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2026 Regional Transportation Improvement Program

Fiscal Years 2026/27 through 2030/2031

Submitted and Prepared by the

San Joaquin Council of Governments

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**2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2026 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).

As both the MPO and RTPA for the region, SJCOG is responsible for developing and implementing the Regional Transportation Plan (RTP), which is a 24-year blueprint for all regional air quality, highway, public transit, bicycle/pedestrian, and other transportation improvements. In addition, SJCOG is responsible for developing the Federal Transportation Improvement Program (FTIP), which is a short range, four-year, program that implements the RTP. SJCOG as the Local Transportation Authority (LTA) also administers the Measure K half-cent sales tax program.

SJCOG is governed by a Board of Directors, comprised of elected officials from San Joaquin County City Council and the Board of Supervisors, which makes allocations of funding to build transportation improvements. The Board also establishes regional transportation policies and programs. Citizens, special or community interest groups, and other agencies are involved in the planning and approval process through standing and ad hoc committees. Areas of public participation include SJCOG's committees and task forces as well as attending workshops or public forums and providing input on planning decisions.

SJCOG staff is responsible for collaborating closely with and providing assistance to the member agencies' technical and management staff in order to ensure the implementation of regional policies and transportation funding. In this capacity, SJCOG is further responsible for coordinating with the region's funding sponsor agencies such as the FHWA, FTA, and Caltrans. Staff also provides technical support for the Board's various standing and ad hoc committees. Furthermore, SJCOG staff facilitates public involvement by collaborating with various community groups and service agencies to identify and address regional transportation needs.

2026 Regional Transportation Improvement Program

The 2026 Regional Transportation Improvement Program (RTIP) for San Joaquin County satisfies the State Transportation Improvement Program (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 2026 STIP covering the five-year period from Fiscal Year (FY) 2026/27 to 2030/31. 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

The California Transportation Commission (CTC) adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE) on August 14, 2025. From the 2026 STIP FE, San Joaquin Region's Maximum Share is **\$17,969,000**.

Included in the 2026 STIP FE is **\$905,000** available for FYs 2028/29 – 2030/31 for work associated with Planning, Programming, and Monitoring (PPM).

	Year 1	Year 2	Year 3	Year 4	Year 5
2026 RTIP	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31

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 Transportation Improvement Program (RTIP)

The SJCOG 2026 RTIP includes the following RIP programming requests:

- SJCOG requests moving out the \$50,396,000 RIP for the construction of the SR 99/120 Connector Project Phase 1B from FY 26/27 to FY 29/30 due to significant scope increase.
- SJCOG requests programming \$17,451,000 RIP for the design of the I-205 Managed Lanes (I-580/Grant Line Road to Eleventh Street) Westbound project.
- SJCOG requests the available \$905,000 for Planning, Programming, and Monitoring (PPM): \$387,000 for FY 28/29, \$259,000 in FY 29/30; and \$259,000 in FY 30/31. The previously programmed PPM (\$482,000 in FY 26/27 and \$195,000 in FY 27/28) will be carried over into the 2026 RTIP.

Table 1 summarizes the 2024 STIP carryover programming.

Table 1: 2024 STIP Carryover Summary (\$1,000s)

Project Name	Project Sponsor	RIP Total
SR 99/120 Connector Project Phase 1B	SJCOG	\$50,396,000
Planning, programming, and monitoring (PPM)	SJCOG	\$1,064,000
SJCOG STIP Target Share	Total	\$51,460,000

Table 2 summarizes SJCOG’s 2026 RTIP requests.

Table 2: 2026 RTIP Programming Summary (\$1,000s)

Project Name	Project Sponsor	RIP Total
I-205 Managed Lanes (I-580/Grant Line to Eleventh) Westbound	SJCOG	\$17,451,000
Planning, programming, and monitoring (PPM)	SJCOG	\$518,000
SJCOG STIP Target Share	Total	\$17,969,000

Interregional Transportation Improvement Program (ITIP)

The California Department of Transportation (Caltrans), District 10, has not proposed any new IIP funding for projects proposed in SJCOG's 2026 RTIP. As of October 15, 2025, the recommendations for the 2026 ITIP have not been publicly released. This section will be updated following the release of these recommendations.

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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/RTIP>

RTP link: <http://www.sjcog.org/275/RTP-Sustainable-Communities-Strategy>

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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 to 5 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 every STIP cycle, the guiding principles have been:

- Consideration of funding shortfalls on existing (programmed) STIP Projects.
- Consideration of SJCOG regional priorities including One Voice and Measure K.
- Due to the CTC's strict timely use of funds ("use it or lose it") policy, consideration of the project's ability to utilize the funds in the year of programming.

These were used to guide the programming recommendation of approximately **\$17,969,000** for the SJCOG 2026 RTIP.

Based on the guiding principles, the I-205 Managed Lanes and the SR 99 / SR 120 Connector Project were determined by the SJCOG Board to be the highest priority projects for funding. Programming recommendation for the 2026 RTIP was confirmed by the SJCOG committees and the SJCOG Board in December 2025.

