



2016 Regional Transportation Improvement Program

Fiscal Years 2016/17 through 2020/2021

Submitted and Prepared by the

San Joaquin Council of Governments

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ADOPTED FEBRUARY 25, 2016

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THE COUNTY OF
SAN JOAQUIN

February 26, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

SUBJECT: 2016 Regional Transportation Improvement Program

Dear Mr. Kempton:

The San Joaquin Council of Governments (SJCOC) is pleased to submit its revised 2016 Regional Transportation Improvement Program (RTIP) as adopted by the SJCOC Board of Directors on February 25, 2016. The revised 2016 RTIP has been developed in partnership between SJCOC, the San Joaquin Valley Regional Transportation Planning Agencies, and Caltrans District 10.

SJCOC has reprogrammed projects based upon regional priorities, project deliverability, and financial constraint. In strong consideration of the negative STIP fund estimate and STIP overprogramming (statewide), SJCOC has reprogrammed several STIP projects to later years and deleted two projects from the RTIP. This shift of projects includes delaying the allocation vote of a project originally planned for a Fiscal Year 15/16 allocation. We hope this demonstrates our region's efforts to assist the state in developing a financially constrained 2016 STIP.

Enclosed are two copies for CTC staff. If you have any questions regarding the revised 2016 RTIP, please contact Ryan Niblock, Senior Regional Planner, at (209) 235-0600.

Sincerely,

A handwritten signature in blue ink that reads "Andrew T. Chesley".

ANDREW T. CHESLEY
Executive Director

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**2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2016 RTIP)
San Joaquin Council of Governments**

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

The San Joaquin Council of Governments (SJCOG) is a joint-powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. SJCOG serves as the Regional Transportation Planning Agency (RTPA), which provides a forum for regional decision-making on issues such as growth, transportation, environmental management, housing, open space, air quality, fiscal management, and economic development. SJCOG, as the RTPA for the San Joaquin region, is responsible for developing the region's funding priorities for the State Transportation Improvement Program (STIP), and for submitting the projects to the California Transportation Commission (CTC) by way of the Regional Transportation Improvement Program (RTIP).

2016 Regional Transportation Improvement Program

The 2016 RTIP for San Joaquin County satisfies the STIP requirements for an urbanized county. The RTIP is a listing of state highway and local road projects that the San Joaquin region proposes for funding through the 2016 STIP covering the five-year period from Fiscal Year 2016/17 to 2020/21. The primary purpose of the RTIP is to help implement the San Joaquin region's adopted long range Regional Transportation Plan and Sustainable Communities Strategy.

STIP Revenues Available for Programming

On August 27, 2015, the California Transportation Commission adopted the 2016 STIP Fund Estimate. Due to a significant reduction in gasoline excise taxes that has resulted in an adverse impact on STIP revenue, the 2016 STIP Fund Estimate as adopted by the CTC forecasted "zero" new programming capacity. Therefore, the 2016 RTIP does not propose any new projects, and instead reprograms existing RTIP projects to years where funding capacity may be available.

Since the submittal of the RTIP, Caltrans prepared an amendment to the 2016 STIP Fund Estimate in response to an anticipated price-based excise tax adjustment, changes resulting from the federal FAST Act, and other budget uncertainties. This new fund estimate forecasts even less funding available for the STIP program than previous estimates, resulting in the need for approximately \$754 million of the currently programmed STIP projects to be deleted from the over \$2 billion program. This total represents approximately one third of existing STIP projects. All regional transportation planning agencies are being directed to identify projects for deprogramming to reduce capacity constraints for the program as a whole. Specifically, the CTC has identified a target of \$10,045,000 in cuts from the San Joaquin County region, from its existing \$29 million in STIP projects.

STIP Project Recommendations

The STIP is comprised of two elements: a Regional Improvement Program (RIP) and an Interregional Improvement Program (IIP). Under Senate Bill 45, regional agencies are responsible for proposing projects with RIP funds and the California Department of Transportation is responsible for proposing projects with IIP funds. Both RIP and IIP funded projects are transmitted to the California Transportation Commission for consideration and approval.

Regional Improvement Program and Interregional Improvement Program

Table 1 provides SJCOG’s 2016 RTIP Project Summary, including \$24,947,000 in existing RIP projects. The California Department of Transportation (Caltrans), District 10, has not proposed IIP funding for transportation projects in San Joaquin County for inclusion in the 2016 Interregional Improvement Program (ITIP). Thus, no IIP funding commitments are reflected for any projects in SJCOG’s 2016 RTIP.

Table 1: 2016 RTIP Project Summary (\$1,000s)

Project Title	Project Sponsor	RIP Total
SR 120/McKinley Avenue Interchange	City of Manteca	\$12,300
MacArthur Drive Widening (Schulte Road to Valpico Road)	City of Tracy	\$3,194
Carpinteria Creek-Sycamore Creek Route 101 HOV Lanes (in Santa Barbara County)	SBCAG	\$8,853
Planning, Programming, and Monitoring	SJCOG	\$600
TOTAL		\$24,947

With the adoption of the revised “negative” STIP Fund Estimate, programming alternatives were prepared for consideration by the SJCOG Board to delete and delay projects. As a result, two projects totaling \$4,061,000 in RIP funds were deleted from the 2016 RTIP:

Project Title	Project Sponsor	RIP Total
SR 99/Turner Road Operational Improvements	City of Lodi	\$3,061
Stockton Avenue Widening	City of Ripon	\$1,000
DELETED TOTAL		\$4,061

Section 2. General Information

- **Regional Agency Name:** San Joaquin Council of Governments

- SJCOG Website Link:** <http://www.sjcog.org/>

- RTIP document link:** <http://www.sjcog.org/2016-RTIP>

- RTP link:** <http://www.sjcog.org/index.aspx?nid=117>

- **Executive Director Contact Information**

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- **RTIP Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. SJCOG's Historical and Current Approach to developing the RTIP

In August 2013, SJCOG staff issued a call for projects for the 2014 RTIP, and in August and September met with jurisdictions to discuss their 2014 RTIP proposals. In September 2013, the SJCOG Board adopted the 2014 Regional Transportation Improvement Program (RTIP) Policies and Priorities in order of priority as follows:

1. Project Programming and Monitoring (PPM)
2. Projects leveraging Proposition 1B discretionary funding or other State/Federal discretionary funds
3. Measure K/Measure K Renewal funded projects as identified in the 2011 Measure K Renewal Strategic Plan where the use of STIP funds could allow other projects to be funded directly with Measure K funds
4. Measure K Renewal projects previously anticipated for funding in the 2007 Measure K Renewal Strategic Plan but not included in the first 10-year prioritization of the 2011 Measure K Renewal Strategic Plan
5. Projects ready for construction and eligible for federal funds

Consistent with those priorities previously used in the 2012 RTIP cycle, these priorities were used to guide the investment of approximately \$15.4 million of RTIP funds that were available for programming new projects in the SJCOG region for the 2014 RTIP. An additional \$8.853 million of SJCOG's 2014 RTIP shares were previously committed to the repayment of the Santa Barbara County Association of Governments (SBCAG).

Due to a significant reduction in gasoline excise taxes that has resulted in an adverse impact on STIP revenue, the 2016 STIP Fund Estimate as adopted by the CTC forecasted “zero” new programming capacity. Therefore, the 2016 RTIP does not add any new projects.

SJCOG staff prepared programming recommendations for the 2016 STIP in coordination with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley and with the Santa Barbara County Association of Governments. This coordination explored ways to keep existing STIP projects (already programmed) from being delayed by identifying opportunities where one agency’s delay can help leverage programming capacity and keep another project on schedule.

