.

Table 5: Project Costs Eligible for TIF

Number	Project Name	Total Cost Estimate ¹	% of New Local Trips	Cost Eligible for TIF ²
2	Citywide Bicycle Parking Program	\$2,400,000	14.9%	\$358,000
4	Bicycle Boulevards Implementation	\$27,400,000	14.9%	\$4,083,000
5	E Alpine Avenue Grade Separation	\$30,800,000	14.9%	\$4,589,000
6	Arch Road Widening	\$61,900,000	73.1%	\$45,249,000
7	Davis Road Improvements	\$17,900,000	100.0%	\$17,900,000
14	West Lane Complete Streets Bike Facility Project – Phase 1	\$29,900,000	3.3%	\$1,000,000



Number	Project Name	Total Cost Estimate ¹	% of New Local Trips	Cost Eligible for TIF ²
15	West Lane Grade Separation	\$44,240,000	14.9%	\$6,592,000
16	West Lane Widening	\$18,800,000	95.3%	\$17,916,000
17	Main Street/Market Street Complete Streets	\$22,500,000	14.9%	\$3,353,000
18	Harding Way Bike Facilities and Road Diet	\$12,600,000	14.9%	\$1,877,000
20	San Joaquin Street Bike Lanes	\$5,800,000	14.9%	\$864,000
21	Sutter Street Bike Lanes	\$6,100,000	14.9%	\$909,000
23	Stanislaus Street Bike Lanes	\$4,700,000	14.9%	\$700,000
28	Miner's Levee Shared-Use Path Extension	\$19,000,000	14.9%	\$2,831,000
30	N Pershing Avenue Class IV Separated Bikeway	\$9,100,000	14.9%	\$1,356,000
31	Church Street Bike Lanes	\$1,900,000	14.9%	\$283,000
32	W Washington Street/Garfield Street Bike Lanes	\$1,800,000	14.9%	\$268,000
33	N Yosemite Street/Orange Street Bike Boulevards	\$3,500,000	14.9%	\$522,000
34	Turnpike Road Class IV Separated Bikeway	\$9,700,000	14.9%	\$1,445,000
41	Airport Way at BNSF Grade Separation	\$47,216,000	14.9%	\$7,035,000
42	Arch-Airport Road Precise Road Plan	\$1,352,000	76.1%	\$1,029,000
43	Citywide Fiber Optic Master Plan	\$106,380,000	14.9%	\$15,851,000
46	Pacific Avenue Improvements	\$50,328,000	14.9%	\$7,499,000
47	Eight Mile Road Widening	\$88,572,000	86.7%	\$76,792,000
49	Bicycle Project Wayfinding Signage	\$4,500,000	14.9%	\$671,000
50	Bicycle Master Plan - Railroad Crossings	\$147,600,000	14.9%	\$21,992,000
51	SR-99 at March Lane Interchange Construction	\$8,000,000	99.7%	\$7,976,000
53	Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks	\$17,100,000	14.9%	\$2,548,000
54	Hazeltown Avenue at UPRR Grade Separation	\$157,606,000	14.9%	\$23,483,000
55	MLK Boulevard Grade Separation	\$139,726,000	14.9%	\$20,819,000
59	Alpine Avenue at UPRR Grade Separation	\$31,533,000	14.9%	\$4,698,000



Number	Project Name	Total Cost Estimate ¹	% of New Local Trips	Cost Eligible for TIF ²
62	Mariposa Road Widening, MLK Boulevard to SR-99	\$40,500,000	87.5%	\$35,438,000
63	S Airport Way Road Widening	\$31,400,000	89.6%	\$28,134,000
65	March Lane Extension	\$32,508,000	99.8%	\$32,443,000
66	Trinity Parkway Extension	\$39,400,000	100.0%	\$39,400,000
67	Maranatha Drive Extension	\$19,980,000	99.9%	\$19,960,000
68	Mariposa Road Widening, SR-99 to Austin Road	\$53,609,000	84.2%	\$45,139,000
74	French Camp Road Widening	\$44,820,000	82.6%	\$37,021,000
77	MLK Road Widening	\$38,900,000	14.9%	\$5,796,000
Total TIF Program Cost				\$545,819,000

Notes:

(1) Cost after adjustment for existing deficiencies (see Table 4).

(2) Costs rounded for each project to nearest 1,000.

(3) Percentage adjusted at city request.

Source: City of Stockton, Fehr & Peers, February 2026.

Fee Calculations

The total TIF-eligible project cost shown in Table 5 can be used in the fee calculations to be prepared by Harris Associates. To support those calculations, **Table 6** provides trip generation rates from the Stockton Travel Demand Model and unique trip factors (which account for trips made to a given use by drivers passing by the use or diverting to the use while making another primary trip).

Table 6: Trip Generation Rates and Unique Trip Factors

Land Use	Daily Trip Generation Rate ¹	Unique Trip Factor ²
Single Family Housing	8.99/DU	0.97
Multi-Family Housing	6.28/DU	0.97
Retail	20.70/Employee	0.78
Office	3.63/Employee	0.96
Industrial	2.87/Employee	0.97

Sources:

1. Stockton Travel Demand Model, Fehr & Peers, July 2023.

2. *Brief Guide of Vehicular Traffic Generation Rates*, San Diego Association of Governments, 2002.

Note: Employment can be converted to KSF using 3 employees/KSF for office, 2 employees/KSF for retail, and 1 employee/KSF for industrial.



5. Summary of Required Program Elements

This report has provided a detailed discussion of the elements of the Stockton Transportation Impact Fee program and explained the analytical techniques used to develop this nexus study. The report addresses the fee program elements required by AB 1600, as summarized below.

1. Identifying the purpose of the fee.

The Stockton TIF program is established for the purpose of supporting public infrastructure improvements and facilities needed to mitigate the traffic-related impacts of new development in Stockton.

2. Identifying how the fee will be used and the facilities to be funded through the fee.

The fee is used to help fund capital improvement projects that will accommodate future transportation needs throughout the city. Table 5 identifies the projects to be funded through the fee.

3. Determining a reasonable relationship between the fee's use and the type of development on which the fee is imposed.

Harris Associates will use the information in this report to allocate the TIF fees to different development types based on the travel-related characteristics of different land use types. These considerations account for the differential impacts on the local transportation system generated by different development types.

4. Determining a reasonable relationship between the need for the public facility and the type of development on which the fee is imposed.

The need for the facilities listed in Table 5 has been established through city planning processes, including the General Plan update (Envision Stockton 2040 General Plan), the Bicycle Master Plan, the Greater Downtown Active Transportation Plan, the Safe Routes to School Plan, the Capital Improvement Program process, and other city planning efforts.

5. Determining a reasonable relationship between the amount of the fee and the cost of the public facility (or portion of facility) attributable to new development

Section 4 of this report describes calculations applied to determine the cost of the public facility that is attributable to new development in the TIF area, accounting for effects of existing deficiencies. Thus, a reasonable effort has been made to quantitatively establish the relationship between fees charged in the Stockton TIF program and costs of public improvements attributable to new development within the city.



Attachment 1.

Stockton TMP TIF Projects – Detailed Project Descriptions



Attachment 1: Stockton TIF - Detailed Project Descriptions

Number	Project Name	Project Description	Total Cost Estimate
2	Citywide Bicycle Parking Program	Allow residents, businesses, employers, and others to request long-term and short-term bicycle parking installations at locations throughout the city. <i>[Cost estimate considers a majority (50 locations) to be short-term bike racks and the smaller remaining locations (15 locations) to be long-term bike lockers. Number of locations based on Bicycle Master Plan Map]</i>	\$2,400,000
4	Bicycle Boulevards Implementation	Combines the following bicycle boulevards into one project to provide low-stress bicycle options on streets with low motorized traffic volumes. • West Side Bikeway Bicycle Boulevard • Alexandria Bicycle Boulevard • Mission Bicycle Boulevard • Kermit Bicycle Boulevard • Country Club Crosstown Bicycle Boulevard • Kensington/Baker Bicycle Boulevard • Marsh Bicycle Boulevard • Poplar Street Bicycle Boulevard • Clay Street Bicycle Boulevard • Worth Street Bicycle Boulevard • Jefferson Street Bicycle Boulevard • Willow Street Bicycle Boulevard Bike boulevards to include wayfinding signs, pavement markings, traffic calming measures (speed humps) and/or diversion to maintain low speeds and volumes. <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	\$27,400,000
5	E Alpine Avenue Grade Separation	Construct an underpass structure on E Alpine Avenue at the Union Pacific Railroad intersection; located between West Lane and Montego Avenue	\$30,800,000

6	Arch Road Widening	Widen remaining unimproved portions of Arch Road (Sperry Road) from Performance Drive to S Airport Way, S Airport Way to S B Street, 99 East Frontage Road to Fite Court, and Logistics Drive to S Austin Road. Widening project includes installation of Class IV bicycle facility, ADA ramps, streetlights storm drain facilities, signing and striping and traffic signal modifications. <i>[Storm drain facilities not included in cost estimate.]</i>	\$61,900,000
7	Davis Road Improvements	This project provides roadway and pedestrian improvements along Davis Road between Bear Creek and Waterbury Drive. Improvements include: widening a two-lane roadway to a four-lane roadway to match existing widened segments, installation of concrete curb, gutters, sidewalks, and driveways, installation of drainage facilities, landscaping, striping, and signage. Include buffered bike lane as part of roadway widening improvements. Sidewalk improvements include closing the sidewalk gap of approximately 1,000 feet on the NE side of Davis Road north of the Davis Road bridge over Bear Creek. <i>[Sidewalk gap closure added on per F&P bridge inventory study. Drainage not included in estimate.]</i>	\$17,900,000
14	West Lane Complete Streets Bike Facility Project – Phase 1	The City of Stockton Bicycle Master Plan (BMP) is focused on improving citywide bicycle connectivity by closing gaps in the bicycle network. The West Lane Complete Streets Corridor Study is one of the highest priority projects from the BMP and would study the varying cross-sections from E Morada Lane to E Hazelton Avenue. The project will study design and implementation options for implementing low-stress bikeways along West Lane from E Morada Lane to E Hazelton Avenue. As part of these improvements the project can include closing the 300-foot sidewalk gap southeast of the West Lane Bridge over the Calaveras River. At the West Lane Bridge over Mosher Creek, the east sidewalk could be upgraded and checked for ADA compliance. A sidewalk connection to the West Lane Frontage Road could be added. <i>[Sidewalk gap closure added on per F&P bridge inventory study.]</i>	\$29,900,000
15	West Lane Grade Separation	This project will construct an overpass structure on West Ln at the Union Pacific Railroad crossing located between E Alpine Avenue and El Pinal Dr.	\$44,240,000
16	West Lane Widening	This project will widen West Lane between E Morada Lane and Knickerbocker Drive from four lanes to six lanes including bike facility, a length of about 5,000 feet. The work will include pavement widening and rehabilitation,	\$18,800,000

		widening of the bridge at Mosher Slough, construction of curb, gutter, and sidewalk, installation of streetlights, signal modifications, and pavement marking and striping. A storm drainage analysis will be necessary to determine the storm drain system's design parameters that the expanded roadway will require. May include restriping of the completed section between Knickerbocker Drive and Hammer. <i>[Cost estimate does not include drainage analysis or restriping of Knickerbocker Drive to Hammer Lane.]</i>	
17	Main Street/Market Street Complete Streets	Bike Facilities - Class II buffered bike lanes (Main St and Market St) from California Street to State Route 99 and Crossing Improvements - • S Wilson Way and E Market St, • S Center St and E Market St, • S El Dorado St and E Market St Addition of bicycle loop detection at signalized intersections. For crossing improvements these include high visibility crosswalks, curb extensions, and signal modifications.	\$22,500,000
18	Harding Way Bike Facilities and Road Diet	Bike Facilities - Class III bike boulevard from N Pershing Avenue to N Baker Street, Class IV separated bikeway and road diet from N Baker Street to N Wilson Way; Crossing Improvements - N Center Street, N El Dorado Street, N Airport Way Addition of bicycle loop detection at signalized intersections. For crossing improvements these include high visibility crosswalks, curb extensions, and signal modifications.	\$12,600,000
20	San Joaquin Street Bike Lanes	Class II bike lanes from E Miner Avenue to E 8th Street.	\$5,800,000
21	Sutter Street Bike Lanes	Class II bike lanes from N Sutter St/E Vine St to S Sutter St/MLK Boulevard. Consider extending existing sidewalk on the northwest corner of the Sutter Street bridge to E Hazelton Avenue (approximately 70 ft.). <i>[Sidewalk improvement is from F&P Bridge Inventory.]</i>	\$6,100,000
23	Stanislaus Street Bike Lanes	Class II bike lanes from Park St to MLK Boulevard. <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	\$4,700,000

28	Miner's Levee Shared-Use Path Extension	Extend Class I shared-use path along Miner's Levee. <i>[Cost estimate is rough due to uncertainty of exact path route.]</i>	\$19,000,000
30	N Pershing Avenue Class IV Separated Bikeway	Road diet and class IV separated bikeway from W Fremont Street to Brookside Road.	\$9,100,000
31	Church Street Bike Lanes	Class II bike lane from S Lincoln St to Garfield Avenue.	\$1,900,000
32	W Washington Street/Garfield Street Bike Lanes	Class II bike lane on W Washington Street from W Weber Avenue to Garfield Street and Class III bike boulevard on Garfield Street from Washington Street to Church Street.	\$1,800,000
33	N Yosemite Street/Orange Street Bike Boulevards	Class III bike boulevard from W Harding Way to Miner's Levee Path. Includes traffic calming and/or diversion to maintain low speeds and volumes. <i>[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]</i>	\$3,500,000
34	Turnpike Road Class IV Separated Bikeway	Class IV separated bikeway from Jackson St to Downing Avenue.	\$9,700,000
41	Airport Way at BNSF Grade Separation	Construct grade separation at Airport Way/BNSF rail crossing.	\$47,216,000
42	Arch-Airport Road Precise Road Plan	Prepare a Precise Road Plan for Arch-Airport Road from I-5 to Hwy 99. The Precise Road Plan sets the expectations and requirements on what will be constructed along the corridor and provides a framework to protect, preserve, and require dedications as development occurs.	\$1,352,000
43	Citywide Fiber Optic Master Plan	This project will implement the Fiber Optic Master Plan. <i>[Cost estimate rough, plans could vary greatly in cost.]</i>	\$106,380,000
46	Pacific Avenue Improvements	Widen or use existing right of way between W Harding Way and Hammer Lane to accommodate a north-south bicycle facility, including reconstruction of intersections, addition of turn and acceleration/deceleration lanes, and reconstruction/extension of a raised landscaped median. <i>[Widened, didn't include median or acceleration/deceleration lanes.]</i>	\$50,328,000
47	Eight Mile Road Widening	Road widening between Rio Blanco and SR 99 per Precise Road Plan. Roadway sections shall be for 2, 4, 6 through lanes with raised median, Class IV bicycle lanes, and turn/acceleration/deceleration lanes per 2040 GP.	\$145,200,000

49	Bicycle Project Wayfinding Signage	Install bike wayfinding signage for navigation of new proposed bicycle facilities in the MIP PFF Project List.	\$4,500,000
50	Bicycle Master Plan - Railroad Crossings	Implement at grade rail crossings for 12 locations to facilitate BMP build out. The project will be split into two separate timeframes, with the first six locations being completed during the first eight years and the remaining six locations will be completed in the later eight years.	\$147,600,000
51	SR-99 @ March Lane Interchange Construction	Phase 1 - Prepare project development documents leading to Caltrans approval of the interchange project including, but not limited to Project Study Report, Project Report, Environmental documents (NEPA and CEQA), right of way mapping, and other associated preliminary engineering studies.	\$8,000,000
53	Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks	Provide sidewalks, bike lanes, median improvements, and signal upgrades along Lower Sacramento Road.	\$17,100,000
54	Hazelton Avenue at UPRR Grade Separation	Construct Grade separation at Hazelton Avenue UPRR rail crossing.	\$157,606,000
55	MLK Boulevard Grade Separation	Modify, remove, or replace existing grade separations to provide proper ADA access and improve safety at the UPRR crossings at MLK Boulevard.	\$139,726,000
59	Alpine Avenue at UPRR Grade Separation	Construct grade separation at Alpine Avenue & UPRR rail crossing.	\$31,533,000
62	Mariposa Road Widening, MLK Boulevard to SR-99	Roadway widening from 2 to 6 lanes with Class IV bike facilities and provide frontage improvements on Mariposa Road from MLK Boulevard to SR-99.	\$40,500,000
63	S Airport Way Road Widening	Roadway widening, frontage improvements, bike lanes, etc. on S Airport Way from Arch Airport to French Camp Road.	\$31,400,000
65	March Lane Extension	Roadway extension of March Lane (6-lane arterial) from its current terminus (Holman Road) to HWY 99 West Frontage Road.	\$32,508,000
66	Trinity Parkway Extension	Roadway extension of Trinity Parkway (arterial) from its current terminus (Bear Creek Path) to Hammer Lane	\$39,400,000
67	Maranatha Drive Extension	Roadway extension of Maranatha Drive (arterial) from 700 feet south of Hammer Lane to N Wilson Way.	\$19,980,000

68	Mariposa Road Widening, SR-99 to Austin Road	Roadway widening from 2 to 4 lanes on Mariposa Road from Austin Road to SR-99. Close existing sidewalk gap going North of the E Mariposa Road/Mariposa Road.	\$53,609,000
74	French Camp Road Widening	Roadway improvements and widening on French Camp Road from Airport Way to Union Road.	\$44,820,000
77	MLK Road Widening	Road widening from 2 to 4 lanes to include Class II bike lanes as shown on the Bicycle Master Plan.	\$38,900,000
TOTAL			\$1,487,698,000

Sources: City of Stockton, Fehr & Peers, February 2026.