SJCOG wants to see many years of planning and investments come to fruition. In prior RTIPs, investments have been made to move the SR 99 / SR 120 Connector Project to construction. SJCOG wants to get these projects to that end goal, which will then meet our region's needs of addressing frequent, serious accidents and detrimental congestion. SJCOG also wants to implement the I-205 Managed Lanes to alleviate the congestion on a major east-west corridor.

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

Between the adoption of the 2026 RTIP and the adoption of the previous 2024 RTIP, SR 99/120 Connector Project Phase 1A began construction. Phase 1A widens the Eastbound SR 120 to Southbound SR 99 connector ramp from one lane to two lanes. The Austin Road Overcrossing will be replaced with a new 4-lane structure spanning SR 99 and Union Pacific Railroad (UPRR) and the Northbound on-ramp and Southbound off-ramp will be closed. A new connecting road from Austin Road to East Woodward Avenue and Moffat Boulevard will be added and the existing UPRR gated crossing at East Woodward Avenue will be modified.



Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

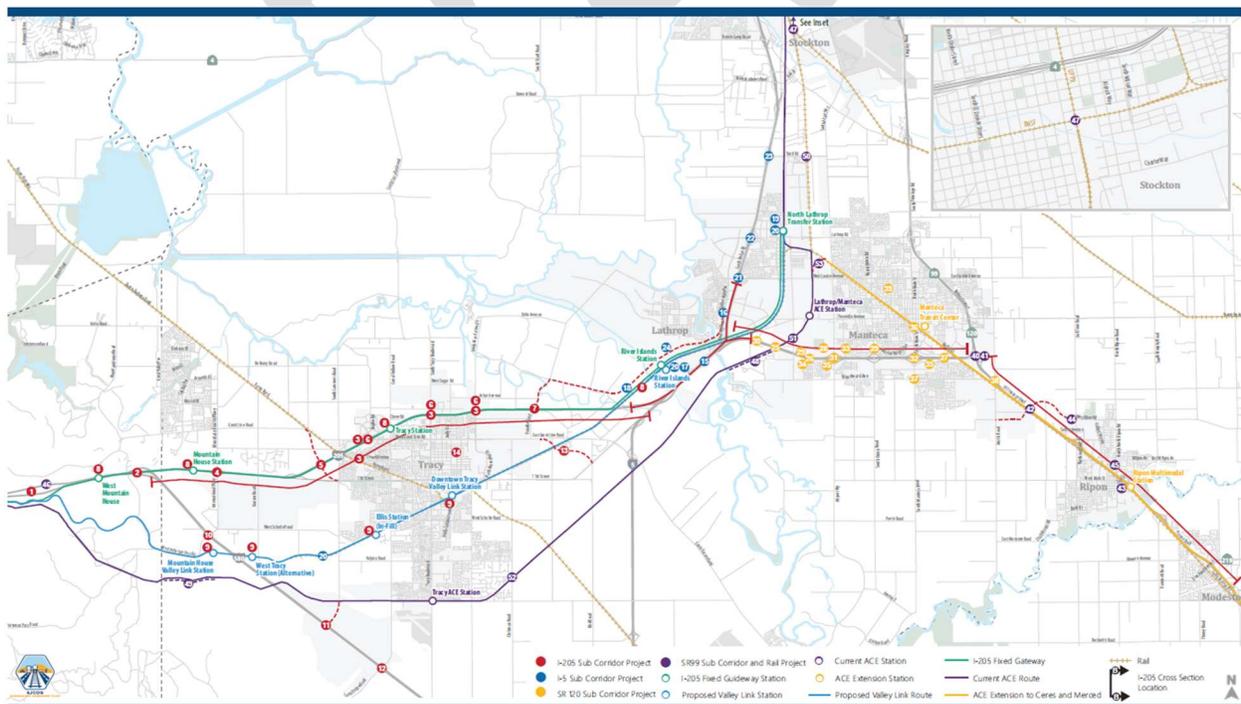
Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
SJCOG adopts 2026 RTIP	December 4, 2025
SJCOG submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Public Participation/Project Selection Process

Outreach Efforts for Identification and Prioritization of RTIP Projects

In 2020, SJCOG had partnered with Caltrans and local agencies to develop the Congested Corridors Plan (CCP) for the I-205, I-5, SR 120, and SR 99 Corridors.

The Congested Corridor Plan was a comprehensive multi-modal study that assessed conditions along the I-205, I-5, State Route 120, and State Route 99 corridor, including parallel passenger rail, bus transit, and bicycle and pedestrian facilities. The plan identified short-term, mid-term, and long-term improvements that will help improve safety, congestion, accessibility, economic development, and air quality. There were fifty-three (53) projects in total.



Using regional benefit metrics, these projects were qualitatively and quantitatively analyzed and scored in order to determine the region’s priority projects.

The SR 120/99 Connector ranked second on the listing of recommended short-term projects, and the I-205 was ranked first on the listing of recommended mid-term projects.