Since the submittal of the 2016 RTIP, Caltrans prepared an amendment to the 2016 STIP Fund Estimate in response to an anticipated price-based excise tax adjustment, changes resulting from the federal FAST Act, and other budget uncertainties. This new fund estimate forecasts even less funding available for the STIP program than previous estimates, resulting in the need for approximately \$754 million of the currently programmed STIP projects to be deleted from the over \$2 billion program. This total represents over one third of existing STIP projects.

All regional transportation planning agencies are being directed to identify projects for deprogramming to reduce capacity constraints for the program as a whole. Specifically, the CTC has identified a target of \$10,045,000 in cuts from the San Joaquin County region, from its existing \$29 million in STIP projects.

SJCOG staff contacted each local agency with projects funded by the STIP. Agency staff provided details related to project status, confirmed scope and cost details, outlined staff availability, and described the extent to which their project could accept schedule delays. Based on these discussions, programming alternatives were prepared for consideration by the SJCOG Board.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Between the adoption of the 2016 RTIP and the adoption of the previous 2014 RTIP, one RTIP project is nearing completion in the San Joaquin Region: the Route 99 Manteca (Arch Road to Route 120) widening project. This project is widening State Route 99 from four to six lanes between State Route 120 and Arch Road. A detailed summary of the project benefits will be reported once all construction phases are complete.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
SJCOG adopts 2016 RTIP	November 19, 2015
SJCOG submits RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC adopts Revised Fund Estimate	January 21, 2016
SJCOG adopts revised 2016 RTIP	February 25, 2016
SJCOG submits revised RTIP to CTC	February 26, 2016
Caltrans submits revised ITIP to CTC	February 26, 2016
CTC STIP Hearing, South	March 17, 2016
CTC STIP Hearing, North	March 24, 2016
CTC publishes staff recommendations	April 22, 2016
CTC Adopts 2016 STIP	May 18-19, 2016

B. Public Participation/Project Selection Process

The projects previously selected for funding in the 2014 Regional Transportation Improvement Program (RTIP) were selected using the Policies and Priorities previously described in Section 3B. This selection included a collaborative process with input from the SJCOG committees, members of the public, and the SJCOG board.

In August 2015, the SJCOG staff informed the SJCOG committees and Board of the challenges facing the State Transportation Improvement Program. The 2016 STIP Fund Estimate as adopted by the CTC forecasts “zero” new programming capacity. Therefore, no new projects may be added to the STIP, and many existing projects will need to be reprogrammed into years where funding capacity is available.

In October 2015, SJCOG staff brought forward reprogramming recommendations for the 2016 RTIP to the SJCOG committees and Board for approval. After receiving approval of the programming recommendations, SJCOG staff prepared the draft RTIP document, which was released for public review online for comments by the SJCOG committees and members of the public. Staff will review any submitted comments and respond as appropriate prior to the SJCOG Board adopting the 2016 RTIP.

Since the submittal of the 2016 RTIP, Caltrans prepared an amendment to the 2016 STIP Fund Estimate in response to an anticipated price-based excise tax adjustment, changes resulting from the federal FAST Act, and other budget uncertainties. This new fund estimate forecasts even less funding available for the STIP program than previous estimates, resulting in the need

for approximately \$754 million of the currently programmed STIP projects to be deleted from the over \$2 billion program. This total represents over one third of existing STIP projects.

All regional transportation planning agencies are being directed to identify projects for deprogramming to reduce capacity constraints for the program as a whole. Specifically, the CTC has identified a target of \$10,045,000 in cuts from the San Joaquin County region, from its existing \$29 million in STIP projects.

SJCOG staff contacted each local agency with projects funded by the STIP. Agency staff provided details related to project status, confirmed scope and cost details, outlined staff availability, and described the extent to which their project could accept schedule delays. Based on these discussions, programming alternatives were prepared for consideration by the SJCOG Board.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 10

On a quarterly basis, Caltrans reviews the status of STIP projects and current news during the SB 45 meetings. For the region's significant transportation projects on the state highway system, Caltrans is either the lead agency or provides project oversight. Also, during these SB 45 meetings, SJCOG and Caltrans discuss funding opportunities and collaborations.

For every STIP cycle, SJCOG and Caltrans discuss in greater detail the funding plans for implementing the region's priority projects. As part of this discussion, Caltrans identifies the highway improvement needs that will be included in the Interregional Transportation Improvement Program (ITP), and proposes projects that could be jointed funded with IIP and RIP.

Due to a significant reduction in gasoline excise taxes that has resulted in an adverse impact on STIP revenue, the 2016 STIP Fund Estimate as adopted by the CTC forecasted "zero" programming capacity. Therefore, the 2016 RTIP does not add any new projects. SJCOG has coordinated with Caltrans to confirm the schedule of projects on the state highway system, and delay projects to later years where possible. With the adoption of the revised "negative" STIP Fund Estimate SJCOG staff contacted each local agency with projects funded by the STIP on the state highway system. Agency staff provided details related to project status, confirmed scope and cost details, outlined staff availability, and described the extent to which their project could accept schedule delays. Based on these discussions, programming alternatives were prepared for consideration by the SJCOG Board.

2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the revised 2016 Fund Estimate indicates that the STIP is overprogrammed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Project currently programmed in the STIP will need to be reprogrammed into later years, and some projects will need to be deleted. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Not applicable for the 2016 STIP Period due to the lack of funding available for programming.

B. Summary of Requested Programming

In an effort to meet the programming requirements of the 2016 STIP, SJCOG staff met with sponsors for each project programmed in the initial draft of 2016 RTIP. Agency staff provided details related to project status, confirmed scope and cost details, outlined staff availability, and described the extent, if any, to which their project could accept schedule delays or deletion. Through these discussions, several sponsors expressed that they would accept the fact the project could be deleted from the STIP and indicated they could possibly explore other options or delay the project to help SJCOG address financial constraint. Others indicated that deleting the STIP programming would put the project viability (constructability) in jeopardy and urged that no cuts be made to their agency's respective programming. Details related to each project are provided below:

- **SR 99/Turner Road Operational Improvements:** Though this project would offer operational improvements to the SR 99/Turner Road interchange and would improve access for goods movement along the state highway system, the project is in pre-construction. Agency staff has indicated that the project would be able to accept delays or removal from the STIP.
- **Stockton Avenue Widening:** This project would widen and improve operations for an arterial roadway that accesses SR 99 directly. Though this project is in pre-construction, the project is capable of meeting its current schedule. Nevertheless, agency staff has indicated that the project would be able to accept delays or removal from the STIP.
- **MacArthur Drive Widening and Reconstruction:** This project is environmentally cleared, has completed its Plans, Specifications and Estimates (PS&E), and is in the process of securing of Way certification. Given the status of the project, SJCOG is recommending that this project remain programmed in the 2016 STIP.

- **SR 120/McKinley Avenue Interchange:** This project would provide access to SR 120 from McKinley Avenue in Manteca, an improvement that would be regionally beneficial given current and anticipated traffic operations. The project has completed its environmental studies, and the City of Manteca recently secured a consultant to assist with the steps necessary to complete acquisition of necessary Right of Way and finalize Plans, Specifications and Estimates (PS&E), and construction of the interchange. Given the status of the project, and its overall benefit to the region, SJCOG is recommending that this project remain programmed in the 2016 STIP.
- **Carpinteria Creek – Sycamore Creek Route 101 HOV Lanes:** In November 2012, the SJCOG Board approved the revenue neutral exchange of \$8.853 million in SJCOG’s 2014 RTIP shares with \$8.853 million in State and Local Partnership Program (SLPP) from the Santa Barbara County Association of Governments (SBCAG). This action included the prioritization of the programming of an \$8.853 million project for SBCAG in SJCOG’s 2014 RTIP. In the revised 2016 ITIP, Caltrans has preliminarily recommended that they will delete the Interregional Improvement Program funding commitment of \$5 million on the design phase of this project. SBCAG has assured SJCOG staff the funding will be backfilled or the scope modified because this project is the highest priority project for the Santa Barbara region. Based on this feedback, SJCOG recommends the project remain programmed.