Attachment 2.

Stockton TMP TIF Projects in Other Funding Programs and Planning Documents



Attachment 2: Stockton TMP TIF Projects in Other Funding Programs and Planning Documents

		Funding Plans				Other Planning Docs	
Project ID	Project Name	CIP	RTIF	Measure K	RTP	BMP	GDATP
1	East/West Access Road Diets					x	
2	Citywide Bicycle Parking Program					x	
3	Monte Diablo Avenue / Acacia Street Bicycle Improvements					x	
4	Bicycle Boulevards Implementation					x	x
5	E Alpine Avenue Grade Separation	x			x		
6	Arch Road Widening	x	x		x		
7	Davis Road Improvements	x					
8	EBMUD E March Lane Greenscape Phase 2						
9	El Dorado Street Improvements Phase 3						
10	W March Lane Widening	x					
11	Mormon Slough Bikeway Improvement	x					
12	W Robinhood Drive Bike Lanes						
13	Roundabout Program						
14	West Lane Complete Streets Bike Facility Project - Phase 1	x					
15	West Lane Grade Separation	x			x		
16	West Lane Widening	x					
17	Main Street/Market Street Complete Streets					x	
18	Harding Way Bike Facilities and Road Diet					x	
19	Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) Installation					x	
20	San Joaquin Street Bike Lanes					x	
21	Sutter Street Bike Lanes					x	x
22	<i>Project ID Not Used</i>						
23	Stanislaus Street Bike Lanes					x	
24	<i>Project ID Not Used</i>						
25	<i>Project ID Not Used</i>						
26	<i>Project ID Not Used</i>					x	
27	<i>Project ID Not Used</i>						
28	Miner's Levee Shared-Use Path Extension					x	
29	<i>Project ID Not Used</i>						
30	N Pershing Avenue Class IV Separated Bikeway					x	
31	Church Street Bike Lanes					x	
32	W Washington Street/Garfield Street Bike Lanes					x	
33	N Yosemite Street/Orange Street Bike Boulevards					x	
34	Turnpike Road Class IV Separated Bikeway					x	
35	I-5 Widening (French Camp Road to Charter Way)			x			
36	SR-99 @ Eight Mile Road Interchange Reconstruction		x		x		
37	I-5 @ Eight Mile Road Interchange Modification		x		x		
38	I-5 @ Otto Drive Interchange Construction		x		x		
39	I-5 @ Hammer Lane Interchange Modification		x		x		
40	Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening	x	x	x	x		
41	Airport Way at BNSF Grade Separation	x					
42	Arch-Airport Road Precise Road Plan	x					
43	Citywide Fiber Optic Master Plan						
44	<i>Project ID Not Used</i>						
45	<i>Project ID Not Used</i>						
46	Pacific Avenue Improvements			x			
47	Eight Mile Road Widening		x	x	x		
48	I-5 Widening: Hammer Lane to Eight Mile Road - Caltrans/SJCOG						
49	Bicycle Project Wayfinding Signage					x	
50	Bicycle Master Plan - Railroad Crossings					(x)	
51	SR-99 @ March Lane Interchange Construction						
52	<i>Project ID Not Used</i>						
53	Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks					x	
54	Hazelton Avenue at UPRR Grade Separation						
55	MLK Boulevard Grade Separation						
56	E 8th Street at UPRR Grade Separation						
57	<i>Project ID Not Used</i>						
58	<i>Project ID Not Used</i>						
59	Alpine Avenue at UPRR Grade Separation	x			x		

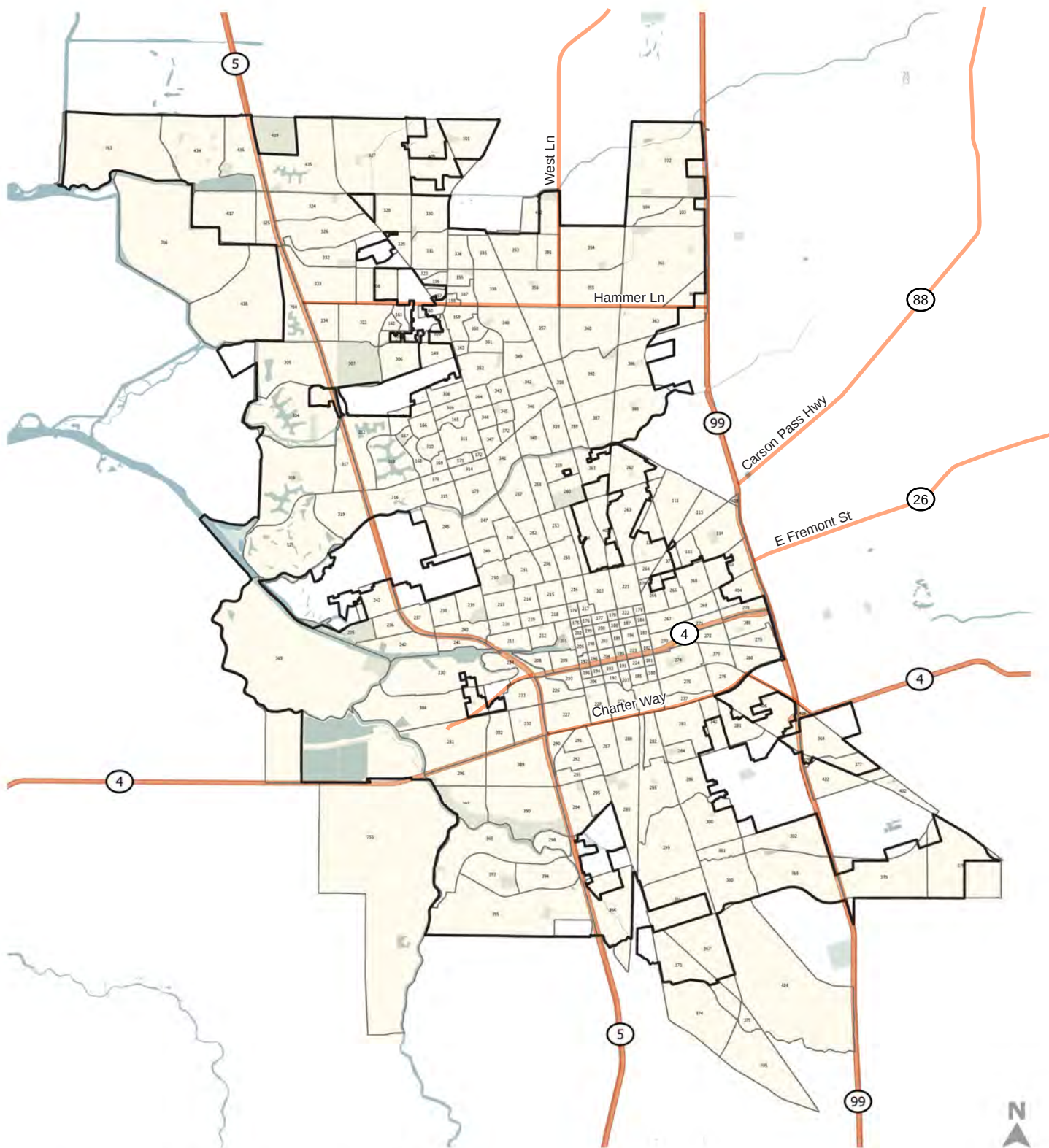
60	SRTS Implementation Project - Citywide	x	
61	<i>Project ID Not Used</i>		
62	Mariposa Road Widening, MLK Boulevard to SR-99		
63	S Airport Way Road Widening		
64	S Fresno Avenue Sidewalk Improvement		
65	March Lane Extension	x	
66	Trinity Parkway Extension		
67	Maranatha Drive Extension	x	
68	Mariposa Road Widening, SR-99 to Austin Road	x	
69	E McAllen Road Improvements		
70	Holman Road Extension		
71	Newcastle Road Extension		
72	New Road F Extension		
73	Otto Dr Extension		
74	French Camp Road Widening		
75	Manthey Road Sidewalk Improvement		
76	S Airport Way Sidewalk Improvement		
77	MLK Road Widening		

(X) = presumed to be BMP consistent, but not explicitly named in BMP

Appendix A.

Stockton Travel Demand Model Land Uses





Stockton City TAZs
 Stockton City Limits



Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
101	169	0	169	2,220	0	2,220	2,051	0	2,051
102	756	22	778	1,465	232	1,697	709	210	919
103	323	1	324	323	1	324	0	0	0
104	446	0	446	446	0	446	0	0	0
111	446	354	800	446	354	800	0	0	0
112	478	51	529	480	65	545	2	14	16
113	239	208	447	239	208	447	0	0	0
114	363	73	436	363	73	436	0	0	0
115	234	69	303	234	69	303	0	0	0
125	887	24	911	911	24	935	24	0	24
142	182	62	244	182	62	244	0	0	0
149	206	0	206	206	0	206	0	0	0
151	162	175	337	164	175	339	2	0	2
155	140	34	174	140	34	174	0	0	0
156	165	0	165	165	0	165	0	0	0
157	37	1	38	37	1	38	0	0	0
158	17	0	17	17	0	17	0	0	0
159	187	243	430	187	243	430	0	0	0
160	24	32	56	28	32	60	4	0	4
161	61	82	143	61	82	143	0	0	0
162	99	0	99	99	0	99	0	0	0
163	15	66	81	15	66	81	0	0	0
164	154	2	156	154	2	156	0	0	0
165	0	0	0	0	0	0	0	0	0
166	19	427	446	19	427	446	0	0	0
167	14	0	14	14	0	14	0	0	0
168	163	258	421	163	258	421	0	0	0
169	0	301	301	0	301	301	0	0	0
170	4	380	384	4	380	384	0	0	0
171	0	0	0	0	0	0	0	0	0
172	0	0	0	0	5	5	0	5	5
173	107	631	738	108	641	749	1	10	11
174	21	73	94	21	153	174	0	80	80
175	0	11	11	0	296	296	0	285	285
176	3	110	113	3	110	113	0	0	0
177	14	299	313	14	299	313	0	0	0
178	2	24	26	2	24	26	0	0	0
179	33	62	95	33	68	101	0	6	6
180	39	25	64	40	36	76	1	11	12
181	40	27	67	41	27	68	1	0	1
182	24	42	66	24	47	71	0	5	5
183	17	39	56	17	196	213	0	157	157
184	15	12	27	15	53	68	0	41	41

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
185	34	61	95	35	61	96	1	0	1
186	13	69	82	13	302	315	0	233	233
187	15	3	18	15	303	318	0	300	300
188	8	17	25	8	44	52	0	27	27
189	8	43	51	8	461	469	0	418	418
190	0	32	32	0	197	197	0	165	165
191	0	0	0	0	0	0	0	0	0
192	22	65	87	22	232	254	0	167	167
193	34	137	171	34	137	171	0	0	0
194	14	80	94	14	80	94	0	0	0
195	8	27	35	8	84	92	0	57	57
196	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0
198	0	0	0	0	263	263	0	263	263
199	0	3	3	0	3	3	0	0	0
200	8	139	147	8	157	165	0	18	18
201	7	89	96	7	89	96	0	0	0
202	0	0	0	0	32	32	0	32	32
203	1	117	118	1	945	946	0	828	828
204	0	72	72	0	72	72	0	0	0
205	0	0	0	0	15	15	0	15	15
206	24	75	99	24	158	182	0	83	83
207	4	0	4	4	260	264	0	260	260
208	0	200	200	0	1,131	1,131	0	931	931
209	0	278	278	0	510	510	0	232	232
210	0	4	4	0	140	140	0	136	136
211	133	97	230	133	520	653	0	423	423
212	65	277	342	65	602	667	0	325	325
213	433	83	516	435	83	518	2	0	2
214	196	51	247	196	51	247	0	0	0
215	153	477	630	154	594	748	1	117	118
216	74	411	485	76	429	505	2	18	20
217	21	336	357	21	336	357	0	0	0
218	67	394	461	70	468	538	3	74	77
219	122	190	312	122	190	312	0	0	0
220	252	68	320	253	68	321	1	0	1
221	317	137	454	317	162	479	0	25	25
222	30	100	130	30	252	282	0	152	152
223	25	47	72	25	47	72	0	0	0
224	39	39	78	48	39	87	9	0	9
225	67	47	114	77	197	274	10	150	160
226	8	20	28	8	266	274	0	246	246
227	382	163	545	390	456	846	8	293	301

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
228	237	213	450	244	682	926	7	469	476
229	211	164	375	221	662	883	10	498	508
230	40	20	60	59	20	79	19	0	19
231	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0
233	78	30	108	84	490	574	6	460	466
234	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0
236	89	409	498	91	409	500	2	0	2
237	319	55	374	319	55	374	0	0	0
238	344	29	373	353	29	382	9	0	9
239	321	5	326	321	5	326	0	0	0
240	276	97	373	281	97	378	5	0	5
241	7	6	13	7	40	47	0	34	34
242	69	74	143	86	78	164	17	4	21
243	274	481	755	299	481	780	25	0	25
245	576	156	732	591	156	747	15	0	15
247	0	0	0	0	0	0	0	0	0
248	411	254	665	412	254	666	1	0	1
249	293	1	294	293	1	294	0	0	0
250	431	14	445	431	14	445	0	0	0
251	459	40	499	460	41	501	1	1	2
252	381	72	453	381	76	457	0	4	4
253	438	106	544	438	106	544	0	0	0
254	126	21	147	126	21	147	0	0	0
255	321	192	513	324	192	516	3	0	3
256	234	146	380	234	151	385	0	5	5
257	536	98	634	536	99	635	0	1	1
258	427	67	494	429	67	496	2	0	2
259	303	2	305	307	69	376	4	67	71
260	110	245	355	110	245	355	0	0	0
261	192	0	192	197	69	266	5	69	74
262	793	10	803	793	10	803	0	0	0
263	137	22	159	137	462	599	0	440	440
264	103	17	120	104	25	129	1	8	9
265	112	31	143	115	31	146	3	0	3
266	152	45	197	157	56	213	5	11	16
267	60	19	79	60	30	90	0	11	11
268	426	23	449	426	23	449	0	0	0
269	151	22	173	151	22	173	0	0	0
270	47	53	100	47	71	118	0	18	18
271	85	12	97	85	12	97	0	0	0
272	286	28	314	291	28	319	5	0	5