Table 2. Recommended Short-Term (2025) Solutions for Congested Corridors Improvement Projects		
Improvement Project	Estimated Cost (Millions \$)	Expected Regional Benefit
1. Stockton Diamond Grade Separation (Project #47)	\$272.1 M	Improve passenger, commuter and freight rail mobility of heavily trafficked UPRR and BNSF mainlines
2. SR 99 / SR 120 Connector Phase 1B Project (Project #40)	\$34.9 M	Significantly reduce passenger hours of delay (30%) and increase throughput (45%). Improve safety and air quality
3. I-205 Sub-Area Integrated Corridor Management Plan (System Management, Traveler Information and Commercial Vehicle Operations) (Project #14)	\$48.0 M	Reduce congestion on I-205 and parallel City of Tracy, Mountain House, and San Joaquin County local roadways
4. SR 99 Sub-Area Integrated Corridor Management Plan (System Management, Traveler Information and Commercial Vehicle Operations) (Project #45)	\$21.5 M	Reduce congestion on SR 99 between SR 120 and the Stanislaus River
Total Cost of Recommended Short-Term Solutions for Congested Corridors Improvement Projects	\$376.5 M	Or \$0.3765 Billion

Table 3. Recommended Mid-Term (2030) Solutions for Congested Corridors Improvement Projects		
Improvement Project	Estimated Cost (Millions \$)	Expected Regional Benefit
1. I-205 High Occupancy Vehicle Lane (Carpool) and Express Lane from County Line to I-5 (Project #3)	\$500.0 M	Significantly reduce passenger hours of delay (65%) and increase in passenger throughput (40%). Improve safety and air quality
2. Valley Link track construction and stations at Mountain House and Downtown Tracy (Project #9) 2A. Altamont Corridor Vision Phase 1 (\$1.2 B)	\$1,590.0 M	Increase person throughput and reduce reliance on automobile traffic. Reduce congestion on I-205 and parallel City of Tracy, Mountain House, and San Joaquin County local roadways
3. SR 120 High Occupancy Vehicle Lane (Carpool) and Express Lane from I-5 to SR 99 (Project #28 and #29)	\$93.8 M	Significantly reduce passenger hours of delay (35%) and increase in passenger throughput (30%). Improve safety and air quality
Total Cost of Recommended Short-Term Solutions for Congested Corridors Improvement Projects	\$2,183.8 M	Or \$2.1838 Billion

During the development of the CCP, there were various outreach efforts to solicit feedback/comments from residents, business owners, and elected officials. The outreach included four (4) workshops:

- Lathrop, Manteca, Ripon, and unincorporated areas of San Joaquin County at the City of Manteca Transit Center;
- Tracy and unincorporated areas of San Joaquin County at the City of Tracy Transit Center;
- Mountain House at the Mountain House Community Services District Board Room; and
- SJCOG Citizen Advisory Committee at the SJCOG Board Room in Stockton.

At the workshops, staff gave PowerPoint presentations, which provided an overview of the CCP, addressed major elements, and highlighted corridor projects. The proposed projects were displayed on stands for the attendees to review, ask questions, and provide their thoughts on.



The outreach also included presentations at other venues:

- November 5, 2019 – Summit on the Summit Meeting
- November 20, 2019 – San Joaquin Council of Governments Goods Movement Task Force
- November 8, 2019 – Rotary Club of Manteca
- January 31, 2020 - Delta College South Campus

During the SJCOG 2022 RTP/SCS outreach process, staff did PowerPoint presentations, which highlighted key regional projects that address future traffic and travel needs. These presentations revisited the priority projects identified in the CCP. There were no project-oriented concerns that needed to be addressed.

Current Process for 2026 RTIP

The SJCOG Board directed staff to solicit feedback from the member agencies on potential projects. Through August 2025, SJCOG staff requested input from the Technical Advisory Committee, Management and Finance Committee, and Executive Committee on funding to pursue through the RTIP process, as well as project selection criteria for Executive Committee and SJCOG Board consideration. After considering the input collected, the SJCOG Board had no objection to an approach to pursue all available STIP funding including the advanced share of future year STIP funding. The SJCOG Board also chose to set the following prioritization principles and process:

1. I-205 Managed Lanes is the highest priority for STIP funding in the 2026 RTIP. Per prior Board adopted action in Resolution R-24-13, I-205 Managed Lanes was set as the highest funding priority in the 2026 RTIP.
2. Consideration of projects from the SJCOG OneVoice Program.
3. All projects must demonstrate ability to meet “timely use of funds” deadlines by the CTC at the time of programming.
4. The Executive Committee will develop a programming recommendation to the Board.

Based on the prioritization principles, the Executive Committee approved the following programming consideration:

- **\$17.451 million in STIP Funds to I-205 Managed Lanes Project.** As discussed at the August 2025 Executive Committee and SJCOG Board meetings, the I-205 Managed Lanes Project could be split into project phases. By doing so, project components can proceed without fully funding the entire project. Specifically, the Executive Committee chose to advance the segment of westbound I-205 from I-580/Grant Line to Eleventh, which was established as a phase ready to enter its design phase.
- **\$518,000 in STIP Funds to Planning, Programming, and Monitoring.**

Following a comprehensive presentation, sharing input from the committees, and addressing Board member questions, the SJCOG Board approved the programming recommendation and directed staff to prepare the Final 2026 RTIP for their adoption at the December 4, 2025 meeting.