Programming recommendations from SJCOG are summarized below:

Project Name	Project Sponsor	Project Description	Requested RIP Amount
SR 120/McKinley Avenue Interchange	City of Manteca	Construct new interchange	\$12,300,000
MacArthur Drive Widening and Reconstruction	City of Tracy	Reconstruct and widen from 2 lanes to 4 lanes from Schulte Rd to Valpico Rd	\$3,194,000
Carpinteria Creek-Sycamore Creek Route 101 HOV Lanes	SBCAG	Widening from 4 lanes to 6 with HOV Lanes (in Santa Barbara County)	\$8,853,000
Planning, programming, and monitoring	SJCOG	Planning and programming activities and project development	\$600,000

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Proposed Revised 2016 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Local Funds	Fed Demo	SBCAG Measure A	
SR 120/McKinley Avenue Interchange	\$12,300	-	-	\$12,470	\$3,080	-	\$27,850
MacArthur Drive Widening and Reconstruction	\$3,194	-	-	\$2,673	-	-	\$5,867
Carpinteria Creek- Sycamore Creek Route 101 HOV Lanes	\$8,853	-	-	-	-	\$17,397	\$26,250
Planning, programming, and monitoring	\$600	-	-	-	-	-	\$600
Totals (\$1,000s)	\$24,947	-	-	\$15,143	\$3,080	\$17,397	\$60,567

Notes: *Project located in Santa Barbara County

Projects Deleted from Revised 2016 RTIP

Proposed Projects for Deletion from 2016 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Local Funds	Fed Demo	SBCAG Measure A	
SR 99/Turner Road Operational Improvements	\$3,061	-	\$550	-	-	-	\$3,611
Stockton Avenue Widening	\$1,000	-	\$1,050	\$2,250	-	-	\$4,300
Totals (\$1,000s)	\$4,947	-	\$1,600	\$2,250	-	-	\$7,911

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Caltrans, District 10, has not proposed any new IIP funding for any new transportation projects in San Joaquin County for inclusion in the 2016 ITIP. Thus, no IIP funding commitments are reflected for any projects in SJCOG's 2016 RTIP.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

SJCOG participates in a wide range of regional and project level planning activities. In conjunction with other Regional Transportation Planning Agencies, Caltrans, and local jurisdictions, SJCOG participates as a member of Project Development Teams and Steering Committees that work towards improving transportation and mobility in the region. The following is an analysis of projects programmed in the 2016 RTIP and their impact on other projects planned or underway in their corridors.

SR 99/Turner Road Operational Improvements

This project is recommended for deletion in the revised 2016 RTIP. If future funding capacity is realized, this deleted project is the highest priority for funding.

The SR 99/Turner Road Operational Improvements project will construct safety and operational improvements at the existing interchange in the City of Lodi. The preferred alternative proposes to construct a roundabout at the junction of the off-ramp connection onto southbound Cherokee Lane and the southbound on-ramp from Turner Road, as well as improve the southbound on-ramp entrance geometry. Constructing the roundabout will eliminate the weaving movement between the through traffic onto Cherokee Lane and the on-ramp traffic. Additionally, realigning the on-ramp will improve the geometrics of the existing on-ramp and increase the sight distance for onramp traffic prior to merging with mainline traffic.

Other projects planned in the State Route 99 corridor through Lodi include:

- **State Route 99 Lodi 6-Lane Widening Project:** The Project Initiation Document for this project is currently being prepared, which will examine widening SR 99 from 4 to 6 lanes between Harney Lane and Turner Road.
- **State Route 99 Victor to Turner Road Auxiliary Lane:** This project consists operational and safety improvements that will include realigning the northbound on-ramp at Victor Road, increasing the vertical clearance, and constructing an auxiliary lane from the Northbound SR 99/Victor Road onramp to the Turner Road off ramp. This project is currently in the Project Approval & Environmental Documentation phase, and will be programmed for construction in the 2016 State Highway Operation and Protection Program (SHOPP).

SR 120/McKinley Avenue Interchange

The SR120 / McKinley Avenue Interchange Project is located along SR 120 at approximately mile post 2.2 to 3.2 and is within the jurisdictional limits of both the City of Manteca and San Joaquin County. SR 120 is a four-lane freeway traversing in an east-west direction. McKinley Avenue is a two-lane, north-south, road which runs between Woodward Avenue on the south to Lathrop Road on the north. Currently, there is no access on or egress off SR120 from McKinley Avenue. Access to SR 120 is achieved via the Airport Road interchange, one mile to the east, or the Yosemite Avenue interchange, one mile to the west. The existing bridges along SR 120 were constructed at the time of the main highway. The south bridge structure is a single span cast-in-place pre-stressed box girder design supported by abutments with non-battered piles. The north bridge structure is a single span cast-in-place pre-stressed box girder supported on abutments with battered piles. The minimum vertical clearances below the south and north bridge structures are 16 ft. and 15.75 ft. respectively. There are no existing pedestrian or bicycle facilities within the Project area, however the new Interchange will accommodate a Class I bike path in the future. The City of Manteca recently hired a consultant to assist the City with the steps necessary to complete acquisition of necessary Right of Way, development of Plans, Specifications and Estimates (PS&E), and construction of the interchange.

Other projects planned in the State Route 120 corridor through Manteca and Lathrop include:

- **State Route 120 6-Lane Widening:** This project consists of widening SR 120 from 4 to 6 lanes between Interstate 5 and SR 99. SJCOG will be preparing the Project Initiation Document for this Project in cooperation with Caltrans and the Cities of Manteca and Lathrop.
- **SR 120/Union Road Interchange Reconstruction:** This project will consist of reconstructing the existing interchange. Currently, the Union Road Interchange provides

access to and egress from SR 120 in both the east and west-bound directions. The current interchange configuration is a Type L-and is planned to be modified to a Type L-9 interchange (design year 2030). However, the City will consider, and if feasible, build a Diverging Diamond Interchange, rather than a Type L-9 interchange. The City of Manteca recently hired a consultant to assist the City with the steps necessary to complete acquisition of necessary Right of Way, development of Plans, Specifications and Estimates (PS&E), and construction of the interchange.

Stockton Avenue Widening

This project is recommended for deletion in the revised 2016 RTIP. If future funding capacity is realized, this deleted project is the highest priority for funding.

The Stockton Avenue Widening project in the City of Ripon will widen Stockton Avenue from Second Street to Doak Boulevard, from a two lane to a four lane roadway. This section of Stockton Avenue serves as the primary route for industrial traffic between the State Route 99/Main Street Interchange and the industrial business corridor in Ripon. No additional projects are planned in this corridor at this time.

MacArthur Drive Widening and Reconstruction

The MacArthur Drive Widening and Reconstruction project will reconstruct and widen an approximately 5,000-foot segment of MacArthur Drive between Schulte Road and Valpico Road from two lanes to four lanes in the City of Tracy. The proposed project includes modification of three traffic signals at East Lake Drive, Yosemite Avenue, and Schulte Road, including construction Class II bicycle lanes, continuous sidewalks, streetlights, landscaping, traffic marking and striping. One additional project is planned in the MacArthur Drive corridor:

- **New MacArthur Drive Above Grade Crossing:**

North of the project, MacArthur Drive is proposed to be realigned to a new above grade crossing over the Union Pacific Railroad Mococo line. The above grade crossing will improve the efficiency of transportation within Tracy by ensuring freight train traffic will no longer impede access to emergency services, jobs, and commerce by motorists, bicyclists, and pedestrians. The City of Tracy is currently seeking funding to complete the environmental documents, design, and right of way acquisition for this project.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The relationship of the Revised 2016 RTIP to the RTP/SCS and its benefits are based upon the program of projects from the previously adopted 2016 RTIP. SJCOG is making an assumption that legislative fixes to the STIP or alternative revenue or other funding solutions be realized to keep these projects funded.