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
273	331	59	390	331	59	390	0	0	0
274	296	79	375	299	79	378	3	0	3
275	137	35	172	137	78	215	0	43	43
276	0	0	0	0	0	0	0	0	0
277	0	0	0	0	0	0	0	0	0
278	0	0	0	0	0	0	0	0	0
279	231	37	268	238	37	275	7	0	7
280	319	82	401	328	82	410	9	0	9
281	277	178	455	285	178	463	8	0	8
282	57	6	63	59	69	128	2	63	65
283	130	51	181	131	51	182	1	0	1
284	208	63	271	209	63	272	1	0	1
285	188	23	211	191	43	234	3	20	23
286	386	192	578	386	192	578	0	0	0
287	387	197	584	396	221	617	9	24	33
288	424	208	632	441	223	664	17	15	32
289	110	27	137	114	27	141	4	0	4
290	1	24	25	1	56	57	0	32	32
291	32	14	46	33	14	47	1	0	1
292	404	57	461	412	57	469	8	0	8
293	323	21	344	331	21	352	8	0	8
294	261	39	300	298	39	337	37	0	37
295	251	97	348	265	97	362	14	0	14
296	511	0	511	599	0	599	88	0	88
297	565	0	565	565	0	565	0	0	0
298	0	0	0	0	0	0	0	0	0
299	0	0	0	0	0	0	0	0	0
300	582	13	595	593	15	608	11	2	13
301	0	0	0	0	0	0	0	0	0
302	998	0	998	1,032	0	1,032	34	0	34
303	0	0	0	0	0	0	0	0	0
304	1,026	777	1,803	1,028	777	1,805	2	0	2
305	988	964	1,952	990	964	1,954	2	0	2
306	253	0	253	256	0	256	3	0	3
307	103	360	463	103	360	463	0	0	0
308	101	384	485	103	387	490	2	3	5
309	33	477	510	33	477	510	0	0	0
310	134	201	335	134	201	335	0	0	0
311	0	0	0	0	3	3	0	3	3
312	402	420	822	402	420	822	0	0	0
313	397	164	561	397	164	561	0	0	0
314	1	206	207	1	215	216	0	9	9
315	13	237	250	13	237	250	0	0	0

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
316	278	536	814	278	536	814	0	0	0
317	66	325	391	66	325	391	0	0	0
318	1,895	0	1,895	1,900	0	1,900	5	0	5
319	341	128	469	341	128	469	0	0	0
320	57	44	101	63	44	107	6	0	6
322	698	18	716	699	18	717	1	0	1
323	89	4	93	89	4	93	0	0	0
324	994	12	1,006	994	12	1,006	0	0	0
325	359	0	359	1,528	381	1,909	1,169	381	1,550
326	951	412	1,363	958	412	1,370	7	0	7
327	2,133	5	2,138	2,221	5	2,226	88	0	88
328	567	275	842	567	275	842	0	0	0
329	82	135	217	86	135	221	4	0	4
330	592	78	670	592	78	670	0	0	0
331	575	64	639	575	64	639	0	0	0
332	363	42	405	363	42	405	0	0	0
333	713	571	1,284	714	571	1,285	1	0	1
334	334	319	653	334	319	653	0	0	0
335	371	152	523	371	152	523	0	0	0
336	243	253	496	243	253	496	0	0	0
337	208	113	321	208	113	321	0	0	0
338	457	546	1,003	457	546	1,003	0	0	0
339	235	826	1,061	235	826	1,061	0	0	0
340	195	872	1,067	195	872	1,067	0	0	0
341	268	447	715	268	448	716	0	1	1
342	379	60	439	379	60	439	0	0	0
343	205	4	209	205	4	209	0	0	0
344	31	0	31	31	0	31	0	0	0
345	122	0	122	122	0	122	0	0	0
346	330	256	586	330	256	586	0	0	0
347	0	0	0	0	65	65	0	65	65
348	419	522	941	419	522	941	0	0	0
349	463	53	516	463	53	516	0	0	0
350	175	83	258	175	83	258	0	0	0
351	164	219	383	164	219	383	0	0	0
352	193	430	623	195	432	627	2	2	4
353	776	0	776	777	0	777	1	0	1
354	881	932	1,813	886	932	1,818	5	0	5
355	725	400	1,125	725	400	1,125	0	0	0
356	567	704	1,271	567	704	1,271	0	0	0
357	0	592	592	0	592	592	0	0	0
358	158	324	482	158	324	482	0	0	0
359	78	0	78	78	67	145	0	67	67

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
360	917	401	1,318	917	401	1,318	0	0	0
361	2,068	44	2,112	2,069	44	2,113	1	0	1
362	110	5	115	110	5	115	0	0	0
363	50	0	50	50	0	50	0	0	0
364	3	3	6	3	3	6	0	0	0
365	1,146	0	1,146	1,153	0	1,153	7	0	7
366	61	15	76	61	15	76	0	0	0
367	2	0	2	2	0	2	0	0	0
368	0	0	0	0	0	0	0	0	0
369	0	0	0	0	0	0	0	0	0
370	0	0	0	0	0	0	0	0	0
371	58	59	117	58	59	117	0	0	0
372	0	0	0	0	0	0	0	0	0
373	0	0	0	0	0	0	0	0	0
374	28	2	30	28	2	30	0	0	0
375	0	0	0	0	0	0	0	0	0
376	0	0	0	0	0	0	0	0	0
377	0	0	0	0	0	0	0	0	0
378	0	0	0	0	0	0	0	0	0
379	0	0	0	0	0	0	0	0	0
380	0	0	0	0	0	0	0	0	0
381	0	0	0	0	0	0	0	0	0
382	17	0	17	17	0	17	0	0	0
384	116	23	139	116	23	139	0	0	0
385	986	0	986	986	0	986	0	0	0
386	669	0	669	669	0	669	0	0	0
387	425	427	852	425	461	886	0	34	34
388	250	192	442	250	192	442	0	0	0
389	840	33	873	932	131	1,063	92	98	190
390	797	10	807	813	10	823	16	0	16
391	318	68	386	318	68	386	0	0	0
392	981	0	981	982	0	982	1	0	1
393	693	0	693	693	0	693	0	0	0
394	760	0	760	760	0	760	0	0	0
395	2,661	0	2,661	2,663	0	2,663	2	0	2
400	90	2	92	90	2	92	0	0	0
402	169	7	176	169	25	194	0	18	18
403	143	63	206	152	63	215	9	0	9
404	125	162	287	127	162	289	2	0	2
406	543	168	711	573	168	741	30	0	30
408	450	276	726	450	276	726	0	0	0
409	662	0	662	741	0	741	79	0	79
412	0	3	3	56	287	343	56	284	340

Stockton Model - City of Stockton TAZs - Households									
TAZ	2022			2040			2022 to 2040 Growth		
	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total
422	34	20	54	34	20	54	0	0	0
424	553	3	556	553	3	556	0	0	0
428	0	0	0	0	0	0	0	0	0
429	0	0	0	0	0	0	0	0	0
432	0	0	0	108	19	127	108	19	127
434	1,270	316	1,586	1,270	316	1,586	0	0	0
435	1,583	0	1,583	1,583	0	1,583	0	0	0
436	0	0	0	0	0	0	0	0	0
704	223	1,138	1,361	2,357	1,771	4,128	2,134	633	2,767
705	4	0	4	4	0	4	0	0	0
706	0	0	0	3,317	984	4,301	3,317	984	4,301
755	0	0	0	0	0	0	0	0	0
763	387	0	387	3,581	392	3,973	3,194	392	3,586
Total	68,526	31,835	100,361	82,114	43,939	126,053	13,588	12,104	25,692

Source: Fehr & Peers, 2023. 2022 land uses developed using 2015 to 2022 development data provided by the City of Stockton and Harris Associates

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
102	0	0	6	11	17	1,244	126	1,376	699	3,445	1,244	126	1,370	688	3,428
103	27	9	96	210	342	27	9	96	210	342	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111	17	1	88	114	220	17	1	88	114	220	0	0	0	0	0
112	18	27	219	76	340	21	29	219	79	348	3	2	0	3	8
113	16	2	86	44	148	16	2	86	44	148	0	0	0	0	0
114	53	92	804	60	1,009	53	92	804	60	1,009	0	0	0	0	0
115	0	4	24	0	28	0	4	24	0	28	0	0	0	0	0
125	0	0	1	2	3	0	0	1	2	3	0	0	0	0	0
142	0	0	34	13	47	0	0	34	13	47	0	0	0	0	0
149	226	27	43	144	440	226	27	43	144	440	0	0	0	0	0
151	0	0	0	55	55	0	0	0	55	55	0	0	0	0	0
155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
157	104	0	4	0	108	104	0	4	0	108	0	0	0	0	0
158	66	14	54	59	193	66	14	54	59	193	0	0	0	0	0
159	173	313	43	152	681	173	313	43	152	681	0	0	0	0	0
160	30	19	6	52	107	30	19	6	52	107	0	0	0	0	0
161	5	20	17	95	137	5	20	17	95	137	0	0	0	0	0
162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	7	116	9	104	236	7	116	9	104	236	0	0	0	0	0
164	69	63	22	152	306	69	63	22	152	306	0	0	0	0	0
165	3	419	15	74	511	3	419	15	74	511	0	0	0	0	0
166	0	180	24	47	251	0	180	24	47	251	0	0	0	0	0
167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
168	0	39	31	78	148	0	39	31	78	148	0	0	0	0	0
169	8	230	13	270	521	8	230	13	270	521	0	0	0	0	0
170	47	435	32	99	613	47	435	32	99	613	0	0	0	0	0
171	193	44	23	72	332	193	44	23	72	332	0	0	0	0	0
172	136	7	5	7	155	137	8	5	8	158	1	1	0	1	3
173	34	61	80	212	387	36	61	80	215	392	2	0	0	3	5
174	19	42	42	495	598	49	62	42	901	1,054	30	20	0	406	456
175	26	0	84	29	139	145	80	84	178	487	119	80	0	149	348
176	0	14	30	4	48	0	14	30	4	48	0	0	0	0	0
177	0	0	48	10	58	0	0	48	10	58	0	0	0	0	0
178	5	0	3	219	227	5	0	3	362	370	0	0	0	143	143
179	32	0	9	12	53	32	0	9	12	53	0	0	0	0	0
180	5	0	38	42	85	30	17	38	75	160	25	17	0	33	75
181	14	0	11	16	41	14	0	11	16	41	0	0	0	0	0
182	9	0	13	11	33	21	8	13	27	69	12	8	0	16	36
183	158	0	29	5	192	162	3	29	11	205	4	3	0	6	13
184	70	18	0	5	93	70	18	0	5	93	0	0	0	0	0
185	3	0	91	14	108	3	0	91	14	108	0	0	0	0	0
186	0	1	52	59	112	26	18	52	94	190	26	17	0	35	78
187	0	23	7	38	68	145	121	7	231	504	145	98	0	193	436
188	84	2	73	2	161	104	15	73	29	221	20	13	0	27	60
189	2	1	19	114	136	143	84	28	312	567	141	83	9	198	431
190	0	0	16	84	100	30	13	16	106	165	30	13	0	22	65
191	0	6	127	0	133	0	6	127	0	133	0	0	0	0	0
192	0	0	49	0	49	61	41	49	81	232	61	41	0	81	183