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 (ITIP), and proposes projects that could be jointed funded with IIP and RIP.

D10 continues to support the development of the SR 99/120 Connector Project Phase 1B and the I-205 Managed Lanes projects by dedicating staff resources.

As of October 15, 2025, the recommendations for the 2026 ITIP have not been publicly released. This section will be updated following the release of these recommendations.

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B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

According to the adopted Fund Estimate, the San Joaquin region has up to \$17,969,000 as maximum programming capacity in the 2026 STIP, including both this cycle's shares and advance shares.

B. Summary of Requested Programming

Per the adopted 2026 STIP fund estimate, San Joaquin County requests the programming of the maximum share in the amount of \$17,969,000.

Details related to each project are provided below:

- **SR 99/120 Connector Project Phase 1B:** Phase 1B of the SR 99/120 Connector Project will improve the connector from northbound SR 99 to westbound SR 120 by widening the connector to two lanes and adding a merge/weave lane on westbound SR 120 between SR 99 and the Main Street Interchange. The eastbound SR 120 to northbound SR 99 connector will be replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two westbound lanes. The southbound exit and northbound entrance ramps for the Austin Road Interchange will be braided to lessen conflicts with SR 99 and SR 120 connector ramps. Due to the increased scope, the request is to move out the \$50,396,000 RIP in FY 2026/27 to FY 2029/30.
- **I-205 Managed Lanes (I-580/Grant Line to Eleventh) Westbound:** This project will add a managed lane in westbound I-205 between Eleventh Street and I-580 / Grant Line Road. The request is to program \$17,451,000 RIP in FY 2028/29 for PS&E (Design).
- **Planning, Programming and Monitoring:** The CTC establishes amounts for the purposes of "planning, programming and monitoring" by SJCOG. These dollar amounts are accounted for in SJCOG's overall work program for the purpose of administering the RTIP, the development of project study reports, and regional transportation planning. As part of the 2026 STIP fund estimate, \$950,000 was identified for this purpose. This amount minus the previously programmed 2024 STIP amount of \$387,000 in FY 28/29 results in \$518,000 available to program in FY 29/30 and 30/31.

7. Overview of Other Funding Included in Delivery of RTIP Projects

Proposed 2026 RTIP	2024 STIP RIP	2026 STIP RIP	Other Funds	Phase Total Cost
SR 99/120 Connector Project Phase 1B (CON)	\$50,396	\$0	\$5,449	\$55,845
I-205 Managed Lane (I-580 / Grant Line - Eleventh) Westbound (PS&E)	\$0	\$17,451	\$0	\$17,451
Planning, programming, and monitoring: PPM	\$1,064	\$518	-	\$1,582
Totals (\$1,000s)	\$51,460	\$17,969	\$5,449	\$74,878

Section 8. Interregional Improvement Program (ITIP) Funding

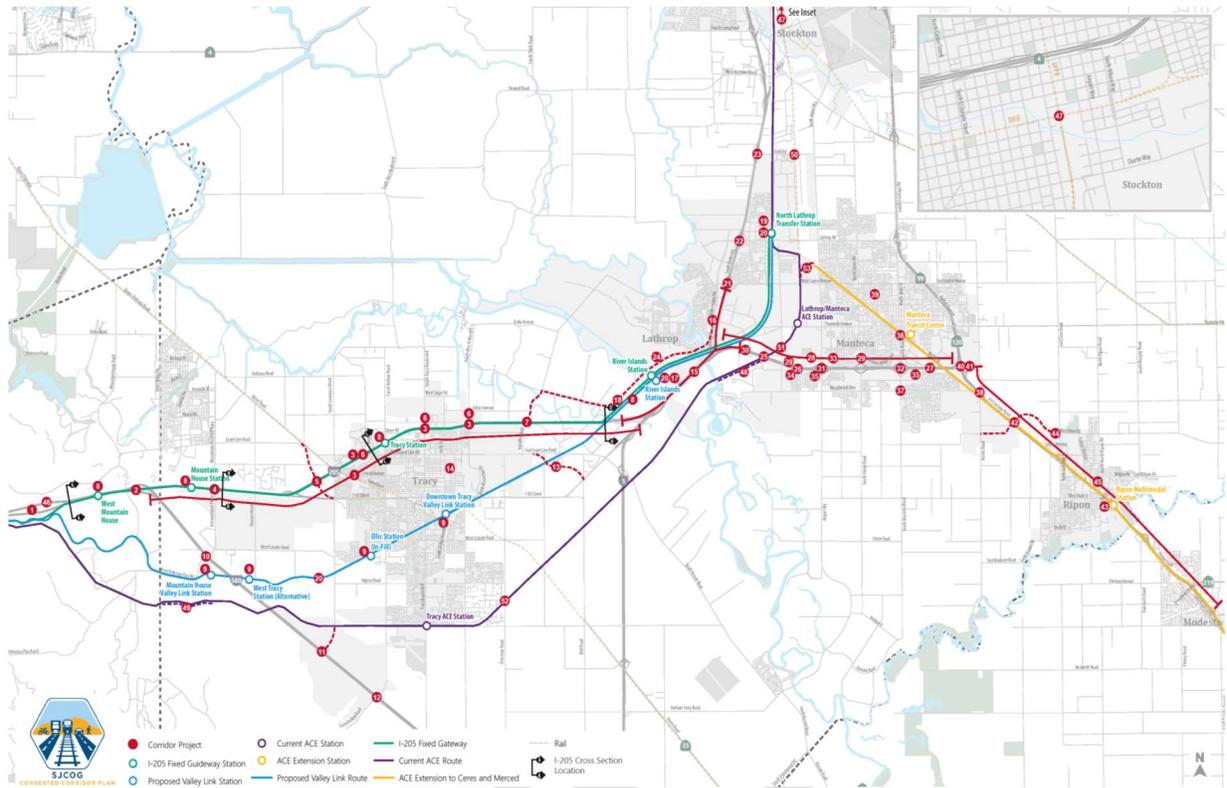
The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation 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 projects proposed in SJCOG’s 2026 RTIP. District 10 continues to support SJCOG on safety and operational improvements with the SR 99/120 Connector Project Phase 1B and on congestion alleviation with the I-205 Managed Lanes.

