



2018 Regional Transportation Improvement Program

Fiscal Years 2018/19 through 2022/2023

Submitted and Prepared by the

San Joaquin Council of Governments

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Stockton, CA 95202

www.sjcog.org



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SAN JOAQUIN COUNCIL OF GOVERNMENTS

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December 15, 2017

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Ms. Susan Bransen
Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

Subject: SJCOG 2018 Regional Transportation Improvement Program Submittal

Member Agencies

CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Dear Ms. Bransen:

The San Joaquin Council of Governments (SJCOG) is pleased to submit its 2018 Regional Transportation Improvement Program (RTIP) as adopted by the SJCOG Board of Directors on December 14, 2017. The 2018 RTIP has been developed in partnership between SJCOG, the Santa Barbara County Association of Governments (SBCAG), and Caltrans District 10.

Specific to the partnership between SJCOG and SBCAG, the 2018 RTIP identifies \$8.853 million of SJCOG's 2018 RTIP shares for the South Coast HOV Lanes project on U.S. Route 101 in Santa Barbara County that are being programmed in SJCOG's 2018 RTIP. This action will complete the repayment for the revenue neutral exchange of \$8.853 million of SBCAG's Proposition 1B State and Local Partnership Program (SLPP) funds used by SJCOG on the State Route 99 South Stockton Widening Project. SJCOG, SBCAG and Caltrans have programmed projects based upon regional priorities, project deliverability, and prior California Transportation Commission (CTC) identified project priorities. The programming is consistent with the CTC adopted Fund Estimate (FE) and prior CTC adopted STIP allocation plans.

Enclosed are two copies for CTC staff. If you have any questions regarding the 2018 RTIP, please contact Ryan Niblock, Senior Regional Planner, at (209) 235-0600.

Sincerely,

ANDREW T. CHESLEY
Executive Director

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**2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2018 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).

2018 Regional Transportation Improvement Program

The 2018 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 2018 STIP covering the five-year period from Fiscal Year 2018/17 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

With the passage of Senate Bill 1, funding was restored to the STIP. On August 26, 2017, the California Transportation Commission adopted the 2018 STIP Fund Estimate. According to the adopted Fund Estimate, the San Joaquin region has \$39,101,000 in additional programming capacity in the 2018 STIP through Fiscal Year 2022/23. Project Development Element shares are available to the San Joaquin region.

In addition, STIP revenues are forecast to be stable enough to allow funding to be available for Advanced Project Development Element (APDE) for the first time since 2002. APDE allows a region to advance a percentage of their future STIP shares to provide funding for the Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) phases. The target for APDE is determined by calculating the STIP formula share of the estimated capacity to be available for APDE, which is forecast to be \$4.594 million for the San Joaquin region. Projects programmed using APDE capacity are identified and tracked separately by the CTC as they are treated as advances of the regular STIP funds from future STIP cycles.

Regional Improvement Program (RIP) Funds Available	Funding Apportionment
Total New Regional County (RIP) Shares	\$39,101,000
Total New Advanced Project Development Element (APDE) Shares	\$4,594,000
Total Carry Over Funds from 2016 RTIP	\$15,694,000
Total Regional Shares Programmed	\$59,389,000

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 2018 RTIP Project Summary, including \$15,694,000 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 2018 Interregional Improvement Program (ITIP). Thus, no IIP funding commitments are reflected for any projects in SJCOG’s 2018 RTIP.

Table 1: 2018 RTIP Project Summary (\$1,000s)

Project Name	Project Sponsor	RIP Total
SR 120/McKinley Avenue Interchange	City of Manteca	\$12,300,000
MacArthur Drive Widening and Reconstruction	City of Tracy	\$3,194,000
U.S. Route 101 Phase IV – South Coast HOV Lanes, Bailard Ave-Sycamore Creek ¹	SBCAG	\$8,853,000
SR 99/120 Connector Project	Caltrans	\$13,550,000
I-205 Tracy HOV 8 Lane Widening Corridor (PA&ED) ²	Caltrans	\$12,359,000
I-205 Tracy HOV 8 Lane Widening Phase 1 (PS&E)	Caltrans	\$7,179,000
Planning, programming, and monitoring	SJCOG	\$1,594,000

¹ Project located in Santa Barbara County

² PA&ED Phase partially programmed with \$4,594,000 of Advanced Project Development Shares advanced from future STIP shares

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/278/Adopted-2014-RTPSCS>

Executive Director 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 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 four years, the RTP is developed through an extensive public participation process 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. 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. Subsequently, 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 forecasted 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.

With the passage of Senate Bill 1, funding was restored to the STIP. Beginning in August of 2017, SJCOG staff examined potential candidate projects for the 2018 RTIP on and off the State Highway System. These fourteen candidate projects were presented to SJCOG committees in August and September, where SJCOG staff sought additional input and refinement. With the combined funding needed from projects under consideration in the hundreds of millions of dollars, the need far outweighs the funding available.

SJCOG staff prepared an analysis to help determine how well a project aligns with the CTC's standards, as well as the standards that SJCOG has historically used in making STIP recommendations. Among the criteria were:

- Statewide significance: improvement that offers inter-regional benefit; primary indicator of a project's strength as a STIP candidate.
- Regional benefit: projects that lack statewide significance may provide significant regional benefit worthy of consideration.
- Project Readiness, Committed Funds, and Potential to Leverage Funds: Standard criteria for any agency distributing funds. Increased likelihood of project delivery strengthens a project's candidacy for STIP.
- Requesting Capital Funding: Project is seeking funding for capital expenses, such as construction.
- Measure K Project: SJCOG would like to expedite projects in the Measure K program.
- Project Study Report: must be completed to be eligible for STIP.

This analysis was circulated to all SJCOG committees and the SJCOG Board in September for review and discussion. Based on this evaluation, the SR 99 / SR 120 Connector Project and I-205 Tracy HOV 8 Lane Widening projects were determined to be the highest priority projects. These priorities for programming the 2018 RTIP were confirmed by the SJCOG committees and the SJCOG Board in October and November 2017.

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

Between the adoption of the 2018 RTIP and the adoption of the previous 2016 RTIP, three RTIP projects were completed in the San Joaquin Region: the State Route 99 Manteca (Arch Road to Route 120) widening project, the State Route 99 South Stockton (SR 4 to Arch Road) widening project, and the Lathrop Road Grade Separation. A detailed summary of the project benefits is provided below.