The 2016 RTIP furthers the policies and supportive strategies of SJCOG's adopted 2014 RTP and Sustainable Communities Strategy (2014 RTP/SCS). The table below, SJCOG's 2014 RTP/SCS Policy and Supportive Strategies, provides an overarching framework of which the 2016 RTIP fits.

The 2016 RTIP funds projects which enhance the environment for existing and future generations; maximize mobility and accessibility; increase safety and security; preserve the efficiency of the existing transportation system, support economic vitality; maximize cost effectiveness; and improve the quality of life for residents.

Projects recommended in the 2016 RTIP are consistent with the coordinated transportation and land use scenario adopted in the RTP/SCS.

Projects like the SR99/Turner Road Operational Improvement Project, the SR 120/McKinley Avenue Interchange Project, and the Stockton Avenue Widening Project directly address the safety of the transportation network (strategy 10); maximize mobility and accessibility (strategy 4 and 8); and preserve the efficiency of the existing system (strategy 13 and 15). The SR99/Turner Road Operational Improvement Project proposes to realign the on-ramp improving site distance for vehicles merging onto Highway 99 and improvements that benefit the operations of the system.

The SR120/McKinley Avenue Interchange project, similar to the SR/99 Turner Road Project provides operational improvements to the regional roadway system. The proposed improvements will improve local access to SR 120 relieving congestion on local roadways and improve the efficiency of the existing system.

The Stockton Avenue Project serves as the primary route for industrial traffic including a large number of trucks. The project helps relieve congestion and improves the economic vitality in the movement of goods to regional and statewide markets consistent with RTP/SCS strategies 4, 10, 1617, and 18. In an era of just in time logistics, the efficiency of the transportation system is vital.

The RTP/SCS also highlights policies and supportive strategies that encourage projects that support improvements to the active transportation network (strategy 7, 27). The proposed project includes the construction of class II bicycle lanes, continuous sidewalks, and streetlights. These improvements, support active healthy lifestyles as envisioned in the RTP/SCS. Improvements to safety, connectivity, and mobility for bicyclist and pedestrians support the SCS principles by building a safe place for residents to ride their bikes or walk to local destinations reducing pollution and enhancing public health through active transportation projects.

Collectively the projects proposed in the RTIP have regional benefits. These projects as demonstrated in Table B1 reduce greenhouse gas emissions on a regional scale and are supportive of SJCOG’s efforts to support the successful implementation of SB 375 and AB 32. In addition, by funding projects with complete streets components, the RTIP results in a reduction in per capita VMT with the projects than without them, an indicator that things are moving consistent with the adopted RTP/SCS.

The programming of the SJCOG 2016 RTIP is consistent with the policies, procedures, and funding capacity established the RTP/SCS and in the 2016 STIP Guidelines and STIP Fund Estimate.

Policy and Supportive Strategies	
Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy: Maximize Mobility and Accessibility	
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel
Strategy #8:	Improve Major Transportation Corridors to Minimize Impacts on Rural Roads
Policy: Increase Safety and Security	
Strategy #9:	Facilitate Projects that Reduce the Number of and Severity of Traffic Incidents
Strategy #10:	Encourage and Support Projects that Increase Safety and Security
Strategy #11:	Improve Communication and Coordination between Agencies and Public for Emergency Preparedness

Policy and Supportive Strategies	
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy #12:	Optimize Existing Transportation System Capacity through Available a
Strategy #13:	Support the Continued Maintenance and Preservation of the Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facilitate Great Jobs/Housing Balance
Strategy #15:	Improve Transportation Options Linking Residents to Employment Centers within and out of the County
Policy: Support Economic Vitality	
Strategy #16:	Improve Freight Access to Key Strategic Economic Centers
Strategy #17:	Promote Safe and Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck
Strategy #18:	Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers
Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	
Strategy #19:	Provide Equitable Access to Transportation Planning
Strategy #20:	Engage the Public Early, Clearly, and Continuously
Strategy #21: Diverse	Use a Variety of Methods to Engage the Public, Encouraging Representation from Income and Ethnic Backgrounds
Policy: Maximize Cost-Effectiveness	
Strategy #22:	Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region
Strategy #23:	Support Projects that Maximize Cost Effectiveness
Strategy #24:	Maximize Funding of Existing Transportation Options
Policy: Improve the Quality of Life for Residents	
Strategy #25:	Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels
Strategy #26:	Improve the Connection Between Land Use and Transportation
Strategy #27:	Enhance Public Health through Active Transportation Projects

As required per Section 19A of the STIP guidelines, the RTIP must include an evaluation of overall (RTP level) performance using, as a baseline, the region’s existing monitored data. The performance measures listed in Table B1 below identify relevant data and tools available to the extent that may be reported:

Table B1		
Evaluation – Regional Level Performance Indicators and Measures		
SJCOG 2015 RTIP	2040 RTP Without RTIP	2040 RTP with RTIP
Daily Vehicle Miles Traveled Per Capita	26.72	26.70
Percent of VMT at Less Than 35 MPH	31%	31%
Commute Mode Share Drive	95.57	95.57%
Commute Mode Share Transit	1.37%	1.37%
Commute Mode Share Walk	0.78%	0.78%
Commute Mode Share Bike	2.27%	2.27%
Daily Transit Mode Share	2.27%	2.27%
Percent of Housing Within .5 miles of Transit Stop	33.70%	33.70%
Percent of Housing Within .5 miles of Transit Stop	43.70%	43.70%
Agricultural Land Acres Consumed	4,645	4,645
CO2 Emissions Reduction Per Capita (compared to 2005 baseline) (in 1000's)	1.54	1.55
Total Lane Miles	5,385	5,390

As shown in Table B1, by the horizon year of the 2014 RTP in 2040, the 2016 RTIP helps reduce daily vehicle miles traveled (VMT) per capita while keeping the percent of congested VMT stable. In addition, no additional acres of agricultural land are consumed by the construction of the RTIP projects.

Section 11. Regional and Statewide Benefits of RTIP

The projects programmed in the 2016 RTIP area geared toward providing a safe, sustainable, integrated and efficient transportation system to enhance the San Joaquin region and California’s economy and livability. The programmed projects will widen existing streets, improve interchange safety and operations, and accommodate the future transportation needs of the fastest growing county in California. The region and the state will both benefit from the programmed projects through increased efficiency, mitigating traffic congestion, and ensuring improved mobility and accessibility for the flow of people and goods movement.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The performance and cost-effectiveness evaluation of the Revised 2016 RTIP are based upon the program of projects from the previously adopted 2016 RTIP. SJCOG is making an assumption that legislative fixes to the STIP or alternative revenue or other funding solutions be realized to keep these projects funded.

The cost-effectiveness of the RTIP on a regional level is based upon the following performance metrics (previously identified in Table B1) and summarized again in Table B2. The investments programmed in the 2016 RTIP will help maximize mobility and accessibility, improvement the quality of life for residents, enhance the environment for existing and future generations, and support economic vitality.

The reduction in daily vehicle miles traveled per capita, coupled with the reduction of miles traveling at congested speeds (below 35 mph), will directly translate into improvements in mobility for travelers, commuters, and the flow of goods on the regional and state transportation systems. These indicators allow will support the economic vitality of the region by helping people get to jobs, schools, and other activities more efficiently. Improvements in congestion will help the flow of goods throughout the state and the region, improving the reliability of just-in-time shipment and delivery services. These are key services in San Joaquin County, which is heavily reliant on the transportation and warehousing of goods and agricultural products for distribution to regional and statewide markets and industries.