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
193	0	0	14	0	14	0	0	14	0	14	0	0	0	0	0
194	7	58	29	0	94	7	58	29	0	94	0	0	0	0	0
195	41	5	5	15	66	66	22	5	49	142	25	17	0	34	76
196	2	39	7	244	292	2	39	7	411	459	0	0	0	167	167
197	0	9	16	437	462	0	9	16	725	750	0	0	0	288	288
198	10	506	142	1,454	2,112	83	546	158	2,421	3,208	73	40	16	967	1,096
199	11	205	6	51	273	11	205	6	51	273	0	0	0	0	0
200	64	0	61	98	223	78	10	61	117	266	14	10	0	19	43
201	0	54	47	414	515	1	55	47	748	851	1	1	0	334	336
202	4	91	22	206	323	28	107	22	238	395	24	16	0	32	72
203	25	50	14	397	486	243	150	60	593	1,046	218	100	46	196	560
204	36	1,018	172	6	1,232	36	1,018	172	6	1,232	0	0	0	0	0
205	30	380	18	258	686	39	386	18	271	714	9	6	0	13	28
206	0	0	9	47	56	34	23	9	93	159	34	23	0	46	103
207	114	3	75	13	205	211	69	75	143	498	97	66	0	130	293
208	0	708	49	225	982	417	990	49	782	2,238	417	282	0	557	1,256
209	6	85	7	499	597	100	152	7	861	1,120	94	67	0	362	523
210	40	2	36	166	244	101	43	36	300	480	61	41	0	134	236
211	133	374	175	215	897	322	502	175	468	1,467	189	128	0	253	570
212	17	106	68	335	526	163	204	68	530	965	146	98	0	195	439
213	1	1	1	4	7	1	1	1	4	7	0	0	0	0	0
214	1	2	3	80	86	1	2	3	80	86	0	0	0	0	0
215	13	55	50	121	239	58	86	50	179	373	45	31	0	58	134
216	15	51	19	296	381	23	56	19	307	405	8	5	0	11	24
217	2	7	0	117	126	2	7	0	177	186	0	0	0	60	60
218	5	107	26	1,408	1,546	29	123	26	1,440	1,618	24	16	0	32	72
219	0	2	4	99	105	0	2	4	99	105	0	0	0	0	0
220	15	12	5	16	48	15	12	5	16	48	0	0	0	0	0
221	191	3	109	89	392	211	16	109	116	452	20	13	0	27	60
222	0	0	0	107	107	113	77	0	258	448	113	77	0	151	341
223	4	26	46	1	77	4	26	46	1	77	0	0	0	0	0
224	0	1	2	0	3	0	1	2	0	3	0	0	0	0	0
225	14	1	198	32	245	175	119	198	266	758	161	118	0	234	513
226	9	0	36	367	412	178	115	36	594	923	169	115	0	227	511
227	104	13	170	163	450	238	103	170	341	852	134	90	0	178	402
228	28	5	26	97	156	189	114	26	311	640	161	109	0	214	484
229	30	1	63	159	253	203	118	63	391	775	173	117	0	232	522
230	4	17	64	7	92	4	17	64	7	92	0	0	0	0	0
231	769	72	1,852	887	3,580	769	72	1,852	887	3,580	0	0	0	0	0
232	19	115	219	57	410	19	115	251	60	445	0	0	32	3	35
233	0	0	341	7	348	0	0	341	7	348	0	0	0	0	0
234	0	0	145	0	145	0	0	352	0	352	0	0	207	0	207
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	10	105	115	0	0	10	105	115	0	0	0	0	0
237	6	0	0	16	22	6	0	0	16	22	0	0	0	0	0
238	0	0	1	39	40	0	0	1	39	40	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	70	2	35	107	0	70	2	35	107	0	0	0	0	0
241	63	130	125	190	508	65	132	148	193	538	2	2	23	3	30
242	18	0	160	104	282	18	0	481	104	603	0	0	321	0	321
243	122	1	15	25	163	122	1	15	25	163	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	9	0	0	2,339	2,348	9	0	0	2,339	2,348	0	0	0	0	0
248	27	14	6	35	82	27	14	6	35	82	0	0	0	0	0
249	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	23	9	18	264	314	23	9	18	264	314	0	0	0	0	0
252	1	14	9	158	182	2	15	9	272	298	1	1	0	114	116
253	0	0	1	67	68	0	0	1	67	68	0	0	0	0	0
254	10	40	8	421	479	10	40	8	421	479	0	0	0	0	0
255	19	7	12	391	429	19	7	12	400	438	0	0	0	9	9
256	113	48	49	236	446	113	48	49	236	446	0	0	0	0	0
257	5	18	25	134	182	5	18	25	134	182	0	0	0	0	0
258	28	3	17	126	174	28	3	17	126	174	0	0	0	0	0
259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
260	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0
261	90	546	328	236	1,200	103	550	328	253	1,234	13	4	0	17	34
262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
263	335	68	403	791	1,597	415	132	403	918	1,868	80	64	0	127	271
264	114	4	87	4	209	117	6	87	7	217	3	2	0	3	8
265	0	0	34	181	215	0	0	34	181	215	0	0	0	0	0
266	203	18	65	185	471	207	21	65	187	480	4	3	0	2	9
267	753	373	2,143	1,192	4,461	753	374	2,143	1,193	4,463	0	1	0	1	2
268	0	1	4	2	7	0	1	4	2	7	0	0	0	0	0
269	80	0	1,250	0	1,330	80	0	1,250	0	1,330	0	0	0	0	0
270	44	2	29	39	114	44	7	29	48	128	0	5	0	9	14
271	0	0	46	21	67	0	0	46	21	67	0	0	0	0	0
272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
273	2	0	15	13	30	2	0	15	13	30	0	0	0	0	0
274	9	2	9	96	116	9	2	9	158	178	0	0	0	62	62
275	36	1	21	44	102	54	13	21	68	156	18	12	0	24	54
276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
277	8	136	93	397	634	8	136	93	397	634	0	0	0	0	0
278	0	36	113	21	170	0	36	113	21	170	0	0	0	0	0
279	13	15	3	63	94	13	15	3	63	94	0	0	0	0	0
280	59	22	3	40	124	59	22	3	40	124	0	0	0	0	0
281	28	0	3	89	120	59	21	3	130	213	31	21	0	41	93
282	1	7	288	0	296	37	52	288	59	436	36	45	0	59	140
283	0	0	0	14	14	0	0	0	14	14	0	0	0	0	0
284	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
285	0	0	33	315	348	0	68	215	350	633	0	68	182	35	285
286	0	14	3	89	106	15	14	3	109	141	15	0	0	20	35
287	46	58	28	257	389	48	59	28	347	482	2	1	0	90	93
288	26	3	16	7	52	27	4	16	8	55	1	1	0	1	3
289	25	56	100	200	381	25	56	100	200	381	0	0	0	0	0
290	82	0	99	53	234	83	1	99	55	238	1	1	0	2	4
291	71	0	0	26	97	71	0	0	26	97	0	0	0	0	0
292	9	2	0	46	57	9	2	0	46	57	0	0	0	0	0
293	20	0	0	24	44	20	0	0	24	44	0	0	0	0	0
294	0	1	14	119	134	0	1	14	119	134	0	0	0	0	0
295	8	23	8	105	144	8	23	8	105	144	0	0	0	0	0
296	0	23	70	12	105	0	23	70	12	105	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
297	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
299	181	0	1,384	2,038	3,603	181	0	1,545	2,038	3,764	0	0	161	0	161
300	205	0	1,433	33	1,671	205	0	1,433	33	1,671	0	0	0	0	0
301	0	58	288	1,374	1,720	0	58	636	1,374	2,068	0	0	348	0	348
302	0	0	573	0	573	0	0	573	0	573	0	0	0	0	0
303	0	0	0	129	129	0	0	0	129	129	0	0	0	0	0
304	14	64	23	187	288	14	64	23	187	288	0	0	0	0	0
305	75	124	16	124	339	75	124	16	124	339	0	0	0	0	0
306	0	0	0	529	529	0	0	0	529	529	0	0	0	0	0
307	12	10	4	42	68	12	10	4	42	68	0	0	0	0	0
308	10	129	39	255	433	11	130	39	257	437	1	1	0	2	4
309	50	36	54	59	199	50	36	54	59	199	0	0	0	0	0
310	0	0	13	0	13	0	0	13	0	13	0	0	0	0	0
311	0	3	2	1,791	1,796	0	3	2	1,795	1,800	0	0	0	4	4
312	124	78	58	361	621	124	78	58	504	764	0	0	0	143	143
313	0	369	21	340	730	0	369	21	340	730	0	0	0	0	0
314	21	60	41	415	537	24	62	41	418	545	3	2	0	3	8
315	0	1	2	318	321	0	1	2	318	321	0	0	0	0	0
316	136	566	121	546	1,369	136	566	121	546	1,369	0	0	0	0	0
317	124	119	23	400	666	124	119	23	553	819	0	0	0	153	153
318	1	788	239	454	1,482	1	788	239	454	1,482	0	0	0	0	0
319	26	761	129	410	1,326	26	761	129	410	1,326	0	0	0	0	0
320	30	25	16	77	148	30	25	16	77	148	0	0	0	0	0
322	0	0	0	13	13	0	0	0	13	13	0	0	0	0	0
323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
324	0	2	0	97	99	0	2	0	97	99	0	0	0	0	0
325	0	0	0	21	21	15	24	0	123	162	15	24	0	102	141
326	0	0	6	91	97	0	0	6	91	97	0	0	0	0	0
327	0	0	0	95	95	0	0	0	95	95	0	0	0	0	0
328	0	5	14	39	58	0	5	14	39	58	0	0	0	0	0
329	11	13	35	82	141	11	13	35	82	141	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
331	0	0	0	82	82	0	0	0	82	82	0	0	0	0	0
332	0	0	0	86	86	0	0	0	86	86	0	0	0	0	0
333	122	70	34	350	576	122	70	34	350	576	0	0	0	0	0
334	7	5	21	7	40	7	5	21	7	40	0	0	0	0	0
335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
336	0	105	26	0	131	0	105	26	0	131	0	0	0	0	0
337	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
338	47	0	45	6	98	47	0	45	6	98	0	0	0	0	0
339	13	4	13	66	96	13	4	13	66	96	0	0	0	0	0
340	6	1	3	91	101	6	1	3	91	101	0	0	0	0	0
341	0	1	3	21	25	0	1	3	21	25	0	0	0	0	0
342	0	1	2	141	144	0	1	2	141	144	0	0	0	0	0
343	0	1	1	9	11	0	1	1	9	11	0	0	0	0	0
344	1,076	356	44	250	1,726	1,076	356	44	250	1,726	0	0	0	0	0
345	0	1,373	60	528	1,961	0	1,373	60	528	1,961	0	0	0	0	0
346	76	251	20	128	475	76	251	20	128	475	0	0	0	0	0
347	1,057	36	34	24	1,151	1,083	54	34	59	1,230	26	18	0	35	79
348	0	0	0	42	42	0	0	0	42	42	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
349	0	12	2	30	44	0	12	2	30	44	0	0	0	0	0
350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
351	9	18	3	88	118	9	18	3	88	118	0	0	0	0	0
352	178	27	112	406	723	178	27	112	406	723	0	0	0	0	0
353	0	0	0	56	56	0	0	0	56	56	0	0	0	0	0
354	2	1	1	90	94	2	1	1	90	94	0	0	0	0	0
355	51	98	139	614	902	51	98	139	614	902	0	0	0	0	0
356	42	68	32	266	408	42	68	32	266	408	0	0	0	0	0
357	171	1,103	154	1,131	2,559	171	1,103	154	1,161	2,589	0	0	0	30	30
358	241	63	59	514	877	241	63	59	514	877	0	0	0	0	0
359	90	108	107	289	594	103	117	107	307	634	13	9	0	18	40
360	244	88	649	100	1,081	244	88	649	100	1,081	0	0	0	0	0
361	285	3	12	499	799	285	3	12	499	799	0	0	0	0	0
362	0	0	68	7	75	0	0	68	7	75	0	0	0	0	0
363	1,065	101	217	135	1,518	1,065	101	217	135	1,518	0	0	0	0	0
364	31	44	1,161	338	1,574	31	44	1,161	338	1,574	0	0	0	0	0
365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
366	8	112	356	314	790	8	112	356	314	790	0	0	0	0	0
367	9	38	1,393	1,548	2,988	10	38	1,393	1,548	2,989	1	0	0	0	1
368	162	362	2,179	2,388	5,091	162	362	2,179	2,415	5,118	0	0	0	27	27
369	1	22	12	8	43	1	22	12	8	43	0	0	0	0	0
370	90	0	2	28	120	90	0	2	28	120	0	0	0	0	0
371	5	0	9	88	102	5	0	9	88	102	0	0	0	0	0
372	49	297	12	145	503	49	297	12	145	503	0	0	0	0	0
373	0	30	0	0	30	17	30	786	8	841	17	0	786	8	811
374	0	0	3	0	3	46	0	2,132	23	2,201	46	0	2,129	23	2,198
375	0	0	0	0	0	11	0	495	5	511	11	0	495	5	511
376	0	0	3,065	450	3,515	0	0	5,971	450	6,421	0	0	2,906	0	2,906
377	0	0	53	67	120	0	0	53	67	120	0	0	0	0	0
378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
379	34	436	2,878	114	3,462	34	436	3,393	114	3,977	0	0	515	0	515
380	389	0	2,637	784	3,810	389	0	2,637	784	3,810	0	0	0	0	0
381	0	0	345	0	345	0	0	450	0	450	0	0	105	0	105
382	12	53	238	227	530	12	53	283	227	575	0	0	45	0	45
384	0	3	82	53	138	0	3	82	53	138	0	0	0	0	0
385	0	0	0	85	85	0	0	0	85	85	0	0	0	0	0
386	0	0	0	11	11	0	0	0	11	11	0	0	0	0	0
387	186	29	32	315	562	189	31	32	318	570	3	2	0	3	8
388	0	0	0	62	62	0	0	0	62	62	0	0	0	0	0
389	15	11	178	177	381	51	46	178	293	568	36	35	0	116	187
390	3	2	21	347	373	3	2	21	347	373	0	0	0	0	0
391	0	0	0	23	23	0	0	0	23	23	0	0	0	0	0
392	271	36	12	124	443	271	36	12	124	443	0	0	0	0	0
393	0	0	0	99	99	0	0	0	99	99	0	0	0	0	0
394	108	15	5	31	159	108	277	5	190	580	0	262	0	159	421
395	0	0	0	117	117	0	280	0	260	540	0	280	0	143	423
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
402	47	51	98	95	291	50	53	98	98	299	3	2	0	3	8
403	36	12	48	192	288	36	12	48	192	288	0	0	0	0	0
404	62	108	850	8	1,028	62	108	850	8	1,028	0	0	0	0	0
406	66	13	9	169	257	66	13	9	169	257	0	0	0	0	0

Stockton Model - City of Stockton TAZs - Employment															
TAZ	2022					2040					2022 to 2040 Growth				
	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total	Retail	Office	Industrial	Other	Total
408	96	19	30	261	406	96	19	30	314	459	0	0	0	53	53
409	1	37	7	29	74	1	37	7	29	74	0	0	0	0	0
412	0	0	0	24	24	0	0	0	267	267	0	0	0	243	243
422	3	0	45	17	65	3	0	45	17	65	0	0	0	0	0
424	0	1	7	11	19	99	1	4,647	60	4,807	99	0	4,640	49	4,788
428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
429	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
432	0	3	17	0	20	4	14	155	8	181	4	11	138	8	161
434	0	0	0	315	315	0	0	0	315	315	0	0	0	0	0
435	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2
436	807	336	55	114	1,312	807	336	55	114	1,312	0	0	0	0	0
704	25	363	58	420	866	129	601	58	699	1,487	104	238	0	279	621
705	0	0	9	7	16	61	0	2,865	37	2,963	61	0	2,856	30	2,947
706	0	0	0	0	0	161	370	0	724	1,255	161	370	0	724	1,255
755	7	0	0	15	22	7	0	0	15	22	0	0	0	0	0
763	0	0	0	0	0	0	0	0	106	106	0	0	0	106	106
Total	14,254	17,727	34,938	47,924	114,843	19,338	21,320	52,268	58,172	151,098	5,084	3,593	17,330	10,248	36,255

Source: Fehr & Peers, 2023. 2022 land uses developed using 2015 to 2022 development data provided by the City of Stockton and Harris Associates

Appendix E.

Project Cost Estimates

E-1: Project Costs from Other Sources

E-2: Notes on Cost Estimate Development

E-3: Cost Estimate Line-Item Cost Factors

E-4: Cost Estimate Composite Cost Factors

E-5: Project Cost Estimate Sheets

Project ID	Project Name	Project Description	Cost Estimate Category	Cost Estimate	Cost Estimate Source
5	E Alpine Avenue Grade Separation	Construct an underpass structure on E Alpine Avenue at the Union Pacific Railroad intersection; located between West Lane and Montego Avenue	Use existing cost estimate	\$30,800,000	2022-2027 CIP
13	Roundabout Program	The project converts 4-way stop control intersection to a roundabout at Davis Road/Chaparral Way. The project includes installing fiber optic cabling for a	Use existing cost estimate	\$4,000,000	2022-2027 CIP
14	West Lane Complete Streets Bicycle Facility Project - Phase 1	The City of Stockton Bicycle Master Plan (BMP) is focused on improving citywide bicycle connectivity by closing gaps in the bicycle network. The West Lane Complete Streets Corridor Study is one of the highest priority projects from the BMP and would study the varying cross-sections from E Morada Lane to E Hazelton Avenue. The project will study design and implementation options for implementing low-stress bikeways along West Lane from E Morada Lane to E Hazelton Avenue. As part of these improvements the project can include closing the 300 foot sidewalk gap southeast of the West Lane Bridge over the Calaveras River. At the West Lane Bridge over Mosher Creek, the east sidewalk could be upgraded and checked for ADA compliance. A sidewalk connection to the West Lane Frontage Road could be added. [Sidewalk gap closure added on per F&P bridge inventory study.]	Use existing cost estimate	\$29,900,000	2022-2027 CIP/City Bridge Inventory
15	West Lane Grade Separation	This project will construct an overpass structure on West Ln at the Union Pacific Railroad crossing located between E Alpine Avenue and El Pinal Dr.	Use existing cost estimate	\$44,240,000	2022-2027 CIP
35	I-5 Widening (French Camp Road to Charter Way)	Widening of I-5 and I-205 for high occupancy vehicle (HOV) lanes.	Use existing cost estimate	\$131,544,000	Measure K
36	SR-99 @ Eight Mile Road Interchange Reconstruction	Reconstruct existing interchange at SR-99 & Eight Mile Road.	Use existing cost estimate	\$93,312,000	RTP/RTIF Capital Project List
37	I-5 @ Eight Mile Road Interchange Modification	Modification of interchange at I-5 & Eight Mile Road.	Use existing cost estimate	\$72,792,000	RTP/RTIF Capital Project List
38	I-5 @ Otto Drive Interchange Construction	New interchange and auxiliary lanes at I-5 & Otto Drive.	Use existing cost estimate	\$131,436,000	RTP/RTIF Capital Project List
39	I-5 @ Hammer Lane Interchange Modification	Modify existing interchange at I-5 & Hammer Lane.	Use existing cost estimate	\$52,704,000	RTP/RTIF Capital Project List
41	Airport Way at BNSF Grade Separation	Construct grade separation at Airport Way/BNSF rail crossing.	Use existing cost estimate	\$47,216,000	2022-2027 CIP
42	Arch-Airport Road Precise Road Plan	Prepare a Precise Road Plan for Arch-Airport Road from I-5 to Hwy 99. The Precise Road Plan sets the expectations and requirements on what will be constructed along the corridor and provides a framework to protect, preserve, and require dedications as development occurs.	Use existing cost estimate	\$1,352,000	2022-2027 CIP
43	Citywide Fiber Optic Master Plan	This project will implement the Fiber Optic Master Plan. [Cost estimate rough, plans could vary greatly in cost.]	Use existing cost estimate	\$106,380,000	Fiber Optics Master Plan
48	I-5 Widening: Hammer Lane to Eight Mile Road - Caltrans/SJCOG	Roadway widening from 6 to 8 lanes (in the median) from Hammer Lane to Eight Mile Road.	Use existing cost estimate	\$58,104,000	Measure K
51	SR-99 @ March Lane Interchange Construction	Phase 1 - Prepare project development documents leading to Caltrans approval of the interchange project including, but not limited to Project Study Report, Project Report, Environmental documents (NEPA and CEQA), right of way mapping, and other associated preliminary engineering studies.	Use existing cost estimate	\$8,000,000	Based on comparable available project costs
54	Hazelton Avenue at UPRR Grade Separation	Construct grade separation at Hazelton Avenue UPRR rail crossing.	Use existing cost estimate	\$157,606,000	2024-2029 CIP
55	MLK Boulevard Grade Separation	Modify, remove, or replace existing grade separations to provide proper ADA access and improve safety at the UPRR crossings at MLK Boulevard.	Use existing cost estimate	\$139,726,000	2024-2029 CIP
56	E 8th Street at UPRR Grade Separation	Construct grade separation at E 8th Street & UPRR rail crossing.	No cost estimate available - use planning-level number	\$50,000,000	Based on comparable available project costs
59	Alpine Avenue at UPRR Grade Separation	Construct grade separation at Alpine Avenue & UPRR rail crossing.	Use existing cost estimate	\$31,533,000	2024-2029 CIP
60	SRTS Implementation Project - Citywide	Based on City's SRTS Plan 2017, this will implement the projects.	Use existing cost estimate	\$25,488,000	SRTS Plan