Project Name	Project Description	Summary of Improvements/Benefits
<p>State Route 99 Manteca Widening</p>	<p>In San Joaquin County, on State Route 99 between Arch Road and Austin Road. Widen from four to six lanes.</p>	<p>Improvements:</p> <ul style="list-style-type: none"> • Widened SR 99 from four to six lanes between Arch Road in Stockton and Austin Road in Manteca • Closed substandard hook ramp interchange at Little John’s Creek between Arch Road and French Camp Road • Reconstructed SR 99/French Camp Road Interchange • Reconstructed substandard Lathrop Road and Main Street interchanges in Manteca into one combined modern interchange at Lathrop Road <p>Benefits:</p> <ul style="list-style-type: none"> • Increased capacity • Improved traffic operations • Enhanced safety
<p>State Route 99 South Stockton Widening</p>	<p>In San Joaquin County, on State Route 99 between State Route 4 and Arch Road. Widen from four to six lanes.</p>	<p>Improvements:</p> <ul style="list-style-type: none"> • Widened SR 99 from four to six lanes between State Route 4 and Arch Road in Stockton • Closed substandard interchanges at Martin Luther King Jr. Blvd and Farmington Road • Replaced overcrossing structures at Main Street, Martin Luther King Jr. Blvd, and Golden Gate Avenue with new structures and new modern interchange at Golden Gate Avenue • Reconstructed BNSF Railroad Overcrossing at Golden Gate Avenue • Reconstructed Mariposa Road Interchange including new Park and Ride lot <p>Benefits:</p> <ul style="list-style-type: none"> • Increased capacity • Improved traffic operations • Enhanced safety
<p>Lathrop Road Grade Separation</p>	<p>In Lathrop, on Lathrop Road at the Union Pacific Railroad Fresno Subdivision. Construct railroad grade separation.</p>	<p>Improvements:</p> <ul style="list-style-type: none"> • Eliminated at-grade railroad crossing by constructing four-lane grade separation over Union Pacific Railroad • Widened Lathrop Road to include four travel lanes, Class II Bicycle Lanes, sidewalks, lighting, and drainage <p>Benefits:</p> <ul style="list-style-type: none"> • Increased capacity • Improved traffic operations • Enhanced safety

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 26, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
SJCOG adopts 2018 RTIP	December 14, 2017
SJCOG submits RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC STIP Hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

The projects previously selected for funding in the 2018 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 November 2017, SJCOG staff brought forward programming recommendations for the 2018 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 2018 RTIP.

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 jointly funded with IIP and RIP.

2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

According to the adopted Fund Estimate, the San Joaquin region has \$39,101,000 in additional programming capacity in the 2018 STIP through Fiscal Year 2022/23. In addition, \$4,594,000 of Advanced Project Development Element shares are available to the San Joaquin region.

B. Summary of Requested Programming

In an effort to meet the programming requirements of the 2018 STIP, SJCOG staff met with sponsors for each project programmed in the initial draft of 2018 RTIP. Agency staff provided details related to project status and confirmed scope and cost details. Details related to each project are provided below:

- **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 is undertaking acquisition of the necessary Right of Way and finalizing Plans, Specifications and Estimates (PS&E). Given the status of the project, and its overall benefit to the region, SJCOG is recommending that this project remain programmed in the 2018 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 Right of Way certification. The project was programmed for the Construction Phase in FY 16/17, however due to delays with the Right of Way certification the project was granted a 16-month Time Extension by the CTC in June 2017. Given the status of the project, SJCOG is recommending that this project remain programmed in the 2018 STIP.
- **U.S. Route 101 Phase IV – South Coast HOV Lanes, Bailard Ave-Sycamore Creek:** 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. This funding was deleted without prejudice in the 2016 STIP due to the STIP funding crisis.

With the restoration of funding in the 2018 STIP, SJCOG and SBCAG have conferred on the status of the project, which remains SBCAG's highest priority for the Santa Barbara region. Based on this feedback, SJCOG recommends the funding for the project be restored to FY 19/20.

- **SR 99/120 Connector Project:** In November 2017, the SJCOG Board approved programming \$13,550,000 of 2018 RTIP shares, \$3,408,000 of Local Partnership Program Formulaic shares to fully fund the Right of Way Capital and Right of Way Support Phases, and partially fund the Construction Capital and Construction Support Phases of the SR 99/120 Connector Project. This project will improve the capacity, operations, and safety at the existing State Route 99/120 Connector in Manteca. SJCOG staff continues to work with Caltrans District 10 staff on the possibility of receiving State Highway Operations and Protection Program (SHOPP) funding for the remaining funding needed to complete construction of the project. However, because the exact amount of SHOPP funding Caltrans can commit to the project will not be known until after the RTIP submittal date, the 2018 RTIP proposes the remaining \$38,158,000 needed be funded through the Solutions for Congested Corridors Program. If this uncommitted funding is not realized from the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, or the SHOPP, SJCOG staff will determine another programming recommendation prior to July 1, 2020 as required by the STIP Guidelines.
- **I-205 Tracy HOV 8 Lane Widening:** In November 2017, the SJCOG Board approved programming \$7,405,000 of 2018 RTIP shares and \$4,594,000 of 2018 RTIP Advanced Project Development Element (APDE) shares to fully fund the Project Approval and Environmental Document (PA&ED) Phase of the I-205 Tracy HOV 8 Lane Widening. This project will complete the environmental clearance necessary to widen I-205 from six to eight lanes between the Alameda County Line and I-5.

Due to funding constraints, the project is proposed to be constructed in multiple phases, with the first phase being between the Alameda County Line and the Eleventh Street interchange in Tracy, which is being recommended for an additional \$7,179,000 of 2018 RTIP shares to complete the Plans, Specifications, and Estimates phase. This approach was previously used for the widening of I-205 from four to six lanes in the late 1990s (I-580 to Eleventh Street) and mid 2000s (Eleventh Street to I-5). If additional funding becomes available, this approach may be reexamined.

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
U.S. Route 101 Phase IV – South Coast HOV Lanes, Bailard Ave-Sycamore Creek ¹	SBCAG	ROW Phase of widening from 4 lanes to 6 with HOV Lanes (in Santa Barbara County)	\$8,853,000
SR 99/120 Connector Project	Caltrans	Reconstruct the existing SR 99/120 connector to provide congestion relief and improve operations	\$13,550,000
I-205 Tracy HOV 8 Lane Widening Corridor (PA&ED) ²	Caltrans	PA&ED Phase of widening from 6 to 8 lanes with HOV Lanes from Alameda County Line to I-5	\$12,359,000
I-205 Tracy HOV 8 Lane Widening Phase 1 (PS&E)	Caltrans	PS&E Phase of widening from 6 to 8 lanes with HOV Lanes from Alameda County Line to Eleventh Street	\$7,179,000
Planning, programming, and monitoring	SJCOG	Planning and programming activities and project development	\$1,594,000

¹ Project located in Santa Barbara County

² PA&ED Phase partially programmed with \$4,594,000 of Advanced Project Development Shares advanced from future STIP shares