Table B2			
Evaluation – Regional Level Performance Indicators and Measures			
SJCOG 2015 RTIP		2040 RTP Without RTIP	2040 RTP with RTIP
Maximize Mobility and Accessibility	Daily Vehicle Miles Traveled Per Capita	26.72	26.70
	Percent of VMT at Less Than 35 MPH	31%	31%
	Commute Mode Share Drive	95.57%	95.57%
	Commute Mode Share Transit	1.37%	1.37%
	Commute Mode Share Walk	0.78%	0.78%
	Commute Mode Share Bike	2.27%	2.27%
	Daily Transit Mode Share	2.27%	2.27%
Improve the Quality of Life for Residents	Percent of Housing Within .5 miles of Transit Stop	33.70%	33.70%
	Percent of Housing Within .5 miles of Transit Stop	43.70%	43.70%
Enhance the Environment for Existing and Future Generations	Agricultural Land Acres Consumed	4,645	4,645
	CO2 Emissions Reduction Per Capita (compared to 2005 baseline) (in 1000's)	1.54	1.55
Support Economic Vitality	Total Lane Miles	5,385	5,390

While the indicators do not show a change in the mode split for driving, transit, walking, or biking at the regional level, the overall investment strategy contained in the RTP will demonstrate gains in those areas on a community and regional level basis. Qualitatively, this will spur economic development in communities, which in turn will bolster the region and the state as a whole.

In addition, the fact that the percent of jobs and housing within 0.5 miles of a transit stop and the fact that the number of acres of agricultural land consumed by development are not changed with the implementation of the RTIP projects showcase a cost-effective regional plan. These indicators demonstrate an effort to hold firm on the land use and transportation strategies as adopted in the 2014 RTP and Sustainable Communities Strategy. This shows the investments programmed in the 2016 RTIP by SJCOG are a cost-effective approach to achieving and furthering economic vitality and environmental sustainability for San Joaquin County.

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. As no new projects are proposed in the 2016 RTIP, a project specific evaluation is not required.

E. Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

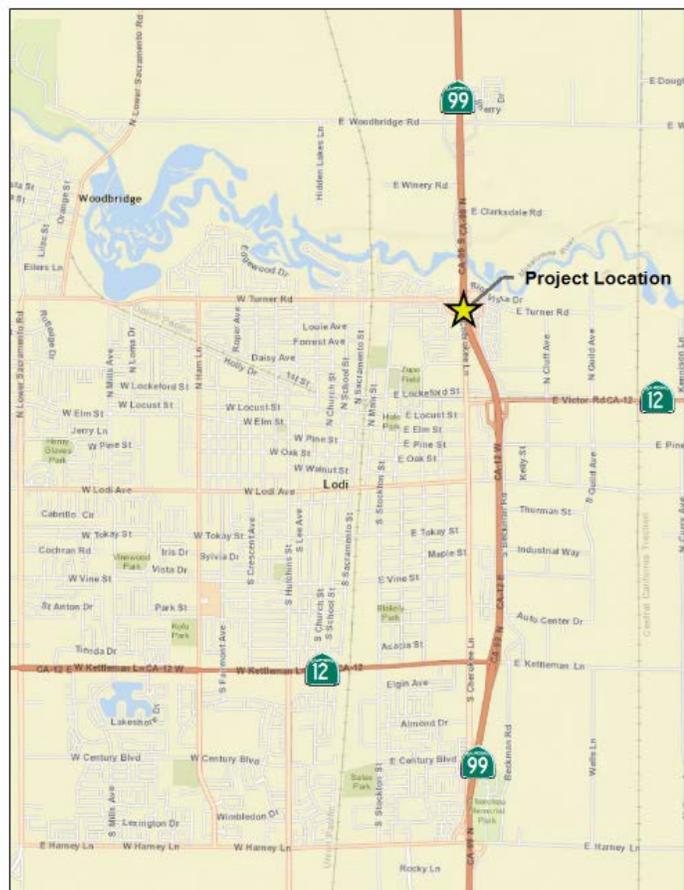
In the 2016 RTIP, \$29,008,000 is for projects to be programmed with carry over funds from the 2014 RTIP with no new funding for the two additional years. This section provides an overview of the each project programmed in the 2016 RTIP. Each project's overview identifies the project's location, scope of work, purpose/needs and benefits.

SR 99/Turner Road Operational Improvements

This project is recommended for deletion in the revised 2016 RTIP. If future funding capacity is realized, this deleted project is the highest priority for funding.

The SR 99/Turner Road Operational Improvements project will construct safety and operational improvements at the existing interchange in the City of Lodi. The preferred alternative proposes to construct a roundabout at the junction of the off-ramp connection onto southbound Cherokee Lane and the southbound on-ramp from Turner Road, as well as improve the southbound on-ramp entrance geometry. Constructing the roundabout will eliminate the weaving movement between the through traffic onto Cherokee Lane and the on-ramp traffic. Additionally, realigning the on-ramp will improve the geometrics of the existing on-ramp and increase the sight distance for onramp traffic prior to merging with mainline traffic.

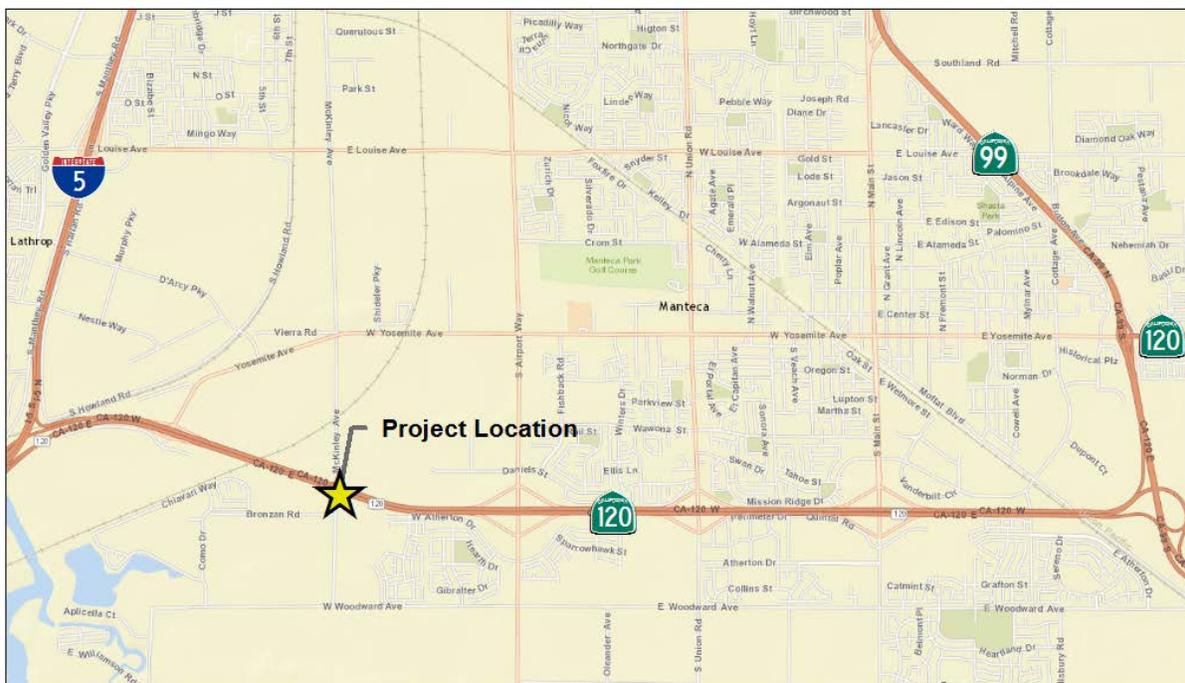
The proposed project will improve safety and operations on a key segment of State Route 99 that experiences a high rate of collisions. The project will additionally help improve the flow of goods on a portion of State Route 99 that carries a large percentage of truck traffic.