Stockton TMP Cost Estimate Development Assumptions

Global Cost Estimate Assumptions:

- [text] Bracketed text in project descriptions calls out specific exclusions/additions to base project descriptions.
- Right-of-way acquisition, utility relocation, drainage and C3 requirements are not included in the cost estimates, as project descriptions were not developed at a level of detail to allow these items to be estimated.
- For bicycle projects (Class II, III, IV) a 50/50 split of slurry seal/grind & overlay (repaving) for the roadway pavement work.
- All Class IV facilities assume ultimate build out with a landscaped median as a divider between the travel way and bicycle facility.
- Bicycle wayfinding is excluded from all project costs (it is reflected in its own separate project, #49).
- Green thermoplastic was assumed at every other intersection for Class II bicycle facilities.
- Green thermoplastic was assumed at every signalized intersection for Class IV bicycle facilities.
- Striping Assumptions
 - "General striping" unit cost used as general cost for lane striping for roadways (covers lane lines, limit lines, lane pavement markings, etc.)
 - 2-lane roadway: 1-stripe for centerline: 1 total
 - 3-lane roadway, (Two-way left-turn lane) TWLTL: 2-stripes for each side: 2 total
 - 4-lane roadway: 1-centerline, 2-travel way dividers: 3 total
 - 6-lane roadway: 1- centerline, 4- travel way dividers: 5 total
- A subtraction of 50 feet per intersection was applied for projects with new sidewalks.
 - The same assumption of 50 feet per intersection was used for curb, gutter, and landscaping.
- When there is a 6-foot sidewalk improvement, assume 4-foot wide landscaping strip.
- A subtraction of 250 feet per major intersection was applied for projects with new landscaped medians (new arterial roadways and roadway widenings).
- Repaving/slurry seal for existing roadways that do not match widths of composite costs were adjusted per their corresponding width by ratio.
- For roadway widening projects, pavement widening assumption does not include any new on-street parking.
- Any road widening assumes the existing roadbed would get a grind and overlay.
- Roadway extensions will include a bicycle facility if the road is categorized as an arterial per city standards.
- Precise road plan/studies are included as soft costs.

Project Type Cost Estimate Assumptions:

Class I Shared-Use Path:

- Class I Bicycle Path signing and striping (includes shoulder): 14 foot total width: two 2-foot wide shoulders with a 10-foot wide path.
- Curb ramp total: number of intersections along path multiplied by 2.

Class II Bicycle Lanes:

- Repaving
 - 50/50 split for pavement work between repaving (Grind & Overlay) & Slurry Seal.
 - If pavement is in particularly bad condition, then a complete pavement rehab was included in the cost estimate (Grind & Overlay).
- Striping & Signage
 - Included bicycle lane markings at a spacing of 1 per every 250 feet.
 - Green intersection conflict markings were included for every other intersection.
 - 80 feet total (40 feet per side) of street x 5-foot width x 2 sides of the street.
 - 1 sign per every 250 feet to match the bicycle lane markings spacing assumption.

Class IIB Buffered Bicycle Lanes:

- Same assumptions as bicycle lanes, but with additional buffer striping every 15 feet on center.

Class IIIB Bicycle Boulevard:

- Two bike boulevard stencils per block in each direction (four total).
- Traffic calming was assumed as speed humps every 250 feet per city guidelines.

Class IV Cycle Track

- Class IV striping- See composite cost list for detailed striping assumptions.
- Green thermoplastic assumed at all signalized intersections (per intersection amount same as Class II bicycle lanes).
- 1 sign per every 250 feet to match bicycle facility markings.

New Roadway/Roadway Extension:

- Pavement cost by width per city R-14 standards.
- Included bicycle facility (Class IV for arterials).
- Total driveway length per project is assumed to be 20% of the new sidewalk length.
- Roadway lighting included in paving composite cost.

Roadway Widening:

- Bicycle facilities added for applicable roadway classifications (ex. Arterial) per city R-14 standards.
- Total driveway length per project is assumed to be 20% of the new sidewalk length.
- Roadway lighting included in paving composite cost.
- Signal modifications included at major intersections.

Sidewalk:

- New sidewalks have an assumed width of 6 feet.
- Projects include 4-foot wide accompanying landscaping strip, curb, and gutter.

Additional Individual Project Notes

6- Sidewalk/curb and gutter reductions halved since minor intersections were T-intersections.

7- Portion of Davis Road (1000 feet) needs a lane to be added in both directions, the rest of the corridor only needs a new lane on one side.

- Adjusted arterial street repaving quantity to match existing road width (60 feet).

10- No bicycle facility assumed to be added for this small project.

11- Added sidewalk improvement to project per Bridge Sidewalk Inventory.

14- Complete Streets Corridor Study included the 1 million dollar corridor study as a soft cost.

16- Adjusted major arterial street repaving width to match existing width (90 feet).

19- Two RRFBs assumed per a typical intersection with two crosswalks.

- Counted inventory of crosswalks and bulbouts based off proposed project area.

21- Includes sidewalk improvement from Bridge Sidewalk Inventory.

31- Minor project with lots of 3-legged intersections, didn't see reason for green thermoplastic markings.

34- May need to remove parking on some of the corridor to make the cycle track fit.

45- Didn't include paving costs and green thermoplastic, since we don't have the exact extents of the project. All crossings were assumed to be high-visibility.

- Assumed one block for every 250 feet for bicycle boulevards.

46- Roadway extension cross section matches the adjacent existing roadway configuration.

49- Projects that would call for bicycle wayfinding were split off into this separate project per city direction:

- Included all projects with bicycle facility element:
 - Class I Shared-Use Path
 - Class II Bicycle Lanes
 - Class IIB Buffered Bicycle Lanes
 - Class III Bicycle Boulevards
 - Class IV Cycle Track
 - New Roadways/Roadway Widening with Bicycle Facilities
- Assumption of two custom wayfinding signs per 500 feet (500 feet estimated as the average intersection spacing)
- Project #s included: 1, 3, 4, 6, 7, 11, 12, 16, 17, 18, 20-34, 40, 45, 46, 47, 53, 62, 63, 65, 66, 67, 68, 70-74

62- Frontage improvements only include new sidewalks and landscaping.

69- Roadway rehabilitation assumed to be grind and overlay plus restriping.

Type	Detail	Unit	Base Cost
Signing	New Sign on New Post	Each	\$ 750
	New Customized Wayfinding Sign on New Post	Each	\$ 1,200
Signing/Striping/Markings	General Striping and Markings	LF	\$ 5
	Parking T's or L's	EA	\$ 20
	High-Visibility Crosswalk	LF	\$ 15
	Green Thermoplastic	SF	\$ 15
	Thermoplastic Pavement Legend	SF	\$ 8
	Thermoplastic Bicycle Boulevard Legend (@ 51 Square Feet Each)	EA	\$ 408
	Thermoplastic Bicycle Lane Legend or Sharrow (@ 14 Square Feet each)	Each	\$ 112
Roadway/Paving	Asphalt Path	SF	\$ 7
	Class I Asphalt Shared-Use Path	LF	\$ 400
	New Concrete Curb & Gutter (incl AC patch)	LF	\$ 120
	Concrete Sidewalk	SF	\$ 20
	New Pavement Section	SF	\$ 11
	Concrete Driveway	SF	\$ 25
	ADA Curb Ramp	Each	\$ 7,000
	Speed Hump (and markings)	Per Location	\$ 10,000
	Major Roundabout	Per Intersection	\$ 2,000,000
	Neighborhood Roundabout	Per Intersection	\$ 1,300,000
	Grind and Overlay	SF	\$ 10
	Slurry seal (Bike Lanes)	SF	\$ 1
	Channelizer	EA	\$ 140
	Bulbout	EA	\$ 35,000
	Buffer median curb (Class IV)	LF	\$ 50
	Buffer median area (Class IV)	SF	\$ 20
	Landscaping and Irrigation	SF	\$ 20
	Short-term bicycle parking	EA	\$ 1,500
	Long-term bicycle parking	EA	\$ 10,000
	Paking Usage Study	EA	\$ 50,000
Signal Modifications/Electrical	At-grade rail crossing	EA	\$ 6,000,000
	Bridge improvement	EA	\$ 5,000,000
	Full New Traffic Signal/Major Signal Modification	Per Intersection	\$ 600,000
	Minor Signal Modification	Per Intersection	\$ 360,000
	Traffic Signal Interconnect	Per Intersection	\$ 25,500
	EVP Upgrade	Per Intersection	\$ 9,000
	Roadway Lightitng	LF	\$ 179
	Pedestrian Lighting	LF	\$ 292
City of Stockton Public Works' Bike Facility Costs	Bicycle Loop Detector	Each	\$ 1,000
	Rectangular Rapid Flashing Beacon	Per Pole	\$ 17,500
	Bike Facility Class I	MI	\$ 3,063,000
	Bike Facility Class II	MI	\$ 1,577,000
	Bike Facility Class II Buffer	MI	\$ 1,607,000
	Bike Facility Class III	MI	\$ 803,000
	Bike Facility Class IV	MI	\$ 2,251,000

Note: Unit costs developed with Fehr & Peers Active Transportation Cost Estimating Tool and other recent relevant project cost information.

Composite Cost Item	Unit	Unit Price	Assumptions
SIGNING AND STRIPING			
Class I Bike Path Signing and Striping	LF	\$405.00	14-foot asphalt path (2-foot shoulders with 10-foot path), pedestrian lighting (light every 50 feet), centerline stripe and markings
Class II Bike Lanes Striping and Signage	LF	\$16.90	5-foot bikeway with 6-inch thermoplastic bike lane, bike lane legend and signage every 250 feet (both directions)
Class II Buffered Bike Lanes Striping and Signage	LF	\$29.56	5-foot bikeway with 6-inch thermoplastic bike lane, bike lane legend every 250 feet, buffer striping every 15 feet on center (both directions)
Class III Bike Boulevard Striping per Block	EA	\$1,632.00	Composite cost includes two bike boulevard stencils per block per direction (four total).
Class IV Cycle Track One-Way Striping and Signage	LF	\$59.38	Parking T every 22 feet, cycle track striping, 6-inch striping bike buffer striping 4-foot strip per 15 feet, bike lane legend every 250 feet, bollards every 10 feet (both sides of street)
Class IV Cycle Track One-Way Raised Buffer	LF	\$368.71	Parking T every 22 feet, bike lane legend every 250 feet, buffer median curb and 4-foot buffer median width (both sides of the street)
Roadway Striping (Per Stripe)	LF	\$5.00	Multiply striping per number of lanes x striping cost to cover lane lines, limit lines, lane pavement markings, etc.
Bike Wayfinding Signage (Per Intersection)	LF	\$2,400.00	Two custom wayfinding signs per 500 feet (500 feet is assumed average distance per intersection)
High Visibility Crosswalk	EA	\$720.00	Per each intersection leg: 48-foot continental crosswalk (assuming 4 x 12-foot lanes)
Green Thermoplastic Bike Lane Markings	EA	\$12,000	Bicycle conflict markings per intersection includes 40 feet of green thermoplastic per side (80 feet total, 5-foot width on both sides at each intersection leg (2 legs/intersection)
ROADWAY/PAVING			
New Pavement 96' width	LF	\$1,205.70	96-foot width cross section plus roadway lighting
New Pavement 68' width	LF	\$906.10	68-foot width cross section plus roadway lighting
New Pavement 48' width	LF	\$692.10	48 -foot width cross section plus roadway lighting
Roadway Widening (Per Lane)	LF	\$128.40	Lane width of 12 feet
Minor Arterial Street Repaving	LF	\$680.00	Grind and overlay for 68-foot cross section
Minor Arterial Street Slurry Seal	LF	\$68.00	Slurry seal for moderate wear pavement sections
Major Arterial Street Repaving	LF	\$960.00	Grind and overlay for 96-foot cross section
Major Arterial Street Slurry Seal	LF	\$96.00	Slurry seal for moderate wear pavement sections
Collector Street Repaving	LF	\$480.00	Grind and overlay for 48-foot cross section
Collector Street Slurry Seal	LF	\$48.00	Slurry seal for moderate wear pavement sections
Neighborhood Street Repaving	LF	\$400.00	Grind and overlay for 40-foot curb to curb
Neighborhood Street Slurry Seal	LF	\$40.00	Slurry seal for moderate wear pavement sections
New Sidewalk	LF	\$240.00	Assumes 6-foot sidewalk width on both sides of street
New Sidewalk on One Side	LF	\$120.00	Assumes 6-foot sidewalk on one side of the street
Curb and gutter	LF	\$240.00	Assumes standard curb and 2-foot gutter on both sides of street.
Curb and gutter on One Side	LF	\$120.00	Assumes standard curb and 2-foot gutter on one side of street.
Landscape Median	LF	\$300.00	2 curbs and 10-foot median width
Concrete driveway	LF	\$150.00	Assumes 6-foot width that matches sidewalk
Speed Humps	EA	\$10,000.00	Assumes striping included
Roadway Lighting	LF	\$178.50	For roadway widening projects (new roadways already include in composite cost).