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

Proposed 2018 RTIP	Total RTIP	Other Funding							Total Project Cost
		ITIP	RSTP/CMAQ	Fed Demo	Local Funds	Local Partnership Program Formulaic	Solutions for Congested Corridors Program (Uncommitted)	SBCAG Measure A	
SR 120/McKinley Avenue Interchange	\$12,300	-	-	\$2,880	\$30,834	-	-	-	\$46,014
MacArthur Drive Widening and Reconstruction	\$3,194	-	-	-	\$2,673	-	-	-	\$5,867
U.S. Route 101 Phase IV – South Coast HOV Lanes, Bailard Ave-Sycamore Creek ¹	\$8,853	-	-	-	-	-	-	\$17,397	\$26,250
SR 99/120 Connector Project	\$13,550	-	\$6,311	-	-	\$3,408	\$38,158	-	\$61,427
I-205 Tracy HOV 8 Lane Widening Corridor (PA&ED) ²	\$12,359	-	-	-	-	-	-	-	\$12,359
I-205 Tracy HOV 8 Lane Widening Phase 1 (PS&E)	\$7,179	-	-	-	-	-	-	-	\$7,179
Planning, programming, and monitoring	\$1,594	-	-	-	-	-	-	-	\$1,594
Totals (\$1,000s)	\$59,389	-	\$6,311	\$2,880	\$33,507	\$3,408	\$38,158	\$17,397	\$161,357

Notes: ¹Project located in Santa Barbara County

programmed with \$4,594,000 of Advanced Project Development Shares advanced from future STIP shares

² PA&ED Phase partially

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 2018 ITIP. Thus, no IIP funding commitments are reflected for any projects in SJCOG's 2018 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 2018 RTIP and their impact on other projects planned or underway in their corridors.



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. 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 is completing Right of Way acquisition of Way and development of the Plans, Specifications and Estimates (PS&E) before beginning construction. 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 is 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 planned to be modified to a Diverging Diamond Interchange. The City of Manteca has submitted the Plans, Specifications and Estimates (PS&E) for Caltrans approval and construction of the interchange is anticipated to begin in mid-2018.

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 Tracy Subdivision. 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.

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, additional connector lanes, ramp upgrades, and new signals / lighting. Due to funding constraints the project will be constructed in three phases.

The initial phase will provide operational and safety improvements to the SR 99/120 Connector by constructing a second lane on the connector from eastbound SR 120 to southbound SR 99 and constructing auxiliary lanes. These improvements will require including the partial closure of the Austin Road / SR 99 interchange and demolition of the existing overcrossing to provide a wider structure that will accommodate the auxiliary lanes and provide a railroad grade separation over the Union Pacific Railroad Fresno Subdivision. 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. SJCOG is preparing the Project Initiation Document for this Project in cooperation with Caltrans and the Cities of Manteca and Lathrop.
- **San Joaquin Valley Rail Enhancement 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 from Senate Bill 132 and the San Joaquin Regional Rail Commission is currently seeking federal INFRA funding to complete the funding.

I-205 Tracy HOV 8 Lane Widening

The I-205 Tracy HOV 8 Lane Widening consists of the construction of one HOV freeway lane in both the westbound and eastbound directions on Interstate 205 (I-205) between the Alameda County Line and Interstate 5 (I-5) located in San Joaquin County. Lane additions on the western portion of the project (west of Eleventh Street Interchange) will be made on the outside and lane additions on the eastern portion of the project will be made on the inside of the existing lanes. This widening is proposed to be constructed using continuously reinforced concrete pavement (CRCP) for the new lanes, potentially at the same time as a reconstruction of the existing lanes to promote a state of good repair and allow for improved traffic handling during construction. Four additional projects are planned along or adjacent to the I-205 corridor:

- **I-205/Mountain House Parkway/International Parkway Interchange**

The City of Tracy proposes to modify the existing I-205/Mountain House Parkway/International Parkway interchange to improve capacity and operations. This project includes the addition of turn lanes and restriping the existing overcrossing to allow additional capacity to accommodate growing truck volumes on I-205 and on International Parkway. This project is currently in the PA&ED Phase, and the City of Tracy is currently seeking funding to complete the design, right of way acquisition, and construction of the project.

- **I-205/Eleventh Street/Lammers Road Interchange**

The City of Tracy proposes to replace the existing partial I-205/Eleventh Street interchange with a new interchange approximately one mile northeast of the existing interchange at I-205/Eleventh Street/Lammers Road. This new interchange will help improve capacity and operations in the area. The City of Tracy is currently in the Right of Way phase of the project and is seeking funding to begin construction of the project.

- **I-205/Chrisman Road Interchange**

The City of Tracy proposes to modify the existing Paradise Road overcrossing of I-205 between the MacArthur Drive Interchange and I-5 into a new interchange designated I-5/Chrisman Road. The City of Tracy is currently in the PA&ED phase of the project and is seeking Federal Highway Administration approval for the new access point to I-205.

- **I-5 Mossdale HOV Widening**

This project consists of widening I-5 from 9 to 12 lanes between I-205 and SR 120, providing direct HOV connector ramps from I-5 to I-205 and SR 120, constructing HOV lanes on I-5 between I-205 and the I-205/Louise Avenue interchange, and providing a new connector ramp from eastbound I-205 to southbound I-5. Due to funding constraints and the need to provide operational improvements to tie into the planned I-205 widening and reduce weaving movements, this project is planned to be constructed in two phases. SJCOG is preparing the Project Initiation Document for this Project in cooperation with Caltrans, the City of Lathrop, and San Joaquin County.

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

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

The 2018 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 2018 RTIP fits.

The 2018 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.

The projects recommended in the 2018 RTIP are consistent with the coordinated transportation and land use scenario adopted in the RTP/SCS.

Projects like the SR 99/120 Connector Project, the SR 120/McKinley Avenue Interchange Project, and the I-205 Tracy HOV 8 Lane Widening 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 SR 99/120 Connector Project improves operational and safety improvements for vehicles merging from SR 120 onto SR 99

The SR120/McKinley Avenue Interchange 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.

I-205 serves as a key route for freight traffic including a large number of trucks. The I-205 Tracy HOV 8 Lane Widening 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 on MacArthur Drive in Tracy 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 2018 RTIP is consistent with the policies, procedures, and funding capacity established the RTP/SCS and in the 2018 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: 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 and Supportive Strategies	
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	26.81	26.70
Percent of VMT at Less Than 35 MPH	27.82%	28.76%
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	33.7%	33.7%
Percent of Housing Within .5 miles of Transit Stop	43.7%	43.7%
Agricultural Land Acres Consumed	4,645	4,645
CO2 Emissions Reduction Per Capita (compared to 2005 baseline) (in 1000's)	1.55	1.55
Total Lane Miles	5,367	5,390

As shown in Table B1, by the horizon year of the 2014 RTP in 2040, the 2018 RTIP helps to slightly reduce daily vehicle miles traveled (VMT) per capita while keeping the percent of congested VMT relatively 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 2018 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 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 2018 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 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	26.81	26.70
	Percent of VMT at Less Than 35 MPH	27.82%	28.76%
	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	33.7%	33.7%
	Percent of Housing Within .5 miles of Transit Stop	43.7%	43.7%
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)	1.55	1.55
Support Economic Vitality	Total Lane Miles	5,367	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 2018 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)