As of October 15, 2025, the recommendations for the 2026 ITIP have not been publicly released. This section will be updated following the release of these recommendations.

Section 9. Projects Planned Within Multi-Modal Corridors (Required per Section 20)

SJCOG participates in a wide range of regional and project level planning activities, including preparing corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. In conjunction with other Caltrans, and local jurisdictions, SJCOG participates as a member of Project Development Teams that work towards improving transportation and mobility in the region. SJCOG has prepared a Congested Corridor Plan for southern San Joaquin County. The following is an analysis of projects programmed in the 2026 RTIP and their impact on other projects planned or underway.



I-205 Managed Lanes (I-580/Grant Line to Eleventh) Westbound

The I-205 Managed Lanes project will install managed lanes on Interstate 205 through the City of Tracy, accommodate transit hubs, and improve interchanges between postmiles R1.7 on Interstate 580 and R13.5 on Interstate 5. Managed lanes are highway lanes that are actively managed to respond to an area’s rapid growth, such as high occupancy vehicle lanes, transit lanes, and express (or toll) lanes. The first phase will focus on the westbound portion of the westernmost segment from the I-580/Grant Line Road interchange to the I-5/Eleventh Street Interchange. Four additional projects are planned in proximity to the I-205 Managed Lanes project:

- **Mountain House/International Parkway Interchange:** This joint project between Caltrans and the City of Tracy will improve the existing interchange into a Type L-9 partial cloverleaf interchange to reduce congestion resulting from ongoing and planned development of the Cordes Ranch Specific Plan.
- **Lammers Road/Eleventh Street Interchange:** This project will construct a new interchange, freeway auxiliary lanes and connecting roadway at the junction of I-205 and Lammers Road. The new roadway segment would extend Lammers Road south from Byron Road, north of a proposed extension of Grant Line Road, and would cross I-205 with a grade separated interchange, extending south to the existing intersection of Lammers Road and Eleventh Street in the City of Tracy.
- **Chrisman Road Interchange:** This project will construct a new interchange at the current Paradise Road overcrossing to accommodate existing and planned residential, commercial, and industrial development in the area, as well as relieve demand at surrounding interchanges. Improvements will include a Type L-9 partial cloverleaf interchange north of I-205 and a Type L-2 spread diamond interchange south of I-205.

- **Valley Link Project:** This project consists of constructing a dedicated passenger track on the former right-of-way of the first transcontinental railroad over the Altamont Pass and in the I-580 median between the Dublin/Pleasanton BART terminus and the City of Mountain House. Future phases will extend the service to the Cities of Tracy, Lathrop, and Stockton.

SR 99/120 Connector Project Phase 1B

Phase 1B of the SR 99/120 Connector Project will improve the connector from northbound SR 99 to northbound SR 120 by widening the connector to two lanes and adding a merge/weave lane on westbound SR 120 between SR 99 and the Main Street Interchange. The eastbound SR 120 to northbound SR 99 connector will be replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two westbound lanes. The southbound exit and northbound entrance ramps for the Austin Road Interchange will be braided to lessen conflicts with SR 99 and SR 120 connector ramps. Two additional projects are planned in proximity to the SR 99/120 Connector project:

- **State Route 120 6-Lane Widening:** This project consists of widening SR 120 from 4 to 6 lanes between Interstate 5 and SR 99. A PSR-PDS was completed for this project in 2019 in cooperation with Caltrans and the Cities of Manteca and Lathrop.
- **Valley Rail Project:** This project consists of constructing a dedicated passenger track on the Union Pacific Railroad Fresno Subdivision between the City of Lathrop and north of the community of Salida in Stanislaus County. The project also includes constructing passenger rail station platforms at the Manteca Transit Center and the future Ripon Multimodal Station. This project is partially funded through Transit and Intercity Rail Capital Program funds and funding from Senate Bill 132.