INTERSECTIONS			
Major intersection Upgrade	EA	\$684,000.00	Includes curb / gutter, medians (50-feet x2 curbs + 3-foot effective median= \$160/LF, ramps, 6-foot sidewalk, and signals. 50-feet on each approach. (2+ lanes in each direction)
Major Roundabout	EA	\$2,000,000.00	Planning level estimate, need full design for more detailed estimate.
Neighborhood Roundabout	EA	\$1,300,000.00	Planning level estimate, need full design for more detailed estimate.
EVP upgrade	EA	\$9,000.00	Per intersection
Neighborhood Intersection Upgrade	EA	\$30,400.00	Includes four ADA curb ramps per intersection (one per corner) and four high-visibility crosswalks (40-foot width for neighborhood roadways).
Side Street Intersection Upgrade	EA	\$14,600.00	For side streets at arterials, includes two ADA ramps and one high-visibility crosswalk.
Rectangular Rapid-Flashing Beacon (RRFB) no median	EA	\$70,000.00	Two or Three Lane Roadway (no median) – assumes one pole at each of the 4 corners, crosswalks on both sides – 4 poles @ \$17.5k = \$70k
Rectangular Rapid-Flashing Beacon (RRFB) median	EA	\$105,000.00	Two, Three or Four Lane Roadway (with median) – assumes one pole at each of the 4 corners, a pole on each median, crosswalks on both sides – 6 poles @ \$17.5k per = \$105k
Bulbouts	EA	\$35,000.00	Per corner
Bicycle Loop Detection	EA	\$1,000.00	Per intersection approach
Full Signal or Major Signal Modification	EA	\$600,000.00	Per intersection
Curb Ramp	EA	\$7,000.00	Single Ramp
At-grade rail crossing	EA	\$6,000,000.00	Crossing with latest design and technology.
OTHER			
Landscaping and irrigation	LF	\$160.00	For landscaping adjacent to sidewalk with a 4-foot strip (both sides)
Short-term bicycle parking installation	EA	\$7,500.00	Short-term bicycle parking installation (5 racks, 2 bikes per rack = 10 bikes total)
Long-term bicycle parking installation	EA	\$50,000.00	Long-term bicycle parking installation (5 lockers, 1 bike each = 5 bikes total)
Further study	EA	\$50,000.00	Parking usage/bike lane study
Bridge improvement	EA	\$5,000,000.00	Planning level estimate, matches grade separation estimate
PUBLIC WORKS' BIKE FACILITY COSTS			
Bike Facility Class I	MI	\$3,063,000.00	City of Stockton
Bike Facility Class II	MI	\$1,577,000.00	City of Stockton
Bike Facility Class II Buffer	MI	\$1,607,000.00	City of Stockton
Bike Facility Class III	MI	\$803,000.00	City of Stockton
Bike Facility Class IV	MI	\$2,251,000.00	City of Stockton
SOFT COSTS			
Construction Contingency	%	30%	
Design	%	15%	
Environmental	%	10%	
Traffic Control, SWPP, Mobilization	%	25%	
CM & inspection	%	20%	
City Staff Support	%	10%	

Project 1 - East/West Access Road Diets				
Creating east/west connection to the Citywide Backbone Network; Improving bicycle access to schools and essential services. • Class II Buffered Bicycle Lanes (Road Diet) on W/E Alpine Avenue from N Ryde Avenue to California Street; • Class II Bicycle Lanes (Further Study) E Alpine Avenue from California to N Wilson Way; • Class II Bicycle Lanes (Lane Striping with Parking Removal) E Hazelton Avenue from S Wilson Way to S B Street; [Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal. Class III Bicycle Route considered as Bike Boulevard.]				
Project Characteristics				
Project Length (MI)				4.17
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	* MI	\$1,577,000	2.36	\$3,721,720
Bike Facility Class II Buffer	* MI	\$1,607,000	1.81	\$2,908,670
Further study	* EA	\$50,000	1	\$50,000
Construction Total				\$6,680,390
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$1,670,098
CM & inspection			20%	\$1,336,078
Design			15%	\$1,002,059
Environmental			10%	\$668,039
City Staff Support			5%	\$334,020
Construction Contingency			30%	\$2,004,117
Contingencies & Soft Costs Total				\$7,014,410
Project Total				\$13,700,000

Project 2 - Citywide Bicycle Parking Program				
Allow residents, businesses, employers, and others to request long-term and short-term bicycle parking installations at locations throughout the city. [Cost estimate considers a majority (50 locations) to be short-term bike racks and the smaller remaining locations (15 locations) to be long-term bike lockers. Number of locations based on Bicycle Master Plan Map.]				
Project Characteristics				
Installation Locations				65
Construction Items	Unit	Unit Cost	Quantity	Cost
Short-term bicycle parking installation	EA	\$7,500	50	\$375,000
Long-term bicycle parking installation	EA	\$50,000	15	\$750,000
Construction Total				\$1,125,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$281,250
CM & inspection			20%	\$225,000
Design			15%	\$168,750
Environmental			10%	\$112,500
City Staff Support			5%	\$56,250
Construction Contingency			30%	\$337,500
Contingencies & Soft Costs Total				\$1,181,250
Project Total				\$2,400,000

Project 3 - Monte Diablo Avenue / Acacia Street Bicycle Improvements				
Provide an east/west connection for five north/south backbone bicycle facilities in central Stockton.				
• Class III Bicycle Boulevard (Traffic Calming) Monte Diablo Avenue from Shimizu Drive to Ryde Avenue; • Class II Bicycle Lanes (Lane Striping with Parking Removal) Monte Diablo Avenue/Picardy Drive/Acacia Street from Ryde Avenue to S California Street; • Parking usage study to remove for bike lanes, where removal not possible implement Class III w/ traffic calming				
[Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]				
Project Characteristics				
Length (MI)				3.15
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	* MI	\$1,577,000	2.56	\$4,037,120
Bike Facility Class III	* MI	\$803,000	0.59	\$473,770
Further study	EA	\$50,000	1	\$50,000
Construction Total				\$4,560,890
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$1,140,223
CM & inspection			20%	\$912,178
Design			15%	\$684,134
Environmental			10%	\$456,089
City Staff Support			5%	\$228,045
Construction Contingency			30%	\$1,368,267
Contingencies & Soft Costs Total				\$4,788,935
Project Total				\$9,400,000

Project 4 - Bicycle Boulevards Implementation

Combines the following bicycle boulevards into one project to provide low-stress bicycle options on streets with low motorized traffic volumes.

- West Side Bikeway Bicycle Boulevard
 - Alexandria Bicycle Boulevard
 - Mission Bicycle Boulevard
 - Kermit Bicycle Boulevard
- Country Club Crosstown Bicycle Boulevard
 - Kensington/Baker Bicycle Boulevard
 - Marsh Bicycle Boulevard
 - Poplar Street Bicycle Boulevard
 - Clay Street Bicycle Boulevard
 - Worth Street Bicycle Boulevard
 - Jefferson Street Bicycle Boulevard
 - Willow Street Bicycle Boulevard

Bike boulevards to include; wayfinding signs, pavement markings, traffic calming measures (speed humps) and/or diversion to maintain low speeds and volumes. [Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]

Project Characteristics

Length (MI)				18.66
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class III *	MI	\$803,000	18.66	\$14,985,603
Construction Total				\$14,985,603
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$3,746,401
CM & inspection			20%	\$2,997,121
Design			15%	\$2,247,840
Environmental			10%	\$1,498,560
City Staff Support			5%	\$749,280
Construction Contingency			30%	\$1,123,920
Contingencies & Soft Costs Total				\$12,363,122
Project Total				\$27,400,000

Project 6 - Arch Road Widening				
Widen remaining unimproved portions of Arch Road (Sperry Road) from Performance Drive to S Airport Way, S Airport Way to S B Street, 99 East Frontage Road to Fite Court, and Logistics Drive to S Austin Road. Widening project includes installation of Class IV bicycle facility, ADA ramps, street lights storm drain facilities, signing and striping and traffic signal modifications. [Storm drain facilities not included in cost estimate.]				
Project Characteristics				
Length (LF)				12,500
Major Intersections (EA)				5
Minor Intersections (EA)				3
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	25,000	\$3,210,000
Bike Facility Class IV	MI	\$2,251,000	4.99	\$11,232,490
Curb and gutter	LF	\$240	11,850	\$2,844,000
New Sidewalk	LF	\$240	11,850	\$2,844,000
Landscaping and irrigation	LF	\$160	11,850	\$1,896,000
Concrete driveway	LF	\$150	2,370	\$355,500
Roadway Lighting	LF	\$179	12,500	\$2,231,250
Full Signal or Major Signal Modification	EA	\$600,000	5	\$3,000,000
Landscape Median	LF	\$300	8,480	\$2,544,000
Construction Total				\$30,157,240
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$7,539,310
CM & inspection			20%	\$6,031,448
Design			15%	\$4,523,586
Environmental			10%	\$3,015,724
City Staff Support			5%	\$1,507,862
Construction Contingency			30%	\$9,047,172
Contingencies & Soft Costs Total				\$31,665,102
Project Total				\$61,900,000

Project 7 - Davis Road Improvements				
This project provides roadway and pedestrian improvements along Davis Road between Bear Creek and Waterbury Drive. Improvements include: widening a two-lane roadway to a four-lane roadway to match existing widened segments, installation of concrete curb, gutters, sidewalks, and driveways, installation of drainage facilities, landscaping, striping, and signage. Include buffered bike lane as part of roadway widening improvements. Sidewalk improvements include closing the sidewalk gap of approximately 1000 feet on the NE side of Davis road north of the Davis Road bridge over Bear Creek. [Sidewalk gap closure added on per F&P bridge inventory study. Drainage not included in estimate.]				
Project Characteristics				
Length (LF)			4,500	
Major Intersections (EA)			2	
Minor Intersections (EA)			2	
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	5,500	\$706,200
Bike Facility Class II Buffer	MI	\$1,607,000	0.85	\$1,369,602
Curb and gutter	LF	\$240	5,100	\$1,224,000
New Sidewalk	LF	\$240	5,100	\$1,224,000
Concrete driveway	LF	\$150	1,020	\$153,000
Landscaping and irrigation	LF	\$160	5,100	\$816,000
Roadway Lighting	LF	\$179	4,500	\$803,250
Full Signal or Major Signal Modification	EA	\$600,000	2	\$1,200,000
Landscape Median	LF	\$300	4,000	\$1,200,000
Construction Total				\$8,696,052
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,174,013
CM & inspection			20%	\$1,739,210
Design			15%	\$1,304,408
Environmental			10%	\$869,605
City Staff Support			5%	\$434,803
Construction Contingency			30%	\$2,608,816
Contingencies & Soft Costs Total				\$9,130,855
Project Total				\$17,900,000

Project 8 - EBMUD E March Lane Greenscape Phase 2				
This project will create a shaded greenscape along the East Bay Municipal Utilities District (EBMUD) Corridor, an underutilized public space adjacent to E March Lane. The project runs along the trail between N El Dorado Street and Hillsboro Avenue. Improvements include landscaping with trees, shrubs, lawn, and decorative grasses; irrigation; and pedestrian amenities along with the existing Class I bicycle path. [Landscaped median cost accounts for all shaded greenscape elements]				
Project Characteristics				
Length (LF)				5,000
Construction Items	Unit	Unit Cost	Quantity	Cost
Landscape Median	LF	\$300	5,000	\$1,500,000
Construction Total				\$1,500,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$375,000
CM & inspection			20%	\$300,000
Design			15%	\$225,000
Environmental			10%	\$150,000
City Staff Support			5%	\$75,000
Construction Contingency			30%	\$450,000
Contingencies & Soft Costs Total				\$1,575,000
Project Total				\$3,100,000

Project 9 - El Dorado Street Improvements Phase 3

This project will rehabilitate El Dorado St from E Stadium Dr to the Calaveras River Bridge. Work includes sidewalk, driveways and curb/gutter replacement, medians, trees, and other hardscape features along the landscape strip, irrigation, bridge maintenance, and public art. [Cost estimates do not include public art. Bridge maintenance approximated at \$5M. Considered curb ramp improvements with the sidewalk rehabilitation to meet ADA standards.]

Project Characteristics

Length (LF)				4,000
Minor Intersections (EA)				13
Construction Items	Unit	Unit Cost	Quantity	Cost
New Sidewalk	LF	\$240	2,700	\$648,000
Concrete driveway	LF	\$150	400	\$60,000
Curb Ramp	* EA	\$7,000	52	\$364,000
Curb and gutter	LF	\$240	2,700	\$648,000
Landscaping and irrigation	LF	\$160	2,700	\$432,000
Bridge improvement	EA	\$5,000,000	1	\$5,000,000
Landscape Median	LF	\$300	3,350	\$1,005,000
Construction Total				\$8,157,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,039,250
CM & inspection			20%	\$1,631,400
Design			15%	\$1,223,550
Environmental			10%	\$815,700
City Staff Support			5%	\$407,850
Construction Contingency			30%	\$2,447,100
Contingencies & Soft Costs Total				\$8,564,850
Project Total				\$16,800,000

Project 10 - W March Lane Widening				
This project will widen westbound W March Lane with the addition of one lane from Venezia Boulevard to I-5. Right of way will be acquired to accommodate widening. [Right of way acquisition is not included in cost estimate.]				
Project Characteristics				
Length (LF)			2,000	
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	2,000	\$256,800
Minor Arterial Street Repaving	LF	\$680	1,589	\$1,080,520
Roadway Striping (Per Stripe)	LF	\$5	6,000	\$30,000
New Sidewalk on One Side	LF	\$120	2,000	\$240,000
Curb and gutter on One Side	LF	\$120	2,000	\$240,000
Construction Total				\$1,847,320
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$461,830
CM & inspection			20%	\$369,464
Design			15%	\$277,098
Environmental			10%	\$184,732
City Staff Support			5%	\$92,366
Construction Contingency			30%	\$554,196
Contingencies & Soft Costs Total				\$1,939,686
Project Total				\$3,800,000

Project 11 - Mormon Slough Bikeway Improvement				
This project will provide improvements to the Mormon Slough bicycle and pedestrian trail from Weber Avenue to approximately 0.25 miles southeast along the slough to match existing improvements. Improvements will entail a 14 ft wide asphalt multi-use path for cyclists and pedestrians. Improvements will include paving, signage, striping, pavement markings, ADA improvements, shoulder widening, including a vegetative grassy swale. Close the 500 foot sidewalk gap on North side of Weber Avenue leading up to the Weber Avenue Bridge that crosses over Mormon Slough. [Sidewalk gap closure added on per F&P bridge inventory study.]				
Project Characteristics				
Length (LF)			1,500	
Sidewalk Length (LF)			500	
Minor Intersections (EA)			2	
Construction Items	Unit	Unit Cost	Quantity	Cost
Class I Bike Path signing and striping	LF	\$405	1,500	\$607,500
Landscape Median	LF	\$300	1,500	\$450,000
New Sidewalk on One Side	LF	\$120	500	\$60,000
Landscaping and irrigation	LF	\$160	500	\$80,000
Curb and gutter on One Side	LF	\$120	500	\$60,000
Curb Ramp	EA	\$7,000	2	\$14,000
Construction Total				\$1,271,500
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$317,875
CM & inspection			20%	\$254,300
Design			15%	\$190,725
Environmental			10%	\$127,150
City Staff Support			5%	\$63,575
Construction Contingency			30%	\$381,450
Contingencies & Soft Costs Total				\$1,335,075
Project Total				\$2,700,000

Project 12 - W Robinhood Drive Bike Lanes				
This project includes installing bike lanes on W Robinhood Drive between N El Dorado Street and N Pershing Avenue. This project also includes converting Robinhood Drive from a four-lane undivided roadway to a two-lane road with a center left-turn lane; on-street parking would not be affected. Robinhood Drive will connect to lanes being installed on Claremont Avenue as part of another CIP project. This project's component is the installation of bike detection at the following intersections: Pacific Avenue, N Pershing Avenue, W March Lane, and Yokuts Avenue.				
Project Characteristics				
Length (LF)				5,500
Length Arterial (LF)				3,500
Length Local (LF)				2,200
Major Intersections (EA)				4
Minor Intersections (EA)				0
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	MI	\$1,577,000	1	\$1,642,708
Bicycle Loop Detection	EA	\$1,000	8	\$8,000
Construction Total				\$1,650,708
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$412,677
CM & inspection			20%	\$330,142
Design			15%	\$247,606
Environmental			10%	\$165,071
City Staff Support			5%	\$82,535
Construction Contingency			30%	\$495,213
Contingencies & Soft Costs Total				\$1,733,244
Project Total				\$3,400,000

Project 16 - West Lane Widening				
This project will widen West Lane between E Morada Lane and Knickerbocker Drive from four lanes to six lanes including bike facility, a length of about 5,000 feet. The work will include pavement widening and rehabilitation, widening of the bridge at Mosher Slough, construction of curb, gutter, and sidewalk, installation of streetlights, signal modifications, and pavement marking and striping. A storm drainage analysis will be necessary to determine the storm drain system's design parameters that the expanded roadway will require. May include restriping of the completed section between Knickerbocker Drive and Hammer. [Cost estimate does not include restriping of Knickerbocker Drive to Hammer Lane.]				
Project Characteristics				
Length (LF)			4,500	
Major Intersections (EA)			2	
Minor Intersections (EA)			2	
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	9,000	\$1,155,600
Bike Facility Class IV	MI	\$2,251,000	1	\$1,935,860
Curb and gutter	LF	\$240	4,200	\$1,008,000
New Sidewalk	LF	\$240	4,200	\$1,008,000
Landscaping and irrigation	LF	\$160	4,200	\$672,000
Concrete driveway	LF	\$150	840	\$126,000
Roadway Lighting	LF	\$179	4,500	\$803,250
Full Signal or Major Signal Modification	EA	\$600,000	4	\$2,400,000
Further study	EA	\$50,000	1	\$50,000
Construction Total				\$9,158,710
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,289,678
CM & inspection			20%	\$1,831,742
Design			15%	\$1,373,807
Environmental			10%	\$915,871
City Staff Support			5%	\$457,936
Construction Contingency			30%	\$2,747,613
Contingencies & Soft Costs Total				\$9,616,646
Project Total				\$18,800,000

Project 17 - Main Street/Market Street Complete Streets

Bike Facilities - Class II buffered bike lanes (Main Street and Market Street) from California Street to State Route 99 and Crossing Improvements -

- S Wilson Way and E Market Street,
- S Center Street and E Market Street,
- S El Dorado Street and E Market Street

Addition of bicycle loop detection at signalized intersections. For crossing improvements these include high visibility crosswalks, curb extensions, and signal modifications.