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 Tracy HOV 8 Lane Widening project, have a total project cost greater than \$50 million, however only the SR 99/120 Connector Project is proposed for construction during the five year period of the 2018 STIP. In addition to the performance data presented in Tables B1 and B2, SJCOG performed a project level benefit analysis for the SR 99/120 Connector Project using the Caltrans California Life-Cycle Benefit/Cost Model (Cal-B/C) Version 6.2. The results of this analysis are shown below:

INVESTMENT ANALYSIS		SUMMARY RESULTS				
Life-Cycle Costs (mil. \$)	\$61.1	ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Life-Cycle Benefits (mil. \$)	\$118.8	Travel Time Savings	\$63.6	\$12.6	\$76.1	\$3.8
Net Present Value (mil. \$)	\$57.7	Veh. Op. Cost Savings	-\$3.0	-\$0.7	-\$3.6	-\$0.2
Benefit / Cost Ratio:	1.9	Accident Cost Savings	\$40.5	\$5.7	\$46.2	\$2.3
Rate of Return on Investment:	11.7%	Emission Cost Savings	-\$0.6	\$0.7	\$0.1	\$0.0
Payback Period:	8 years	TOTAL BENEFITS	\$100.5	\$18.2	\$118.8	\$5.9
Should benefit-cost results include:		Person-Hours of Time Saved	7,944,839	397,242		
1) Induced Travel? (y/n)	Y	EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
2) Vehicle Operating Costs? (y/n)	Y	CO Emissions Saved	108	5	\$0.0	\$0.0
3) Accident Costs? (y/n)	Y	CO ₂ Emissions Saved	-6,768	-338	-\$0.2	-\$0.0
4) Vehicle Emissions? (y/n)	Y	NO _x Emissions Saved	29	1	\$0.3	\$0.0
		PM ₁₀ Emissions Saved	0	0	-\$0.0	-\$0.0
		PM _{2.5} Emissions Saved	0	0		
		SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
		VOC Emissions Saved	2	0	\$0.0	\$0.0

E. Detailed Project Information

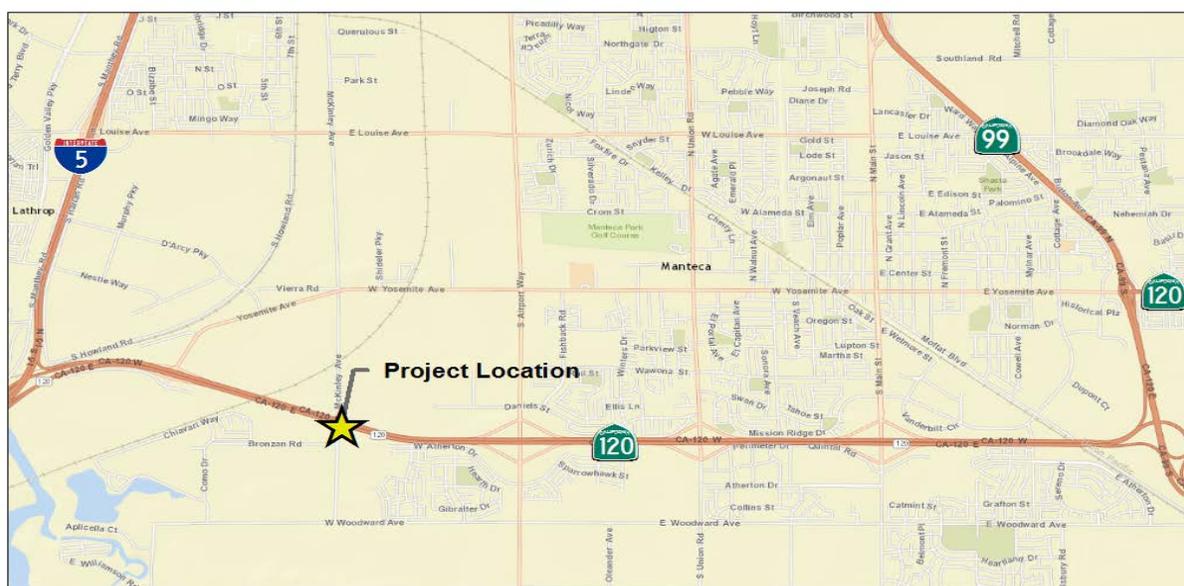
Section 14. Overview of projects programmed with RIP funding

In the 2018 RTIP, \$15,694,000 is for projects to be programmed with carry over funds from the 2016 RTIP, and \$44,055,000 is for new projects. This section provides an overview of the each project programmed in the 2018 RTIP. Each project's overview identifies the project's location, scope of work, purpose/needs and benefits.

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.



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.

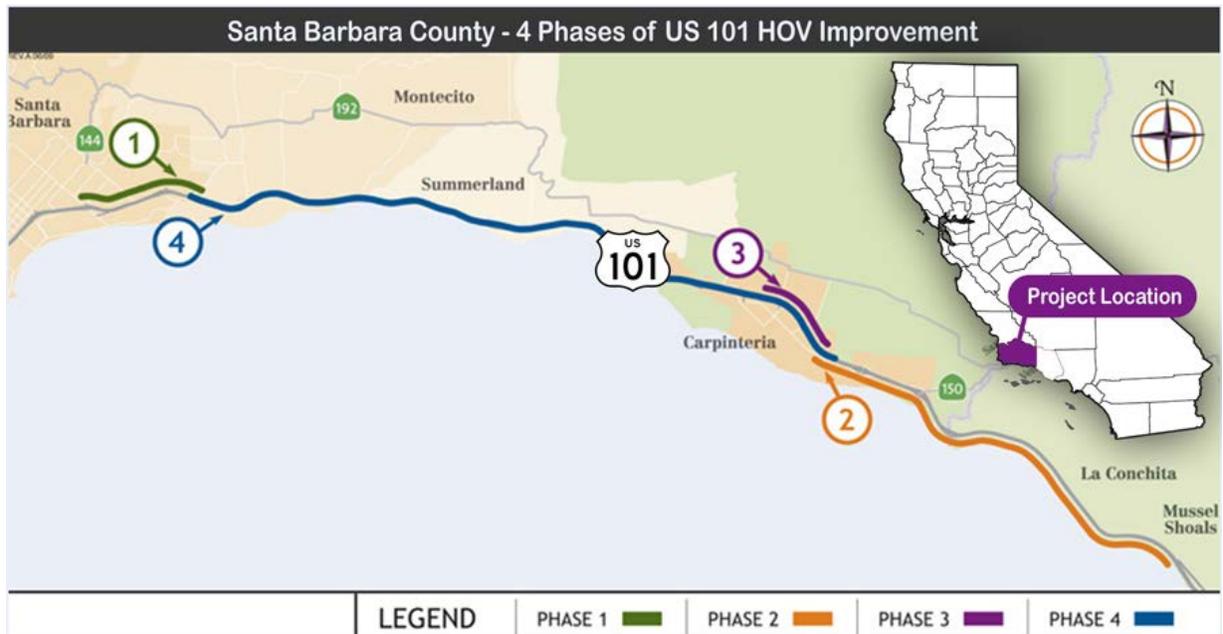


U.S. Route 101 Phase IV – South Coast HOV Lanes, Bailard Ave-Sycamore Creek (in Santa Barbara County)

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.