SR 120/McKinley Avenue Interchange

The SR120 / McKinley Avenue Interchange Project is located along SR 120 at approximately mile post 2.2 to 3.2 and is within the jurisdictional limits of both the City of Manteca and San Joaquin County. SR 120 is a four-lane freeway traversing in an east-west direction. McKinley Avenue is a two-lane, north-south, road which runs between Woodward Avenue on the south to Lathrop Road on the north. Currently, there is no access on or egress off SR 120 from McKinley Avenue. Access to SR 120 is achieved via the Airport Road interchange, one mile to the east, or the Yosemite Avenue interchange, one mile to the west. The existing bridges along SR 120 were constructed at the time of the main highway. There are no existing pedestrian or bicycle facilities within the project area, however the new interchange will accommodate a Class I bike path in the future, connecting to existing bicycle facilities in the City of Manteca.

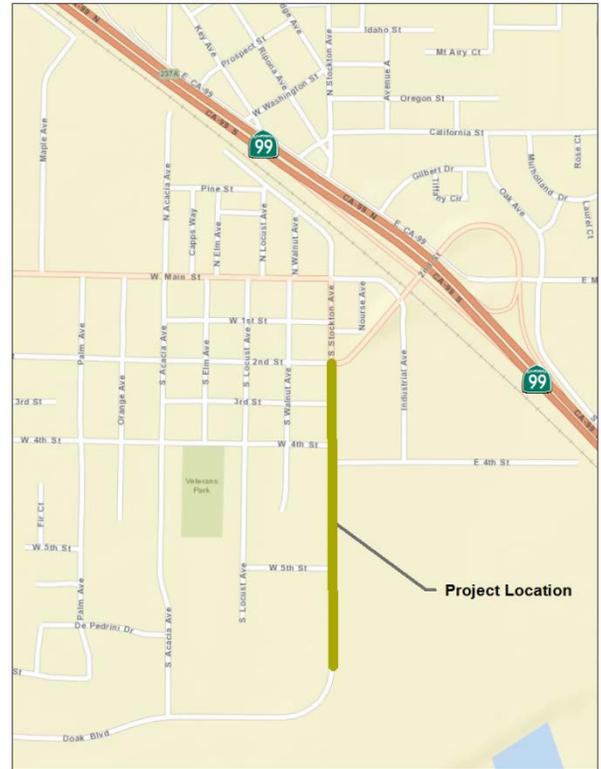
The proposed new interchange will improve local access on SR 120, thereby relieving congestion on local roads and the existing interchanges on SR 120, and will accommodate forecasted traffic increases near the project area.



Stockton Avenue Widening

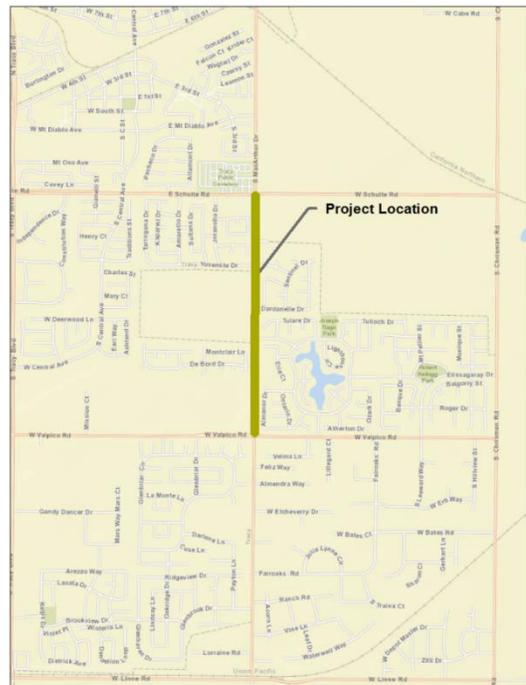
This project is recommended for deletion in the revised 2016 RTIP. If future funding capacity is realized, this deleted project is the highest priority for funding.

The Stockton Avenue Widening project in the City of Ripon will widen Stockton Avenue from Second Street to Doak Boulevard, from a two lane to a four lane roadway. This section of Stockton Avenue serves as the primary route for industrial traffic, including a large number of trucks, between the State Route 99/Main Street Interchange and the industrial businesses located along Stockton Avenue in Ripon. The project will help relieve congestion and improve safety on this corridor, and improve the movement of goods to regional and statewide markets. Many of the businesses that are located on or near Stockton Avenue rely on this section of roadway to support their transportation needs.



MacArthur Drive Widening and Reconstruction

The MacArthur Drive Widening and Reconstruction project will reconstruct and widen an approximately 5,000-foot segment of MacArthur Drive between Schulte Road and Valpico Road from two lanes to four lanes in the City of Tracy. The proposed project includes modification of three traffic signals at East Lake Drive, Yosemite Avenue, and Schulte Road, including construction Class II bicycle lanes, continuous sidewalks, streetlights, landscaping, traffic marking and striping.



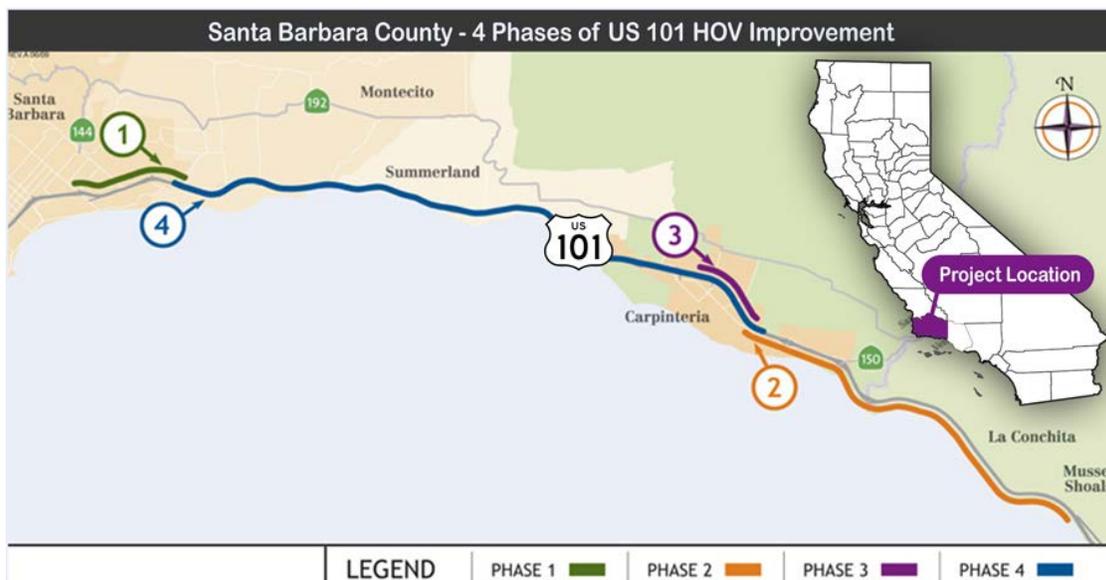
The purpose of the proposed project is to upgrade MacArthur Drive between Schulte Road and Valpico Road to a four-lane major arterial. The proposed project is needed to accommodate the traffic volumes generated by existing, approved, and planned development. The proposed project is also needed to improve safety, connectivity, and mobility for bicyclists, pedestrians, transit users, and motorists of all ages and abilities by upgrading the facility to a complete street.

Carpinteria Creek- Sycamore Creek Route 101 HOV Lanes (in Santa Barbara County)

In November 2012, the SJCOG Board approved the revenue neutral exchange of \$8.853 million in SJCOG’s 2014 RTIP shares with \$8.853 million in State and Local Partnership Program (SLPP) from the Santa Barbara County Association of Governments (SBCAG). This action included the prioritization of the programming of an \$8.853 million project for SBCAG in SJCOG’s 2014 RTIP. Through this exchange SJCOG was able to immediately exchange the \$8.853 million of SBCAG’s SLPP funds for \$8.853 million of Measure K Renewal funds committed to the State Route 99 South Stockton Widening project. The SJCOG Board subsequently included in their action the dedication of the \$8.853 million in Measure K Renewal funds freed from the State Route 99 South Stockton Widening project to fully fund the construction of the County of San Joaquin’s Lower Sacramento Road Widening (Pixley Slough to Harney Curve) project.