Project Characteristics

Length (LF)				19,000
Major Intersections (EA)				3
Construction Items	Unit	Unit Cost	Quantity	Cost
Neighborhood Street Repaving	LF	\$400	4,500	\$1,800,000
Minor Arterial Street Repaving	LF	\$680	9,700	\$6,596,000
Neighborhood Street Slurry Seal	LF	\$40	4,500	\$180,000
Class II Buffered Bike Lanes Striping and Signage	LF	\$30	7,000	\$206,939
Roadway Striping (Per Stripe)	LF	\$5	20,700	\$103,500
Bicycle Loop Detection	EA	\$1,000	27	\$27,000
Major intersection Upgrade	EA	\$684,000	3	\$2,052,000
Construction Total				\$10,965,439
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,741,360
CM & inspection			20%	\$2,193,088
Design			15%	\$1,644,816
Environmental			10%	\$1,096,544
City Staff Support			5%	\$548,272
Construction Contingency			30%	\$3,289,632
Contingencies & Soft Costs Total				\$11,513,711
Project Total				\$22,500,000

Project 18 - Harding Way Bike Facilities and Road Diet				
Bike Facilities - Class III bike boulevard from N Pershing Avenue to N Baker Street, Class IV separated bikeway and road diet from N Baker Street to N Wilson Way; Crossing Improvements - N Center Street, N El Dorado Street, N Airport Way Addition of bicycle loop detection at signalized intersections. For crossing improvements these include high visibility crosswalks, curb extensions, and signal modifications.				
Project Characteristics				
Neighborhood City Blocks (EA)				5
Length Separated Bikeway (LF)				8,800
Length Bike Blvd (LF)				2,300
Major Intersections (EA)				3
Minor Intersections (EA)				18
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class III	MI	\$803,000	0.42	\$337,260
Bike Facility Class IV	MI	\$2,251,000	1.65	\$3,714,150
Major intersection Upgrade	EA	\$684,000	3	\$2,052,000
Bicycle Loop Detection	EA	\$1,000	21	\$21,000
Construction Total				\$6,124,410
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$1,531,103
CM & inspection			20%	\$1,224,882
Design			15%	\$918,662
Environmental			10%	\$612,441
City Staff Support			5%	\$306,221
Construction Contingency			30%	\$1,837,323
Contingencies & Soft Costs Total				\$6,430,631
Project Total				\$12,600,000

Project 19 - Greater Downtown Rectangular Rapid-Flashing Beacon (RRFB) Installation				
Crossing Improvements to include high-visibility crosswalks, curb extensions, and RRFBs at - • N Lincoln Street and W Oak Street, • N Lincoln Street and W Park Street, • S Lincoln Street and W Washington Street, • S Streetanislus Street and E Sonora Street, • S San Joaquin Street and E Church Street, • E Jefferson Street and S Center Street, • E Jefferson Street and S El Dorado Street, • E Jefferson Street and California Street, • N Union Street and E Weber Avenue, • N California Street and E Vine Street, • N California Street and Flora Street				
Project Characteristics				
Major Intersections (EA)				0
Minor Intersections (EA)				11
Construction Items	Unit	Unit Cost	Quantity	Cost
Rectangular Rapid-Flashing Beacon (RRFB) no median	EA	\$70,000	11	\$770,000
High Visibility Crosswalk	EA	\$720	40	\$28,800
Bulbouts	EA	\$35,000	43	\$1,505,000
Construction Total				\$2,303,800
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$575,950
CM & inspection			20%	\$460,760
Design			15%	\$345,570
Environmental			10%	\$230,380
City Staff Support			5%	\$115,190
Construction Contingency			30%	\$691,140
Contingencies & Soft Costs Total				\$2,418,990
Project Total				\$4,800,000

Project 20 - San Joaquin Street Bike Lanes				
Class II bike lanes from E Miner Avenue to E 8th Street.				
Project Characteristics				
City Blocks (EA)				27
Length (LF)				14,500
Major Intersections (EA)				2
Minor Intersections (EA)				36
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	MI	\$1,577,000	1.88	\$2,964,760
Construction Total				\$2,964,760
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$741,190
CM & inspection			20%	\$592,952
Design			15%	\$444,714
Environmental			0%	\$0
City Staff Support			5%	\$148,238
Construction Contingency			30%	\$889,428
Contingencies & Soft Costs Total				\$2,816,522
Project Total				\$5,800,000

Project 21 - Sutter Street Bike Lanes				
Class II bike lanes from N Sutter Street/E Vine St to S Sutter St/MLK Boulevard. Consider extending existing sidewalk on the northwest corner of the Sutter Street bridge to E Hazelton Avenue (approximately 70 ft.). [Sidewalk improvement is from F&P Bridge Inventory.]				
Project Characteristics				
Length (LF)			10,000	
Major Intersections (EA)			4	
Minor Intersections (EA)			20	
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	MI	\$1,577,000	1.86	\$2,933,220
New Sidewalk on One Side	LF	\$120	70	\$8,400
Curb and gutter on One Side	LF	\$120	70	\$8,400
Landscaping and irrigation	LF	\$160	70	\$11,200
Construction Total				\$2,961,220
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$740,305
CM & inspection			20%	\$592,244
Design			15%	\$444,183
Environmental			10%	\$296,122
City Staff Support			5%	\$148,061
Construction Contingency			30%	\$888,366
Contingencies & Soft Costs Total				\$3,109,281
Project Total				\$6,100,000

Project 23 - Stanislaus Street Bike Lanes				
Class II bike lanes from Park Street to MLK Boulevard. [Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]				
Project Characteristics				
Length (LF)				7,500
Length Collector (LF)				6,700
Length Neighborhood (LF)				800
Major Intersections (EA)				0
Minor Intersections (EA)				19
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	MI	\$1,577,000	1	\$2,286,650
Construction Total				\$2,286,650
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$571,663
CM & inspection			20%	\$457,330
Design			15%	\$342,998
Environmental			10%	\$228,665
City Staff Support			5%	\$114,333
Construction Contingency			30%	\$685,995
Contingencies & Soft Costs Total				\$2,400,983
Project Total				\$4,700,000

Project 28 - Miner's Levee Shared-Use Path Extension				
Extend Class I shared-use path along Miner's Levee. [Cost estimate is rough due to uncertainty of exact path route.]				
Project Characteristics				
Length (MI)				3
Minor Intersections (EA)				2
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class I	MI	\$3,063,000	3	\$9,189,000
Curb Ramp	EA	\$7,000	8	\$56,000
Construction Total				\$9,245,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,311,250
CM & inspection			20%	\$1,849,000
Design			15%	\$1,386,750
Environmental			10%	\$924,500
City Staff Support			5%	\$462,250
Construction Contingency			30%	\$2,773,500
Contingencies & Soft Costs Total				\$9,707,250
Project Total				\$19,000,000

Project 30 - N Pershing Avenue Class IV Separated Bikeway				
Road diet and class IV separated bikeway from W Fremont Street to Brookside Road.				
Project Characteristics				
Length (LF)				2
Arterial Length (LF)				1,500
Collector Length (LF)				2,000
Major Intersections (EA)				4
Minor Intersections (EA)				7
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class IV	MI	\$2,251,000	1.96	\$4,411,960
Construction Total				\$4,411,960
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$1,102,990
CM & inspection			20%	\$882,392
Design			15%	\$661,794
Environmental			10%	\$441,196
City Staff Support			5%	\$220,598
Construction Contingency			30%	\$1,323,588
Contingencies & Soft Costs Total				\$4,632,558
Project Total				\$9,100,000

Project 31 - Church Street Bike Lanes				
Class II bike lane from S Lincoln Street to Garfield Avenue.				
Project Characteristics				
Length (LF)				3,000
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	MI	\$1,577,000	0.58	\$914,660
Construction Total				\$914,660
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$228,665
CM & inspection			20%	\$182,932
Design			15%	\$137,199
Environmental			10%	\$91,466
City Staff Support			5%	\$45,733
Construction Contingency			30%	\$274,398
Contingencies & Soft Costs Total				\$960,393
Project Total				\$1,900,000

Project 32 - W Washington Street/Garfield Street Bike Lanes				
Class II bike lane on W Washington Street from W Weber Avenue to Garfield Street and Class III bike boulevard on Garfield				
Project Characteristics				
City Blocks Garfield (EA)				3
Length (LF)				3,000
Length Washington (LF)				2300
Length Garfield (LF)				1200
Minor Intersections (EA)				2
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class II	MI	\$1,577,000	0.42	\$662,340
Bike Facility Class III	MI	\$803,000	0.18	\$144,540
Speed humps	EA	\$10,000	6	\$60,000
Construction Total				\$866,880
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$216,720
CM & inspection			20%	\$173,376
Design			15%	\$130,032
Environmental			10%	\$86,688
City Staff Support			5%	\$43,344
Construction Contingency			30%	\$260,064
Contingencies & Soft Costs Total				\$910,224
Project Total				\$1,800,000

Project 33 - N Yosemite Street/Orange Street Bike Boulevards				
Class III bike boulevard from W Harding Way to Miner's Levee Path. Includes traffic calming and/or diversion to maintain low speeds and volumes. [Cost estimate also considers pavement rehab for corridors with a 50/50 split of repaving/slurry seal.]				
Project Characteristics				
City Blocks (EA)				23
Length (MI)				1.52
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class III	MI	\$803,000	1.52	\$1,220,560
Speed Humps	EA	\$10,000	46	\$460,000
Construction Total				\$1,680,560
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$420,140
CM & inspection			20%	\$336,112
Design			15%	\$252,084
Environmental			10%	\$168,056
City Staff Support			5%	\$84,028
Construction Contingency			30%	\$504,168
Contingencies & Soft Costs Total				\$1,764,588
Project Total				\$3,500,000

Project 34 - Turnpike Road Class IV Separated Bikeway				
Class IV separated bikeway from Jackson Street to Downing Avenue.				
Project Characteristics				
Length (LF)				11,000
Arterial Length (LF)				4,200
Local Length (LF)				6,800
Major Intersections (EA)				3
Minor Intersections (EA)				0
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class IV	MI	\$2,251,000	2.08	\$4,689,583
Construction Total				\$4,689,583
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$1,172,396
CM & inspection			20%	\$937,917
Design			15%	\$703,438
Environmental			10%	\$468,958
City Staff Support			5%	\$234,479
Construction Contingency			30%	\$1,406,875
Contingencies & Soft Costs Total				\$4,924,063
Project Total				\$9,700,000

Project 40 - Lower Sacramento Road (Royal Oaks Drive to Pixley Slough) Road Widening				
Widen to 6 lanes Armor Drive to Morada Lane, Morada Lane to Hammer Lane, Marlette Road to Pixley Slough.				
Project Characteristics				
Length (LF)				15,500
Arterial Length (LF)				8,500
Local Length (LF)				7,000
Major Intersections (EA)				4
Minor Intersections (EA)				8
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	45,000	\$5,778,000
Major Arterial Street Repaving	LF	\$960	4,250	\$4,080,000
Major Arterial Street Slurry Seal	LF	\$96	4,250	\$408,000
Neighborhood Street Repaving	LF	\$400	3,500	\$1,400,000
Neighborhood Street Slurry Seal	LF	\$40	3,500	\$140,000
Roadway Striping (Per Stripe)	LF	\$5	62,000	\$310,000
Class IV Cycle Track One-Way Raised Buffer	LF	\$369	14,300	\$5,272,613
Green Thermoplastic Bike Lane Markings	EA	\$12,000	4	\$48,000
Landscape Median	LF	\$300	7,000	\$2,100,000
Curb and gutter	LF	\$240	14,300	\$3,432,000
New Sidewalk	LF	\$240	14,300	\$3,432,000
Landscaping and irrigation	LF	\$160	14,300	\$2,288,000
Concrete driveway	LF	\$150	2,860	\$429,000
Roadway Lighting	LF	\$179	14,300	\$2,552,550
Construction Total				\$31,670,163
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$7,917,541
CM & inspection			20%	\$6,334,033
Design			15%	\$4,750,524
Environmental			10%	\$3,167,016
City Staff Support			5%	\$1,583,508
Construction Contingency			30%	\$9,501,049
Contingencies & Soft Costs Total				\$33,253,671
Project Total				\$65,000,000

Project 47 - Eight Mile Road Widening				
Road widening between Rio Blanco and SR99 per Precise Road Plan. Roadway sections shall be for 2,4,6 through lanes with raised median, Class IV bicycle lanes, and turn/acceleration/deceleration lanes per 2040 GP.				
Project Characteristics				
Length (LF)				38,000
Major Intersections (EA)				10
Minor Intersections (EA)				4
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	76,000	\$9,758,400
Bike Facility Class IV	MI	\$2,251,000	8.6	\$19,358,600
Landscape Median	LF	\$300	35,500	\$10,650,000
Curb and gutter	LF	\$240	36,600	\$8,784,000
New Sidewalk	LF	\$240	36,600	\$8,784,000
Landscaping and irrigation	LF	\$160	36,600	\$5,856,000
Concrete driveway	LF	\$150	7,320	\$1,098,000
Roadway Lighting	LF	\$179	36,600	\$6,533,100
Construction Total				\$70,822,100
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$17,705,525
CM & inspection			20%	\$14,164,420
Design			15%	\$10,623,315
Environmental			10%	\$7,082,210
City Staff Support			5%	\$3,541,105
Construction Contingency			30%	\$21,246,630
Contingencies & Soft Costs Total				\$74,363,205
Project Total				\$145,200,000