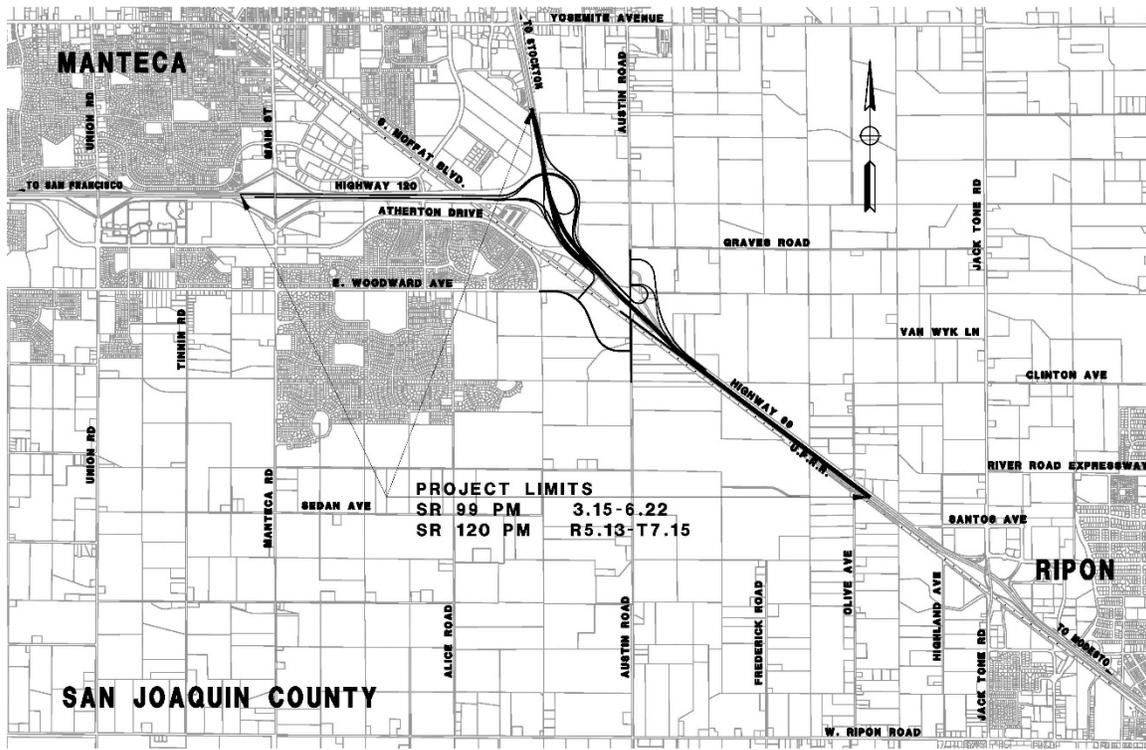


SR 99/120 Connector Project

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, 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 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 including the partial closure of the Austin Road / SR 99 interchange and demolition of the existing overcrossing to provide a wider structure that will accommodate the auxiliary lanes and provide a railroad grade separation over the Union Pacific Railroad Fresno Subdivision. To preserve local road access to the modified interchange, a new local road

connection on Woodward Avenue will be required to provide access from Austin Road to the southbound SR 99 on ramp on Moffat Boulevard.

The second phase of the project will widen SR 120 from four lanes to six between Main Street and SR 99 and provide a second lane on the northbound SR 99 to westbound SR 120 connector. The third phase will restore full access to the Austin Road Interchange by adding braided ramps for the southbound off ramp and the northbound on ramp.



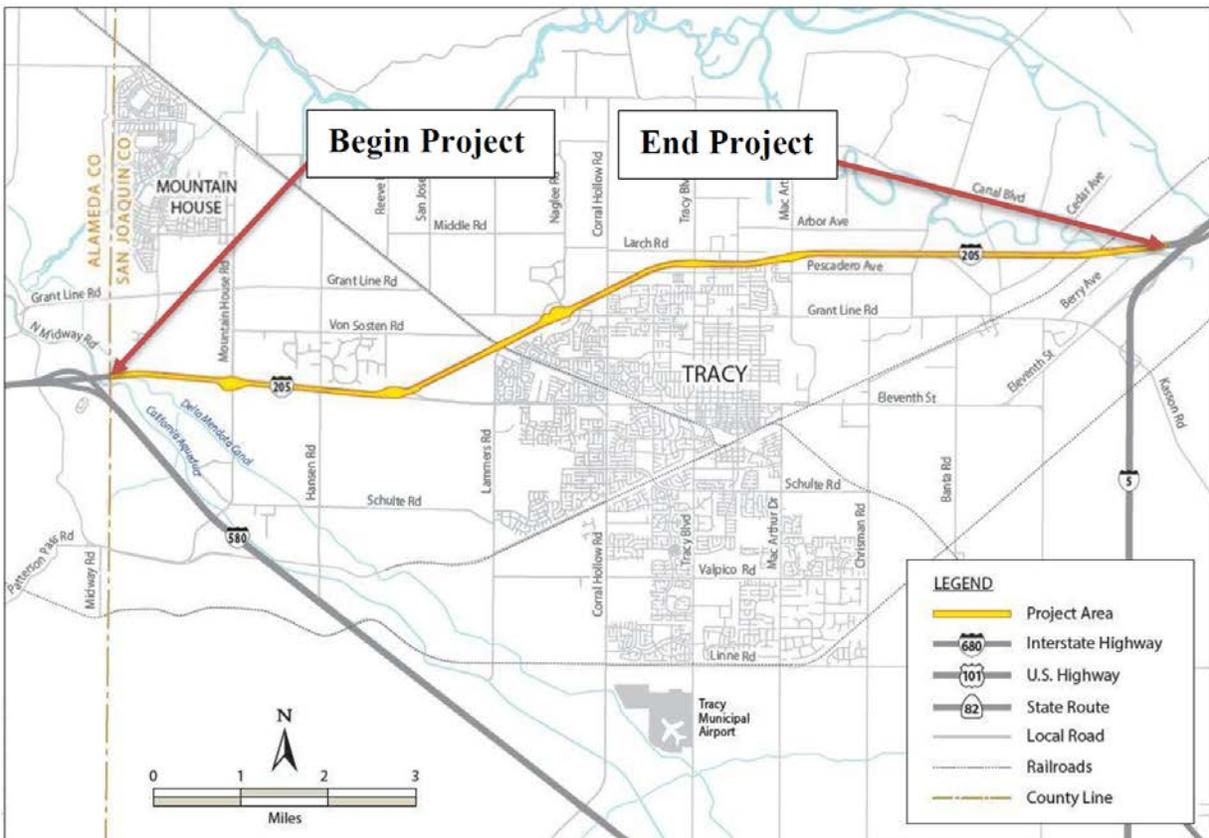
I-205 Tracy HOV 8 Lane Widening

The I-205 Tracy HOV 8 Lane Widening consists of the construction of one HOV freeway lane in both the westbound and eastbound directions on Interstate 205 (I-205) between the Alameda County Line and Interstate 5 (I-5) located in San Joaquin County. Lane additions on the western portion of the project (west of Eleventh Street Interchange) will be made on the outside and lane additions on the eastern portion of the project will be made on the inside of the existing lanes. To promote a state of good repair, the widening is proposed to be constructed using continuously reinforced concrete pavement (CRCP), potentially at the same time as a reconstruction of the existing lanes.