The Carpinteria Creek- Sycamore Creek Route 101 HOV Lanes project will widen US Route 101 from four lanes to six by constructing HOV lanes in each direction from 0.2 miles south of Bailard Avenue in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara.

Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional, goods movement, and coastal access travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvements, congestion is projected to increase to over 10 hours a day by 2040. The proposed project will reduce congestion and delay, provide capacity for current and future travel demand, improve travel time, and provide for HOV lane continuity in southern Santa Barbara County.



F. Appendices

Section 15. Projects Programming Request Forms

Section 16. 2016 RTIP SJCOG Board Adoption Resolution

Section 17. Detailed Project Programming Summary Table

Appendices

Section 15

Project Programming Request Forms

**SR 120/McKinley Avenue Interchange
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	11/3/15
District	EA	Project ID		PPNO	MPO ID	TCRP No.
10				3046		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SJ	120	R2.0	R2.6	Manteca, City of		
				MPO	Element	
				SJCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Mark Houghton		(209)456-8416		mhoughton@ci.manteca.ca.us		
Project Title						
McKinley Avenue/State Route 120 Interchange						
Location, Project Limits, Description, Scope of Work						
In Manteca, at McKinley Avenue. Construct new interchange.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Manteca, City of					
PS&E	Manteca, City of					
Right of Way	Manteca, City of					
Construction	Manteca, City of					
Purpose and Need						
<p>This project will convert the existing grade separation at McKinley Road to a full interchange at SR-120 to provide an acceptable level of service (LOS) for the projected traffic volumes that would result from planned developments within the City of Manteca and surrounding interchanges. Local roads would not support the projected increase in demand under their existing conditions. The proposed project is needed to provide more efficient access to and from SR-120 and to accommodate traffic volumes for the planned growth areas in the vicinity of McKinley Avenue.</p>						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					02/01/12	02/01/12
Circulate Draft Environmental Document			Document Type	ND/FONSI	02/08/14	02/08/14
Draft Project Report					02/01/14	02/01/14
End Environmental Phase (PA&ED Milestone)					05/01/14	05/01/14
Begin Design (PS&E) Phase					06/01/14	06/01/14
End Design Phase (Ready to List for Advertisement Milestone)					07/01/17	07/01/17
Begin Right of Way Phase					06/01/14	06/01/14
End Right of Way Phase (Right of Way Certification Milestone)					05/01/17	05/01/17
Begin Construction Phase (Contract Award Milestone)					08/15/17	08/15/17
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/20	09/01/20
Begin Closeout Phase					12/01/20	12/01/20
End Closeout Phase (Closeout Report)					03/01/21	03/01/21

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**MacArthur Drive Widening and Reconstruction
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	11/3/15
District	EA	Project ID		PPNO	MPO ID	TCRP No.
10				6629		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SJ				Tracy, City of		
				MPO	Element	
				SJCOG	LA	
Project Manager/Contact		Phone		E-mail Address		
Zabih Zaca		(209)831-6452		zabih.zaca@ci.tracy.ca.us		
Project Title						
MacArthur Drive Widening and Reconstruction						
Location, Project Limits, Description, Scope of Work						
In Tracy, on MacArthur Drive, from Schulte Road to Valpico Road. Widen from two to four lanes.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Tracy, City of					
PS&E	Tracy, City of					
Right of Way	Tracy, City of					
Construction	Tracy, City of					
Purpose and Need						
Improve traffic congestion along MacArthur Drive.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					11/01/11	11/01/11
Circulate Draft Environmental Document			Document Type	/ /		
Draft Project Report					/ /	
End Environmental Phase (PA&ED Milestone)					07/31/12	07/31/12
Begin Design (PS&E) Phase					08/01/12	08/01/12
End Design Phase (Ready to List for Advertisement Milestone)					03/30/14	03/30/16
Begin Right of Way Phase					08/01/12	08/01/12
End Right of Way Phase (Right of Way Certification Milestone)					09/30/13	09/30/13
Begin Construction Phase (Contract Award Milestone)					04/30/14	04/30/17
End Construction Phase (Construction Contract Acceptance Milestone)					05/30/15	05/30/18
Begin Closeout Phase					08/01/15	08/01/18
End Closeout Phase (Closeout Report)					12/01/15	12/01/18

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 11/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,			6629	
Project Title: MacArthur Drive Widening and Reconstruction						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	677							677	Tracy, City of
PS&E									Tracy, City of
R/W SUP (CT)									Tracy, City of
CON SUP (CT)									Tracy, City of
R/W	450							450	Tracy, City of
CON	4,740							4,740	Tracy, City of
TOTAL	5,867							5,867	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	677							677	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	450							450	
CON		4,740						4,740	
TOTAL	1,127	4,740						5,867	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,194							3,194	
TOTAL	3,194							3,194	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,194						3,194	
TOTAL		3,194						3,194	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	677							677	Tracy, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	450							450	
CON	1,546							1,546	
TOTAL	2,673							2,673	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	677							677	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	450							450	
CON		1,546						1,546	
TOTAL	1,127	1,546						2,673	

Carpinteria Creek – Sycamore Creek
Route 101 HOV Lanes
Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	7/15/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
05	0N700	0500000225	7101			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	1.4	12.3	Santa Barbara County Assoc. of Governments		
				MPO	Element	
				SBCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Scott Eades		(805)549-3144		scott.eades@dot.ca.gov		
Project Title						
South Coast 101 HOV Lanes						
Location, Project Limits, Description, Scope of Work						
In and near Carpinteria and the city of Santa Barbara, from 0.2 miles south of Bailard Avenue to Sycamore Creek. Construct HOV lanes. □						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, provide for HOV lane continuity (in southern Santa Barbara County, per the 2013 RTP / Sustainable Communities Strategy). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, and coastal access travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternate for north-south connectivity.						
Project Benefits						
Supports corridor-wide mode-shift and congestion relief strategy by adding HOV lanes. Projected to reduce approximately 14,000 person-hours of congestion daily (in design year). Without improvement, congestion is projected to increase to over 10 hours/day by 2040.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					12/19/07	12/19/07
Circulate Draft Environmental Document			Document Type	EIR/FONSI	03/23/12	03/23/12
Draft Project Report					03/23/12	03/23/12
End Environmental Phase (PA&ED Milestone)					02/15/14	09/26/14
Begin Design (PS&E) Phase					02/15/14	09/26/14
End Design Phase (Ready to List for Advertisement Milestone)					02/01/17	12/03/18
Begin Right of Way Phase					02/15/14	11/01/15
End Right of Way Phase (Right of Way Certification Milestone)					11/01/16	04/19/18
Begin Construction Phase (Contract Award Milestone)					07/01/17	07/03/19
End Construction Phase (Construction Contract Acceptance Milestone)					09/02/21	07/06/23
Begin Closeout Phase					05/01/22	03/01/24
End Closeout Phase (Closeout Report)					07/01/22	05/01/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 7/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB , ,	101, ,	0N700	0500000225	7101	
Project Title: South Coast 101 HOV Lanes						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	11,450							11,450	Caltrans
PS&E	12,585		14,178	7,037				33,800	Caltrans
R/W SUP (CT)				2,150				2,150	Caltrans
CON SUP (CT)				6,000	42,250			48,250	Caltrans
R/W				24,100				24,100	Caltrans
CON				50,000	298,150			348,150	Caltrans
TOTAL	24,035		14,178	89,287	340,400			467,900	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	11,450							11,450	
PS&E	10,535		21,538					32,073	
R/W SUP (CT)	550			2,490				3,040	
CON SUP (CT)					51,170			51,170	
R/W	1,500			22,467				23,967	
CON				15,890	350,730			366,620	
TOTAL	24,035		21,538	40,847	401,900			488,320	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	12,585			2,037				14,622	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	12,585			2,037				14,622	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E	10,535							10,535	
R/W SUP (CT)	550							550	
CON SUP (CT)									
R/W	1,500							1,500	
CON				2,037				2,037	
TOTAL	12,585			2,037				14,622	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	9,450							9,450	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,450							9,450	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	9,450							9,450	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,450							9,450	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 7/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB , ,	101, ,	0N700	0500000225	7101	
Project Title: South Coast 101 HOV Lanes						