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

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

The 2026 RTIP furthers the policies and supportive strategies of SJCOG's adopted 2022 RTP and Sustainable Communities Strategy (2022 RTP/SCS). The table below, SJCOG's 2022 RTP/SCS Policy and Supportive Strategies, provides an overarching framework, which aligns with the 2026 RTIP.

The 2026 RTIP funds projects that 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.

The projects recommended in the 2026 RTIP are consistent with the coordinated transportation and land use scenario adopted in the RTP/SCS.

The I-205 Managed Lanes Project improves operations and safety for regional and interregional traffic on I-205. The SR 99/120 Connector Project improves operational and safety conditions for vehicles merging from SR 120 onto SR 99.

Both the I-205 Managed Lanes Project and the SR 99/120 Connector Project Phases 1A and 1B directly address the safety of the transportation network (strategy 10); maximize mobility and accessibility (strategies 8 and 9); and preserve the efficiency of the existing system (strategy 12).

Both the I-205 Managed Lanes Project and the SR 99/120 Connector Project focus on key interregional corridors. The projects help relieve congestion and improves the economic vitality in the movement of goods to regional and statewide markets consistent with RTP/SCS strategies 8, 9 and 17. Both projects connect key cargo and logistics centers throughout the region. 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 (strategies 7 and 30). Future phases of the I-205 Managed Lanes project include active transportation and complete street elements at reconstructed interchanges. These improvements include Class IV bikeways with sidewalks at I-205/Grant Line Road/Naglee Road Interchange and Class II bike lanes and sidewalks at I-205/Tracy Boulevard and I-205/MacArthur Drive Interchanges. Phase 1A of the SR 99/120 Connector Project includes the construction of Class I and Class II bicycle facilities, 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 of consistency with the adopted RTP/SCS.

The programming of the SJCOG 2026 RTIP is consistent with the policies, procedures, and funding capacity established in the RTP/SCS and in the 2026 STIP Guidelines.

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:	Encourage preservation of natural resources.
Strategy #3:	Enhance the connection between land use and transportation choices through projects supporting energy and water efficiency.
Strategy #4:	Improve air quality by reducing transportation-related emissions.
Policy: Maximize Mobility and Accessibility	
Strategy #5:	Optimize public transportation system to provide efficient and convenient access for users at all income levels.
Strategy #6:	Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.
Strategy #7:	Provide transportation improvements to facilitate non-motorized travel, including incorporation of complete streets elements as appropriate.
Strategy #8:	Improve freight access to key strategic economic centers.
Strategy #9:	Promote safe and efficient strategies to improve the movement of goods by air, water, rail, and roadway.
Policy: Increase Safety and Security	
Strategy #10:	Facilitate projects that reduce the number of and severity of traffic incidents.
Strategy #11:	Support local and state efforts for transportation network resiliency, reliability, and climate adaptation.
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy #12:	Prioritize projects that make more efficient use of the existing road network.
Strategy #13:	Support the continued maintenance and preservation of the existing transportation system.
Strategy #14:	Promote electric power, alternative fuels and autonomous technologies for freight and agriculture.
Strategy #15:	Manage the adoption of electric vehicles and private connected and autonomous vehicles.
Strategy #16:	Promote electric power, alternative fuels and autonomous technologies for public transit.
Policy: Support Economic Vitality	
Strategy #17:	Support transportation improvements that improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities.
Strategy #18:	Support workforce training across industries, particularly transportation-related industries.
Strategy #19:	Encourage and/or strengthen small business while supporting large employer recruitment.
Strategy #20:	Invest in high-speed internet infrastructure to support e-business and reduce commuting.

Policy and Supportive Strategies	
Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	
Strategy #21:	Provide equitable access to transportation planning.
Strategy #22:	Engage the public early, clearly, and continuously.
Strategy #23:	Use a variety of methods to engage the public and encourage representation from diverse income and ethnic backgrounds.
Policy: Maximize Cost-Effectiveness	
Strategy #24:	Support efforts to streamline the development process.
Strategy #25:	Support the use of state and federal grants to supplement local funding and pursue discretionary grant funding opportunities from outside the region.
Strategy #26:	Support projects that maximize cost-effectiveness.
Strategy #27:	Maximize funding of existing transportation options.
Policy: Improve the Quality of Life for Residents	
Strategy #28:	Promote a broader range of housing types.
Strategy #29:	Support the development a regional trust fund dedicated to addressing housing issues.
Strategy #30:	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:

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (2042)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	22.2	22.0
	Percent of congested VMT (at or below 35 mph)	39.0%	38.3%
	Commute mode share (drive alone daily mode share)	39.1%	38.8%
Infrastructure Condition	Percent of distressed state highway lane-miles	40.0%	40.0%
	Pavement Condition Index (local streets and roads)	65.9%	65.9%
	Percent of highway bridges by deck area classified in Poor condition	16.5%	16.5%
	Percent of transit assets that have surpassed the FTA useful life period	Not applicable	Not applicable
System Reliability	Highway Buffer Index (the extra time cushion that	Not available	Not available

	most travelers add to their average travel time when planning trips to ensure on-time arrival)		
	Accessibility and on-time performance for rail and transit	Not applicable	Not applicable
Safety	Fatalities and serious injuries per capita	0.013	0.013
	Fatalities and serious injuries per 100M VMT	4.8	4.8
Economic Vitality	Percent of housing near high quality transit areas	22.9%	25.2%
	Percent of employment near high quality transit areas	33.7%	39.1%
	Mean commute travel time (to work or school)	28.8 mins	28.6 mins
	Farebox recovery ratio	Not applicable	Not applicable
Environmental Sustainability	Change in acres of agricultural land	25,599	25,599
	CO ₂ emissions reduction per capita	15.1	15.7

Section 11. Regional and Statewide Benefits of RTIP

The projects programmed in the 2026 RTIP are 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 improve throughput on existing facilities, improve interchange operations, add managed lanes, 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 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 below. The investments programmed in the 2026 RTIP will help maximize mobility and accessibility, improve 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 will directly improve the mobility for travelers, commuters, and the flow of goods on the regional and state transportation systems. These indicators 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 are heavily reliant on the

warehousing and transporting of goods and agricultural products to regional and statewide markets and industries.

The indicators show a slight change in the mode split for driving, transit, walking, and biking at the regional level, supporting the overall investment strategy contained in the RTP that will lead to 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 increase and the number of acres of agricultural lane 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. This shows the investments programmed in the 2026 RTIP by SJCOG are a cost-effective approach to achieving and furthering economic vitality and environmental sustainability for San Joaquin County.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (2042)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	22.2	22.0
	Percent of congested VMT (at or below 35 mph)	39.0%	38.3%
	Commute mode share (drive alone daily mode share)	39.1%	38.8%
Infrastructure Condition	Percent of distressed state highway lane-miles	40.0%	40.0%
	Pavement Condition Index (local streets and roads)	65.9%	65.9%
	Percent of highway bridges by deck area classified in Poor condition	16.5%	16.5%
	Percent of transit assets that have surpassed the FTA useful life period	Not applicable	Not applicable
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Not available	Not available
	Accessibility and on-time performance for rail and transit	Not applicable	Not applicable
Safety	Fatalities and serious injuries per capita	0.013	0.013
	Fatalities and serious injuries per 100M VMT	4.8	4.8

Economic Vitality	Percent of housing near high quality transit areas	22.9%	25.2%
	Percent of employment near high quality transit areas	33.7%	39.1%
	Mean commute travel time (to work or school)	28.8 mins	28.6 mins
	Farebox recovery ratio	Not applicable	Not applicable
Environmental Sustainability	Change in acres of agricultural land	25,599	25,599
	CO ₂ emissions reduction per capita	15.1	15.7

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

Per the STIP Guidelines, the RTIP is required to include a project level benefit evaluation for each new project for which construction is proposed if the total amount of existing and proposed STIP for right of way and/or construction of the project is \$15 million or greater, or the total project cost is \$50 million or greater. Two projects proposed in the RTIP, the SR 99/120 Connector Project and the I-205 Managed Lanes project, have a total project cost greater than \$50 million. However, only the SR/120 Connector Project is proposed for construction during the five-year period of the 2026 STIP. In addition to the performance data presented in Tables B1 and B2, SJCOG performed a project level benefit analysis for the overall SR 99/120 Connector Project using the Caltrans California Life-Cycle Benefit/Cost Model (Cal-B/C) v. 8.1 (see below). SJCOG also performed a preliminary Cal-B/C analysis on current assumptions prior to design for the I-205 Managed Lanes project. Both are available for review online at www.sjco.org/RTIP.

District: 10
 PROJECT: SJCOG SR99/120 Connector Interchange Phase 1A & 1B
 EA: 1M290 & 1M300
 PPNO: 3162A & 3162B

INVESTMENT ANALYSIS					
SUMMARY RESULTS					
Life-Cycle Costs (mil. \$)		\$111.0	Total Over 20 Years		Average Annual
Life-Cycle Benefits (mil. \$)		\$1,969.2	Travel Time Savings		\$1,879.8
Net Present Value (mil. \$)		\$1,858.2	Travel Time Reliability Benefits		-\$1.3
Benefit / Cost Ratio:		17.74	Veh. Op. Cost Savings		-\$4.3
Rate of Return on Investment:		50.4%	Accident Cost Savings		\$92.4
Payback Period:		4 years	Emission Cost Savings		\$2.7
			TOTAL BENEFITS		\$1,969.2
			Person-Hours of Time Saved		181,991,324
			Fatalities Avoided		11
			Injuries Avoided		328
			PDO Avoided		420
					9,099,566
					1
					16
					21
Should benefit-cost results include:					
1) Induced Travel? (y/n)	<input checked="" type="checkbox"/>	Y	EMISSIONS REDUCTION		
		Default = Y			
2) Travel Time Reliability? (y/n)	<input checked="" type="checkbox"/>	Y	CO Emissions Saved		27
		Default = Y	CO ₂ Emissions Saved		74,728
3) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/>	Y	NO _x Emissions Saved		-53
		Default = Y	PM ₁₀ Emissions Saved		2
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/>	Y	PM _{2.5} Emissions Saved		2
		Default = Y	SO _x Emissions Saved		1
4) Vehicle Emissions? (y/n)	<input checked="" type="checkbox"/>	Y	VOC Emissions Saved		20
		Default = Y			
			includes value for CO _{2e}		