The project is needed because traffic congestion and delay have increased significantly during both AM and PM peak periods over the last few years. The peak periods have extended up to

five hours during each peak. The worsening of congestion and commuter delay is expected to continue, experiencing substantial traffic growth – both locally from new development and regionally from adjacent communities such as Tracy, Manteca, Lathrop and San Joaquin County as a whole. Further traffic growth is also expected from thru traffic between adjacent counties such Alameda to the west and Stanislaus to the east. In addition, I-205 is also a major intercity and interstate trucking route for goods movement, particularly to and from the Port of Oakland and the Bay Area. With rapid development of warehousing facilities along the I-205 corridor, truck volumes to Port of Oakland and the Bay Area are also expected to increase. This growth in commuter traffic in combination with high truck volumes is expected to worsen congestion and delay, and worsen air quality.

Due to funding constraints, the widening of I-205 is proposed to be constructed in multiple phases, with the first phase being between the Alameda County Line and the Eleventh Street interchange in Tracy. This approach was previously used for the widening of I-205 from four to six lanes in the late 1990s (I-580 to Eleventh Street) and mid 2000s (Eleventh Street to I-5). If additional funding becomes available, this approach may be reexamined.



F. Appendices

Section 15. Projects Programming Request Forms

Section 16. 2018 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**

Amendment (Existing Project) Y/N					Date:	11/22/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10				3046			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ	120	R2	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.							
Component							
		Implementing Agency					
PA&ED	Manteca, City of						
PS&E	Manteca, City of						
Right of Way	Manteca, City of						
Construction	Manteca, City of						
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Purpose and Need							
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							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis		Y/N
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					02/01/2012	02/01/12	
Circulate Draft Environmental Document			Document Type	ND/FONSI	02/08/2014	02/08/14	
Draft Project Report					02/01/2014	02/01/14	
End Environmental Phase (PA&ED Milestone)					05/01/2014	05/01/14	
Begin Design (PS&E) Phase					06/01/2014	06/01/14	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2017	07/01/17	
Begin Right of Way Phase					06/01/2014	06/01/14	
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2017	05/01/19	
Begin Construction Phase (Contract Award Milestone)					08/15/2017	08/15/19	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/2020	09/01/22	
Begin Closeout Phase					12/01/2020	12/01/22	
End Closeout Phase (Closeout Report)					03/01/2021	03/01/23	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
10	SJ, ,	120, ,			3046	
Project Title: McKinley Avenue/State Route 120 Interchange						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,588							1,588	Manteca, City of
PS&E	2,417							2,417	Manteca, City of
R/W SUP (CT)									Manteca, City of
CON SUP (CT)									Manteca, City of
R/W	12,050							12,050	Manteca, City of
CON			12,300					12,300	Manteca, City of
TOTAL	16,055		12,300					28,355	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,588							1,588	
PS&E	2,417							2,417	
R/W SUP (CT)									
CON SUP (CT)									
R/W	16,386							16,386	
CON			25,623					25,623	
TOTAL	20,391		25,623					46,014	

Fund No. 1:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	386							386	Manteca, City of
PS&E	739							739	
R/W SUP (CT)									
CON SUP (CT)									
R/W	12,050							12,050	
CON									
TOTAL	13,175							13,175	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	386							386	
PS&E	739							739	
R/W SUP (CT)									
CON SUP (CT)									
R/W	16,386							16,386	
CON			13,323					13,323	
TOTAL	17,511		13,323					30,834	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			12,300					12,300	
TOTAL			12,300					12,300	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			12,300					12,300	
TOTAL			12,300					12,300	

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

Amendment (Existing Project) Y/N					Date:	11/22/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
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.							
Component							
		Implementing Agency					
PA&ED	Tracy, City of						
PS&E	Tracy, City of						
Right of Way	Tracy, City of						
Construction	Tracy, City of						
Legislative Districts							
Assembly:	17	Senate:	5	Congressional:	11		
Project Benefits							
Purpose and Need							
Improve traffic congestion along MacArthur Drive.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Mixed Flow lane-miles constructed			Miles	2	
Local streets and roads		Pedestrian/Bicycle Facilities miles constructed			Miles	2	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					11/01/2011	11/01/11	
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					07/31/2012	07/31/12	
Begin Design (PS&E) Phase					08/01/2012	08/01/12	
End Design Phase (Ready to List for Advertisement Milestone)					03/30/2016	03/30/16	
Begin Right of Way Phase					08/01/2012	08/01/12	
End Right of Way Phase (Right of Way Certification Milestone)					09/30/2013	08/01/17	
Begin Construction Phase (Contract Award Milestone)					04/30/2017	10/30/17	
End Construction Phase (Construction Contract Acceptance Milestone)					05/30/2018	11/30/18	
Begin Closeout Phase					08/01/2018	02/01/18	
End Closeout Phase (Closeout Report)					12/01/2018	06/01/18	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

Additional Information

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**U.S. Route 101 Phase IV – South Coast HOV
Lanes, Bailard Ave-Sycamore Creek
Project Programming Request**

Amendment (Existing Project) Y/N					Date:	11/22/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
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		
David Emerson		(805)549-3144		david.emerson@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. □						
Component						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	35	Senate:	19	Congressional:	23	
Project Benefits						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all lanes, reducing future maintenance and construction needs in the corridor.						
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 2008 RTP).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						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	19.2
State Highway Road Construction		Modified / Improved Interchanges			each	2
State Highway Road Construction		Modified/Reconstructed bridges			each	19
State Highway Road Construction		Sound wall miles constructed			Miles	4.3
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	Yes	
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions	Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					12/19/2007	
Circulate Draft Environmental Document			Document Type	EIR/FONSI	03/23/2012	
Draft Project Report					03/23/2012	
End Environmental Phase (PA&ED Milestone)					09/26/2014	08/26/14
Begin Design (PS&E) Phase					09/26/2014	09/26/14
End Design Phase (Ready to List for Advertisement Milestone)					12/03/2018	03/01/19
Begin Right of Way Phase					11/01/2015	05/01/16
End Right of Way Phase (Right of Way Certification Milestone)					04/19/2018	02/01/19
Begin Construction Phase (Contract Award Milestone)					07/03/2019	09/01/19
End Construction Phase (Construction Contract Acceptance Milestone)					07/06/2023	09/01/23
Begin Closeout Phase					03/01/2024	05/01/24
End Closeout Phase (Closeout Report)					05/01/2024	11/01/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

Additional Information

This PPR provides escalated programming values for the entire HOV project with pre-construction support and right of way capital costs shown in the year of delivery for the first segment. The parent project will be broken into children projects for delivery through a Project Change Request (PCR) in the 17/18 fiscal year. Five delivery segments (4A - 4E) are anticipated. In this PPR, construction support and capital costs are distributed into anticipated segment-specific delivery years.