Project 49 - Bicycle Project Wayfinding Signage				
Install bike wayfinding signage for navigation of new proposed bicycle facilities in the MIP PFF Project List.				
Project Characteristics				
Length (LF)				453,000
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Wayfinding Signage (Per Intersection)	LF	\$2,400	906	\$2,174,400
Construction Total				\$2,174,400
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$543,600
CM & inspection			20%	\$434,880
Design			15%	\$326,160
Environmental			10%	\$217,440
City Staff Support			5%	\$108,720
Construction Contingency			30%	\$652,320
Contingencies & Soft Costs Total				\$2,283,120
Project Total				\$4,500,000

Project 50 - Bicycle Master Plan - Railroad Crossings				
Implement at grade rail crossings for 12 locations to facilitate BMP build out. The project will be split into two separate timeframes, with the first six locations being completed during the first eight years and the remaining six locations will be completed in the later eight years.				
Project Characteristics				
Rail crossings (EA)				12
Construction Items	Unit	Unit Cost	Quantity	Cost
At-grade rail crossing	EA	\$6,000,000	12	\$72,000,000
Construction Total				\$72,000,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$18,000,000
CM & inspection			20%	\$14,400,000
Design			15%	\$10,800,000
Environmental			10%	\$7,200,000
City Staff Support			5%	\$3,600,000
Construction Contingency			30%	\$21,600,000
Contingencies & Soft Costs Total				\$75,600,000
Project Total				\$147,600,000

Project 53 - Lower Sacramento Road Hammer to Royal Oaks Bicycle Lanes and Sidewalks				
Provide sidewalks, bicycle lanes, median improvements, and signal upgrades along Lower Sacramento Road.				
Project Characteristics				
Length (LF)				8,000
Signalized Intersections (EA)				3
Side Street Intersections (EA)				10
Construction Items	Unit	Unit Cost	Quantity	Cost
New Sidewalk on One Side	LF	\$120	3,400	\$408,000
Side Street Intersection Upgrade	EA	\$14,600	10	\$146,000
Major intersection Upgrade	EA	\$684,000	3	\$2,052,000
Bike Facility Class II Buffer	MI	\$1,607,000	1	\$1,719,490
Landscape Median	LF	\$300	7,250	\$2,175,000
Full Signal or Major Signal Modification	EA	\$600,000	3	\$1,800,000
Construction Total				\$8,300,490
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,075,123
CM & inspection			20%	\$1,660,098
Design			15%	\$1,245,074
Environmental			10%	\$830,049
City Staff Support			5%	\$415,025
Construction Contingency			30%	\$2,490,147
Contingencies & Soft Costs Total				\$8,715,515
Project Total				\$17,100,000

Project 62 - Mariposa Road Widening, MLK Boulevard to SR-99				
Roadway widening from 2 to 6 lanes with Class IV bike facilities and provide frontage improvements on Mariposa Road from MLK Boulevard to SR-99.				
Project Characteristics				
Length (LF)			10,000	
Major Intersections (EA)			1	
Minor Intersections (EA)			4	
Construction Items	Unit	Unit Cost	Quantity	Cost
Roadway Widening (Per Lane)	LF	\$128	40,000	\$5,136,000
Bike Facility Class IV	MI	\$2,251,000	1.41	\$3,173,910
Curb and gutter	LF	\$240	9,500	\$2,280,000
New Sidewalk	LF	\$240	9,500	\$2,280,000
Landscaping and irrigation	LF	\$160	9,500	\$1,520,000
Concrete driveway	LF	\$150	1,900	\$285,000
Roadway Lighting	LF	\$179	9,500	\$1,695,750
Full Signal or Major Signal Modification	EA	\$600,000	1	\$600,000
Landscape Median	LF	\$300	9,250	\$2,775,000
Construction Total				\$19,745,660
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$4,936,415
CM & inspection			20%	\$3,949,132
Design			15%	\$2,961,849
Environmental			10%	\$1,974,566
City Staff Support			5%	\$987,283
Construction Contingency			30%	\$5,923,698
Contingencies & Soft Costs Total				\$20,732,943
Project Total				\$40,500,000

Project 63 - S Airport Way Road Widening				
Roadway widening, frontage improvements, bicycle lanes, etc. on S Airport Way from Arch Airport to French Camp Road.				
Project Characteristics				
Length (LF)			11,000	
Major Intersections (EA)			3	
Minor Intersections (EA)			2	
Construction Items	Unit	Unit Cost	Quantity	Cost
Bike Facility Class IV	MI	\$2,251,000	2	\$4,592,040
Curb and gutter	LF	\$240	10,500	\$2,520,000
New Sidewalk	LF	\$240	10,500	\$2,520,000
Landscaping and irrigation	LF	\$160	10,500	\$1,680,000
Concrete driveway	LF	\$150	2,100	\$315,000
Roadway Lighting	LF	\$179	10,500	\$1,874,250
Full Signal or Major Signal Modification	EA	\$600,000	3	\$1,800,000
Construction Total				\$15,301,290
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$3,825,323
CM & inspection			20%	\$3,060,258
Design			15%	\$2,295,194
Environmental			10%	\$1,530,129
City Staff Support			5%	\$765,065
Construction Contingency			30%	\$4,590,387
Contingencies & Soft Costs Total				\$16,066,355
Project Total				\$31,400,000

Project 64 - S Fresno Avenue Sidewalk Improvement				
Fill sidewalk gap on S Fresno Avenue from Church Street to Navy Street.				
Project Characteristics				
Length (LF)				2,000
Construction Items	Unit	Unit Cost	Quantity	Cost
New Sidewalk	LF	\$240	2,000	\$480,000
Landscaping and irrigation	LF	\$160	2,000	\$320,000
Curb and gutter	LF	\$240	2,000	\$480,000
Construction Total				\$1,280,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$320,000
CM & inspection			20%	\$256,000
Design			15%	\$192,000
Environmental			10%	\$128,000
City Staff Support			5%	\$64,000
Construction Contingency			30%	\$384,000
Contingencies & Soft Costs Total				\$1,344,000
Project Total				\$2,700,000

Project 66 - Trinity Parkway Extension				
Roadway extension of Trinity Parkway (arterial) from its current terminus (Bear Creek Path) to Hammer Lane.				
Project Characteristics				
Length (LF)			8,000	
Major Intersections (EA)			2	
Minor Intersections (EA)			0	
Construction Items	Unit	Unit Cost	Quantity	Cost
New Pavement 68' width	LF	\$906	8,000	\$7,248,800
Class IV Cycle Track One-Way Raised Buffer	LF	\$369	7,800	\$2,875,971
Roadway Striping (Per Stripe)	LF	\$5	40,000	\$200,000
Green Thermoplastic Bike Lane Markings	EA	\$12,000	2	\$24,000
Landscape Median	LF	\$300	7,500	\$2,250,000
Curb and gutter	LF	\$240	7,800	\$1,872,000
New Sidewalk	LF	\$240	7,800	\$1,872,000
Landscaping and irrigation	LF	\$160	7,800	\$1,248,000
Concrete driveway	LF	\$150	1,560	\$234,000
Major intersection Upgrade	EA	\$684,000	2	\$1,368,000
Construction Total				\$19,192,771
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$4,798,193
CM & inspection			20%	\$3,838,554
Design			15%	\$2,878,916
Environmental			10%	\$1,919,277
City Staff Support			5%	\$959,639
Construction Contingency			30%	\$5,757,831
Contingencies & Soft Costs Total				\$20,152,409
Project Total				\$39,400,000

Project 69 - E Mc Allen Road Improvements				
Roadway rehabilitation and improvements of E Mc Allen Road from Holman Road to Wilson Way.				
Project Characteristics				
Length (LF)				3,000
Construction Items	Unit	Unit Cost	Quantity	Cost
Neighborhood Street Repaving	LF	\$400	5,000	\$2,000,000
Roadway Striping (Per Stripe)	LF	\$5	3,000	\$15,000
Construction Total				\$2,015,000
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$503,750
CM & inspection			20%	\$403,000
Design			15%	\$302,250
Environmental			10%	\$201,500
City Staff Support			5%	\$100,750
Construction Contingency			30%	\$604,500
Contingencies & Soft Costs Total				\$2,115,750
Project Total				\$4,200,000

Project 70 - Holman Road Extension				
Roadway extension of Holman Road from its PFC Jesse Mizener St arterial (Current terminus) to Eight Mile Road.				
Project Characteristics				
Length (LF)				3,000
Major Intersections (EA)				2
Minor Intersections (EA)				0
Construction Items	Unit	Unit Cost	Quantity	Cost
New Pavement 96' width	LF	\$1,206	3,000	\$3,617,100
Class IV Cycle Track One-Way Raised Buffer	LF	\$369	2,800	\$1,032,400
Roadway Striping (Per Stripe)	LF	\$5	15,000	\$75,000
Green Thermoplastic Bike Lane Markings	EA	\$12,000	2	\$24,000
Landscape Median	LF	\$300	2,500	\$750,000
Curb and gutter	LF	\$240	2,800	\$672,000
New Sidewalk	LF	\$240	2,800	\$672,000
Landscaping and irrigation	LF	\$160	2,800	\$448,000
Concrete driveway	LF	\$150	560	\$84,000
Major intersection Upgrade	EA	\$684,000	2	\$1,368,000
Construction Total				\$8,742,500
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$2,185,625
CM & inspection			20%	\$1,748,500
Design			15%	\$1,311,375
Environmental			10%	\$874,250
City Staff Support			5%	\$437,125
Construction Contingency			30%	\$2,622,750
Contingencies & Soft Costs Total				\$9,179,625
Project Total				\$18,000,000

Project 71 - Newcastle Road Extension				
Roadway extension of Newcastle Road from its current terminus (North of Arch Road) to Mariposa Road.				
Project Characteristics				
Length (LF)				2,500
Major Intersections (EA)				1
Construction Items	Unit	Unit Cost	Quantity	Cost
New Pavement 48' width	LF	\$692	2,500	\$1,730,250
Class IV Cycle Track One-Way Raised Buffer	LF	\$369	2,400	\$884,914
Roadway Striping (Per Stripe)	LF	\$5	7,500	\$37,500
Green Thermoplastic Bike Lane Markings	EA	\$12,000	1	\$12,000
Curb and gutter	LF	\$240	2,400	\$576,000
New Sidewalk	LF	\$240	2,400	\$576,000
Landscaping and irrigation	LF	\$160	2,400	\$384,000
Concrete driveway	LF	\$150	480	\$72,000
Major intersection Upgrade	EA	\$684,000	1	\$684,000
Construction Total				\$4,956,664
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$1,239,166
CM & inspection			20%	\$991,333
Design			15%	\$743,500
Environmental			10%	\$495,666
City Staff Support			5%	\$247,833
Construction Contingency			30%	\$1,486,999
Contingencies & Soft Costs Total				\$5,204,497
Project Total				\$10,200,000

Project 72 - New Road F Extension				
Roadway extension of New Road F from its current terminus (West end of Hammer Lane) to the east.				
Project Characteristics				
Length (LF)				15,000
Major Intersections (EA)				2
Minor Intersections (EA)				0
Construction Items	Unit	Unit Cost	Quantity	Cost
New Pavement 96' width	LF	\$1,206	15,000	\$18,085,500
Class IV Cycle Track One-Way Raised Buffer	LF	\$369	14,800	\$5,456,970
Roadway Striping (Per Stripe)	LF	\$5	75,000	\$375,000
Green Thermoplastic Bike Lane Markings	EA	\$12,000	2	\$24,000
Landscape Median	LF	\$300	14,800	\$4,440,000
Curb and gutter	LF	\$240	14,800	\$3,552,000
New Sidewalk	LF	\$240	14,800	\$3,552,000
Landscaping and irrigation	LF	\$160	14,800	\$2,368,000
Concrete driveway	LF	\$150	2,960	\$444,000
Major intersection Upgrade	EA	\$684,000	2	\$1,368,000
Construction Total				\$39,665,470
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$9,916,367
CM & inspection			20%	\$7,933,094
Design			15%	\$5,949,820
Environmental			10%	\$3,966,547
City Staff Support			5%	\$1,983,273
Construction Contingency			30%	\$11,899,641
Contingencies & Soft Costs Total				\$41,648,743
Project Total				\$81,400,000

Project 73 - Otto Drive Extension				
Roadway extension of Otto Drive from West of Mariners Drive (its current terminus) to New Road F (Future Shima Trac Development).				
Project Characteristics				
Length (LF)			7,500	
Major Intersections (EA)			2	
Minor Intersections (EA)			0	
Construction Items	Unit	Unit Cost	Quantity	Cost
New Pavement 68' width	LF	\$906	7,500	\$6,795,750
Class IV Cycle Track One-Way Raised Buffer	LF	\$369	7,300	\$2,691,614
Roadway Striping (Per Stripe)	LF	\$5	37,500	\$187,500
Green Thermoplastic Bike Lane Markings	EA	\$12,000	2	\$24,000
Landscape Median	LF	\$300	7,300	\$2,190,000
Curb and gutter	LF	\$240	7,300	\$1,752,000
New Sidewalk	LF	\$240	7,300	\$1,752,000
Landscaping and irrigation	LF	\$160	7,300	\$1,168,000
Concrete driveway	LF	\$150	1,460	\$219,000
Major intersection Upgrade	EA	\$684,000	2	\$1,368,000
Construction Total				\$18,147,864
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$4,536,966
CM & inspection			20%	\$3,629,573
Design			15%	\$2,722,180
Environmental			10%	\$1,814,786
City Staff Support			5%	\$907,393
Construction Contingency			30%	\$5,444,359
Contingencies & Soft Costs Total				\$19,055,257
Project Total				\$37,300,000

Project 75 - Manthey Road Sidewalk Improvment				
Construct new sidewalk on west side of Manthey Way from E San Joaquin River Levee Road to Houston Avenue. An alternative option would be to allow pedestrian access to Van Buskirk Community Center via the E San Joaquin River Levee Road.				
Project Characteristics				
Length (LF)			1,000	
Construction Items	Unit	Unit Cost	Quantity	Cost
New Sidewalk on One Side	LF	\$120	1,000	\$120,000
Landscaping and irrigation	LF	\$160	1,000	\$160,000
Curb and gutter on One Side	LF	\$120	1,000	\$120,000
Roadway Lighting	LF	\$179	1,000	\$178,500
Construction Total				\$578,500
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$144,625
CM & inspection			20%	\$115,700
Design			15%	\$86,775
Environmental			10%	\$57,850
City Staff Support			5%	\$28,925
Construction Contingency			30%	\$173,550
Contingencies & Soft Costs Total				\$607,425
Project Total				\$1,200,000

Project 76 - S Airport Way Sidewalk Improvement				
Install new sidewalk on NE leg from bridge to E Anderson Street (approx 300ft), SE leg from bridge to E Jackson Street (approx 350ft), and on SW leg from bridge to E Jackson Street (approx 350ft). Add a crossing at E Jackson St and Airport Way to direct people to sidewalk on E side of Airport Way to MLK Boulevard/Charter Way.				
Project Characteristics				
Length (LF)				1,000
Construction Items	Unit	Unit Cost	Quantity	Cost
New Sidewalk on One Side	LF	\$120	1,000	\$120,000
Landscaping and irrigation	LF	\$160	1,000	\$160,000
Curb and gutter on One Side	LF	\$120	1,000	\$120,000
Roadway Lighting	LF	\$179	1,000	\$178,500
Construction Total				\$578,500
Contingencies & Soft Costs			Quantity	Cost
Traffic Control, SWPP, Mobilization			25%	\$144,625
CM & inspection			20%	\$115,700
Design			15%	\$86,775
Environmental			10%	\$57,850
City Staff Support			5%	\$28,925
Construction Contingency			30%	\$173,550
Contingencies & Soft Costs Total				\$607,425
Project Total				\$1,200,000