Fund No. 3: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				8,853				8,853	
CON									
TOTAL				8,853				8,853	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,853				8,853	
TOTAL				8,853				8,853	

Fund No. 4: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Caltrans
PS&E				5,000				5,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,000			5,000				7,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	2,000							2,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL	2,000			5,000				7,000	

Fund No. 5: Local Funds - Local Measure (MEA)									Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E			14,178					14,178	
R/W SUP (CT)				2,150				2,150	
CON SUP (CT)				6,000	12,900			18,900	
R/W				15,247				15,247	
CON				50,000	39,525			89,525	
TOTAL			14,178	73,397	52,425			140,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E			21,538					21,538	
R/W SUP (CT)				2,490				2,490	
CON SUP (CT)					10,000			10,000	
R/W				22,467				22,467	
CON					83,505			83,505	
TOTAL			21,538	24,957	93,505			140,000	

Planning, Programming, and Monitoring Project Programming Request

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	11/3/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
10		1015000159	7952	SJ030		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SJ				San Joaquin Council of Governments		
				MPO	Element	
				SJCOG	LA	
Project Manager/Contact		Phone		E-mail Address		
Ryan Niblock		(209)235-0600		niblock@sjcog.org		
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						
Planning, Programming and Monitoring.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	San Joaquin Council of Governments					
PS&E	San Joaquin Council of Governments					
Right of Way	San Joaquin Council of Governments					
Construction	San Joaquin Council of Governments					
Purpose and Need						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 11/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ, ,	, ,		1015000159	7952	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									San Joaquin Council of
PS&E									San Joaquin Council of
R/W SUP (CT)									San Joaquin Council of
CON SUP (CT)									San Joaquin Council of
R/W									San Joaquin Council of
CON	2,762	200	200	200				3,362	San Joaquin Council of
TOTAL	2,762	200	200	200				3,362	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,762	200	200	200				3,362	
TOTAL	2,762	200	200	200				3,362	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									\$58 CON voted 07/16/98
R/W SUP (CT)									\$75 CON voted 11/18/99
CON SUP (CT)									\$77 CON voted 07/01/00
R/W									\$101 CON voted 07/01/01
CON	2,652	200	200	200				3,252	\$212 CON voted 07/01/02
									\$110 CON voted 02/26/04
TOTAL	2,652	200	200	200				3,252	\$75 CON voted 03/03/05
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,652	200	200	200				3,252	
TOTAL	2,652	200	200	200				3,252	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								LOCAL FUNDS
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	

Appendices

Section 16

2016 RTIP

SJCOG Board Adoption Resolution



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-16-17

RESOLUTION ADOPTING THE REVISED 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SAN JOAQUIN REGION

WHEREAS, the San Joaquin Council of Governments is the officially designated Metropolitan Planning Organization and Regional Transportation Planning Agency for San Joaquin County and, as such, is required to prepare and adopt a Regional Transportation Improvement Program every two years; and

WHEREAS, on January 21, 2016 the California Transportation Commission adopted the STIP fund estimate; and

WHEREAS, the San Joaquin Council of Governments has prepared a revised Regional Transportation Improvement Program which respects this fund estimate; and

WHEREAS, the proposed program of projects has been circulated and reviewed by the San Joaquin Council of Governments' member agencies representing their technical and management staffs as well as Caltrans' District 10 staff; and

WHEREAS, the Draft Regional Transportation Improvement Program was posted online to allow and encourage all interested parties to review and comment on the draft Regional Transportation Improvement Program prior to adoption by the San Joaquin Council of Governments.

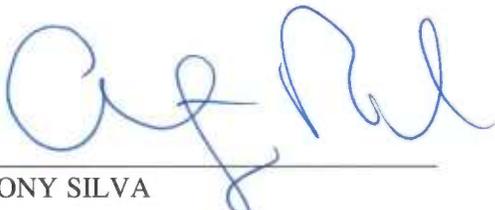
NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby endorse and adopt the five-year Regional Transportation Improvement Program covering the fiscal years (FY) 2016/17 through FY 2020/21.

PASSED AND ADOPTED this 25th day of February 2016, by the following vote of the Board of the San Joaquin Council of Governments.

AYES: Mayor DeBrum, Manteca; Vice Mayor Dresser, Lathrop; Councilman Holman, Stockton; Mayor Pro Tem Kuehne, Lodi; Mayor Pro Tem Laugero, Escalon; Councilmember Lofthus, Stockton; Mayor Maciel, Tracy; Supervisor Miller, SJC; Mayor Silva, Stockton; Supervisor Villapudua, SJC; Supervisor Winn, SJC; Councilman Zuber, Ripon.

NOES: None.

ABSENT: None.



ANTHONY SILVA
Chair

Appendices

Section 17

Detailed Project Programming

Summary Table

Summary of Revised 2016 RTIP Projects
San Joaquin Council of Governments
2016 Regional Transportation Improvement Program
Project and Funding Summary

Existing 2014 Regional Improvement Program (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2014/15	2015/16	2016/17	2017/18	2018/19	PAED	PSE	RW SUP	CON SUP	RW	CON
3045	SR 99/Turner Road Operational Improvements*	Lodi, City of	3,061	0	0	0	0	3,061	0	0	0	0	0	0	3,061
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	0	0	0	12,300	0	0	0	0	0	12,300
6627	Stockton Avenue Widening*	Ripon, City of	1,000	0	0	0	1,000	0	0	0	0	0	0	0	1,000
6629	MacArthur Drive Widening	Tracy, City of	3,194	0	0	3,194	0	0	0	0	0	0	0	0	3,194
6630	Harney Lane Grade Sep / UPRR**	Lodi, City of	12,100	0	0	0	12,100	0	0	0	0	0	0	0	12,100
7101	Carpenteria Crk-Sycamore Crk Rte 101 HOV Lanes	SBCAG	8,853	0	0	0	0	0	8,853	0	0	0	0	8,853	0
7952	Planning, programming and monitoring	SJCOG	1,000	0	200	200	200	200	200	0	0	0	0	0	1,000
Totals			41,508	0	200	3,394	13,300	200	9,053	0	0	0	0	8,853	17,294

*Project deleted in Revised 2016 RTIP

**Project received early allocation June 2015.

Proposed Revised 2016 Regional Improvement Program (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2016/17	2017/18	2018/19	2019/20	2020/21	PAED	PSE	RW SUP	CON SUP	RW	CON
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	0	12,300	0	0	0	0	0	0	0	12,300
6629	MacArthur Drive Widening	Tracy, City of	3,194	0	3,194	0	0	0	0	0	0	0	0	0	3,194
7101	Carpenteria Crk-Sycamore Crk Rte 101 HOV Lanes	SBCAG	8,853	0	0	0	8,853	0	0	0	0	0	0	8,853	0
7952	Planning, programming and monitoring	SJCOG	600	0	200	200	200	0	0	0	0	0	0	0	600
Totals			24,947	0	3,394	200	21,353	0	24,947						

 Proposed Programming Changes to Existing STIP Projects

 New STIP Projects/Programming (n/a)