Attached are:

1. A map graphic identifying anticipated construction segments with target delivery years,
2. A graphic showing coordinated HOV and Rehab phasing, and
3. HOV funding tables for each segment.

This information is provided as supporting information for 2018 STIP programming.

Finally, as noted on page 1, this project is being coordinated with a SHOPP funded rehabilitation project within the same limits. This will provide for concurrent construction of HOV and rehabilitation elements. SHOPP funded costs are accounted for and funded through a separate EA (05-1C820_). This will result in cost savings for both projects, a 40-year long-life pavement strategy on all lanes, and reduced impacts to the traveling public.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SB, ,	101, ,	0N700	0500000225	7101	
Project Title: South Coast 101 HOV Lanes						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	11,450							11,450	Caltrans
PS&E	32,073							32,073	Caltrans
R/W SUP (CT)	550	2,490						3,040	Caltrans
CON SUP (CT)			10,000		41,170			51,170	Caltrans
R/W	1,500	22,467						23,967	Caltrans
CON			87,542		267,225			354,767	Caltrans
TOTAL	45,573	24,957	97,542		308,395			476,467	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	11,450							11,450	
PS&E	32,073		33,365					65,438	
R/W SUP (CT)	550		2,320					2,870	
CON SUP (CT)			13,668	25,360			26,880	65,908	
R/W	1,500		27,670					29,170	
CON			41,033	93,240			90,248	224,521	
TOTAL	45,573		118,056	118,600			117,128	399,357	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	10,535		7,550					18,085	
R/W SUP (CT)	550		1,170					1,720	
CON SUP (CT)			3,628					3,628	
R/W	1,500		7,377					8,877	
CON									
TOTAL	12,585		19,725					32,310	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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
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	

Fund No. 3:		Local Funds - Local Measure (MEA)							Program Code	
		Existing Funding (\$1,000s)							LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County	
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		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E	21,538		20,815					42,353		
R/W SUP (CT)			1,150					1,150		
CON SUP (CT)										
R/W			11,440					11,440		
CON			18,033					18,033		
TOTAL	21,538		51,438					72,976		

Fund No. 4:		Future Need - Future Funds (NO-FUND)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					41,170			41,170		
R/W										
CON					267,225			267,225		
TOTAL					308,395			308,395		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)			10,040	25,360			26,880	62,280		
R/W										
CON			23,000	93,240			90,248	206,488		
TOTAL			33,040	118,600			117,128	268,768		

Fund No. 5:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	2,000							2,000	Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			2,000					2,000		
TOTAL	2,000		2,000					4,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,000							2,000		
PS&E			5,000					5,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,000		5,000					7,000		

**SR 99/120 Connector Project
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/15/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10	1E740				SJ14-1004		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ	99	3.1	6.2	Caltrans			
SJ	120	5.1	T7.2	MPO		Element	
				SJCOG		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Jim Robinson		(209) 942-6065		jim.robinson@dot.ca.gov			
Project Title							
SR 99/120 Connector Project							
Location (Project Limits), Description (Scope of Work)							
Reconstruct the existing State Route (SR) 99/120 interchange to provide congestion relief and improve operations. The Project will add new auxiliary lanes, upgrade existing bridges, relocate an at-grade railroad crossing, intersections, 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 will construct a second lane on the eastbound SR 120 to southbound SR 99 connector and auxiliary lanes, which will require the partial closure of the Austin Road / SR 99 interchange. The second phase will widen the connector from northbound SR 99 to westbound SR 120 to two lanes and widen SR 120 from four lanes to six between Main Street and SR 99. The third phase will construct braided ramps to the Austin Road Interchange to restore full access.							
Component		Implementing Agency					
PA&ED		SJCOG					
PS&E		SJCOG					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	12		Senate:	5		Congressional:	10
Project Benefits							
Purpose and Need							
The need for the Project is to increase the capacity of connector ramps and improve the weaving, merge and diverge movements between the SR 99/120 and SR 99/Austin Road interchanges. Thus, the purpose of the Project is to construct an additional travel lane for the eastbound SR 120 to southbound SR 99 connector in order to improve the traffic operations of the interchange.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Auxiliary Lane miles constructed			Miles	7.75	
State Highway Road Construction		Modified / Improved Interchanges			each	2	
State Highway Road Construction		Modified/Reconstructed bridges			each	4	
Local streets and roads		Grade separations/ rail crossing improvements			each	1	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No			
Project Milestone					Existing	Proposed	
Project Study Report Approved					12/21/15		
Begin Environmental (PA&ED) Phase						06/03/16	
Circulate Draft Environmental Document			Document Type	ND/FONSI		05/01/18	
Draft Project Report						04/06/18	
End Environmental Phase (PA&ED Milestone)						08/30/18	
Begin Design (PS&E) Phase						09/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						02/01/21	
Begin Right of Way Phase						09/01/18	
End Right of Way Phase (Right of Way Certification Milestone)						01/01/21	
Begin Construction Phase (Contract Award Milestone)						09/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						12/23/22	
Begin Closeout Phase						12/26/22	
End Closeout Phase (Closeout Report)						11/30/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/15/17

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/15/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ, SJ	99, 120	1E740			
Project Title: SR 99/120 Connector Project						

Fund No. 3: Solutions for Congested Corridor Program									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									CTC	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)				3,900				3,900		
R/W										
CON				34,258				34,258		
TOTAL				38,158				38,158		

Fund No. 4: Federal Regional Surface Transportation Program (RSTP)									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									SJCOG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	1,800							1,800		
PS&E	4,511							4,511		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	6,311							6,311		

Fund No. 5: Local Partnership Program Formulaic									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									SJCOG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)		850						850		
CON SUP (CT)										
R/W		2,558						2,558		
CON										
TOTAL		3,408						3,408		