E. Detailed Project Information

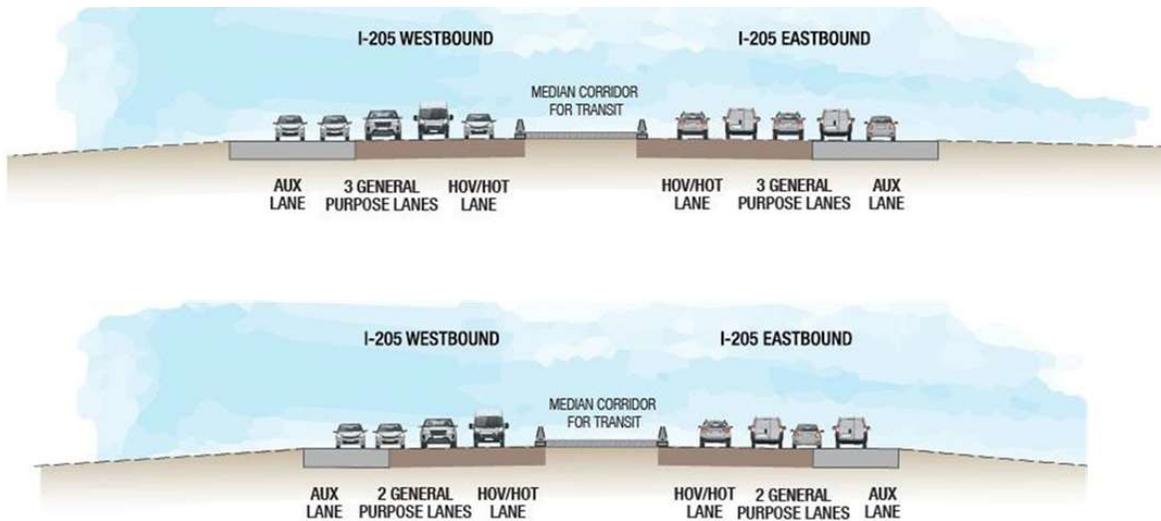
Section 14. Overview of projects programmed with RIP funding

This section provides an overview of the project programmed in the 2026 RTIP. Each project's overview identifies the project's location, scope of work, purpose/needs and benefits.

I-205 Managed Lanes (I-580/Grant Line to Eleventh) Westbound

The I-205 Managed Lanes project will install managed lanes on Interstate 205 through the City of Tracy, accommodate transit hubs, and improve interchanges between postmiles R1.7 on Interstate 580 and R13.5 on Interstate 5. Managed lanes are highway lanes that are actively managed to respond to an area's rapid growth, such as high occupancy vehicle lanes, transit lanes, and express (or toll) lanes. The first phase will install a westbound managed lane from the I-580/Grant Line Road interchange to the I-205/Eleventh Street Interchange. Future phases will extend the managed lanes from Eleventh Street to MacArthur Drive, and MacArthur Drive to I-5 on both westbound and eastbound I-205. Portions of the median will be preserved for potential transit guideway or passenger rail improvements. The project is currently in environmental review.





SR 99/120 Connector Project

The State Route 99/120 Connector Project will reconstruct the existing State Route (SR) 99/120 interchange in the City of Manteca to provide congestion relief and improve operations. The Project will add new auxiliary lanes, upgrade existing bridges, relocate an at-grade railroad crossing, and construct additional connector lanes, ramp upgrades, and new signals / lighting. Due to funding constraints the project will be constructed in three phases. The initial phase (Phase 1A) will make improvements to the SR 99/120 Interchange by constructing a second lane on the connector from eastbound SR 120 to southbound SR 99 and constructing auxiliary lanes. These improvements will require the partial closure of the Austin Road / SR 99 interchange, demolition of the existing overcrossing, and construction of a wider structure to accommodate the auxiliary lanes while still providing the railroad grade separation over the Union Pacific Railroad Fresno Subdivision. To preserve local road access to the modified interchange, a new local road connection to Woodward Avenue will be required to provide access from Austin Road to the southbound Moffat Boulevard SR 99 on-ramp.

The second phase (Phase 1B) will improve the connector from northbound SR 99 to northbound SR 120 by widening the connector to two lanes and adding a merge/weave lane on westbound SR 120 between SR 99 and the Main Street Interchange. The eastbound SR 120 to northbound SR 99 connector will be replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two westbound lanes. The southbound exit and northbound entrance ramps for the Austin Road Interchange will be braided to lessen conflicts with SR 99 and SR 120 connector ramps.