**I-205 Tracy HOV 8 Lane Widening Corridor
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	11/22/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10	1H170	1017000116			SJ07-1001, SJ07-1002, SJ07-1003		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ	205	L0.0	R13.4	Caltrans			
				MPO		Element	
				SJCOG		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Mike Cook		209-470-2909		mike.cook@dot.ca.gov			
Project Title							
I-205 Tracy HOV 8 Lane Widening Corridor							
Location (Project Limits), Description (Scope of Work)							
Near Tracy, from the Alameda County line to Interstate 5. Widen from 6 to 8 lanes with high occupancy vehicle lanes , relocate section of existing and construct new soundwalls. Close decks of 22 existing bridges to create 11 joined bridges.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	13	Senate:	5	Congressional:	9 and 10		
Project Benefits							
Purpose and Need							
The need for the Project is to address freeway capacity restrictions within the study limits, which is severely congested during both AM and PM peak periods due to interregional travel between the Northern San Joaquin Valley and employment centers in the San Francisco Bay Area. Thus, the purpose of the Project is reduce congestion, improve safety and air quality, and reduce congested vehicle miles traveled through encouraging the use of ridesharing and transit by adding HOV lanes.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	26.8	
		Modified/Reconstructed bridges			each	22	
		Sound wall miles constructed			Feet	6874	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No			
Project Milestone					Existing	Proposed	
Project Study Report Approved						12/15/17	
Begin Environmental (PA&ED) Phase						07/01/18	
Circulate Draft Environmental Document			Document Type	EIR/FONSI		12/01/19	
Draft Project Report						10/01/19	
End Environmental Phase (PA&ED Milestone)						12/01/20	
Begin Design (PS&E) Phase						12/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						02/01/23	
Begin Right of Way Phase						01/01/21	
End Right of Way Phase (Right of Way Certification Milestone)						01/01/23	
Begin Construction Phase (Contract Award Milestone)						06/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/26	
Begin Closeout Phase						01/01/27	
End Closeout Phase (Closeout Report)						02/01/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ	205	1H170	1017000116		
Project Title: I-205 Tracy HOV 8 Lane Widening Corridor						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		12,359						12,359	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		12,359						12,359	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		7,765						7,765	San Joaquin County RIP Shares
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		7,765						7,765	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		4,594						4,594	San Joaquin County Advanced Project Development Element (APDE) RIP shares
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,594						4,594	

**I-205 Tracy HOV 8 Lane Widening Phase 1
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/26/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10	1H170	1017000116			SJ07-1001		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ	205	L0.0	R13.4	Caltrans			
				MPO		Element	
				SJCOG		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Mike Cook		209-470-2909		mike.cook@dot.ca.gov			
Project Title							
I-205 Tracy HOV 8 Lane Widening Phase 1							
Location (Project Limits), Description (Scope of Work)							
Near Tracy, from the Alameda County line to Eleventh Street. Widen from 6 to 8 lanes with high occupancy vehicle lanes, including widening of Delta-Mendota Canal Bridge No. 29-0037 and relocate section of existing and construction of new soundwalls.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	13	Senate:	5	Congressional:	9 and 10		
Project Benefits							
Purpose and Need							
The need for the Project is to address freeway capacity restrictions within the study limits, which is severely congested during both AM and PM peak periods due to interregional travel between the Northern San Joaquin Valley and employment centers in the San Francisco Bay Area. Thus, the purpose of the Project is reduce congestion, improve safety and air quality, and reduce congested vehicle miles traveled through encouraging the use of ridesharing and transit by adding HOV lanes.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	6	
		Modified/Reconstructed bridges			each	1	
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	Yes		
Includes Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		
				No			
Project Milestone					Existing	Proposed	
Project Study Report Approved						12/15/17	
Begin Environmental (PA&ED) Phase						07/01/18	
Circulate Draft Environmental Document			Document Type	EIR/FONSI		12/01/19	
Draft Project Report						10/01/19	
End Environmental Phase (PA&ED Milestone)						12/01/20	
Begin Design (PS&E) Phase						12/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						02/01/23	
Begin Right of Way Phase						01/01/21	
End Right of Way Phase (Right of Way Certification Milestone)						01/01/23	
Begin Construction Phase (Contract Award Milestone)						06/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/26	
Begin Closeout Phase						01/01/27	
End Closeout Phase (Closeout Report)						02/01/27	

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,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/26/17

Additional Information

Project segmented from parent project into phases.

Planning, Programming, and Monitoring Project Programming Request

Amendment (Existing Project) Y/N					Date:	11/22/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID		
10		1017000157	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.							
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						
Legislative Districts							
Assembly:	17	Senate:	5	Congressional:	18		
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis	Y/N	
Includes Sustainable Communities Strategy Goals Y/N			Reduces Greenhouse Gas Emissions Y/N				
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)							

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
10	SJ			1017000157	7952	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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	3,162	200						3,362	San Joaquin Council of
TOTAL	3,162	200						3,362	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,162	468	468	339	339	340		5,116	
TOTAL	3,162	468	468	339	339	340		5,116	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,052	200						3,252	
TOTAL	3,052	200						3,252	

Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,052	468	468	339	339	340		5,006	
TOTAL	3,052	468	468	339	339	340		5,006	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	

Appendices

Section 16

2018 RTIP

SJCOG Board Adoption Resolution



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-18-18

RESOLUTION ADOPTING THE 2018 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 August 16, 2017 the California Transportation Commission adopted the 2018 STIP fund estimate; and

WHEREAS, the San Joaquin Council of Governments has prepared a 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.

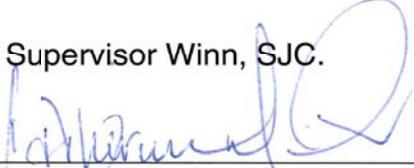
NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby endorse and adopt the five-year Regional Transportation Improvement Program covering the fiscal years (FY) 2018/19 through FY 2022/23.

PASSED AND ADOPTED this 14th day of December 2017, by the following vote of the Board of the San Joaquin Council of Governments.

AYES: Mayor DeBrum, Manteca; Councilmember Dresser, Lathrop; Supervisor Elliott, SJC; Councilmember Kuehne, Lodi; Councilmember Lofthus, Stockton; Supervisor Miller, SJC; Councilmember Murken, Escalon; Councilmember Young, Tracy; Councilmember Zuber, Ripon; Councilmember Wright, Stockton.

NOES: None.

ABSENT: Vice Mayor Holman, Stockton; Supervisor Winn, SJC.


KATHERINE MILLER
Chair

Appendices

Section 17

Detailed Project Programming

Summary Table

Summary of 2018 STIP Projects
San Joaquin Council of Governments
2018 Regional Transportation Improvement Program
Project and Funding Summary

Existing 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	0	12,300	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
7952	Planning, programming and monitoring	SJCOG	600	0	200	200	200	0	0	0	0	0	0	0	1,000
Totals			16,094	0	3,394	200	200	0	4,194						

Proposed 2018 Regional Improvement Program (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2018/19	2019/20	2020/21	2021/22	2022/23	PAED	PSE	RW SUP	CON SUP	RW	CON
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	12,300	0	0	0	0	0	0	0	0	2,800
6629	MacArthur Drive Widening	Tracy, City of	3,194	3,194	0	0	0	0	0	0	0	0	0	0	3,194
7101	Carpenteria Crk-Sycamore Crk U.S. Route 101 HOV Lanes	SBCAG	8,853	0	0	8,853	0	0	0	0	0	0	0	8,853	0
New	SR 99/120 Connector Project	Caltrans	13,550	0	3,408	0	10,142	0	0	0	0	850	1,300	2,558	8,842
New	I-205 Tracy HOV 8 Lane Widening (Alameda County Line to I-5)*	Caltrans	12,359	0	12,359	0	0	0	0	12,359	0	0	0	0	0
New	I-205 Tracy HOV 8 Lane Widening Phase 1 (Alameda County Line to Eleventh Street)	Caltrans	7,179	0	0	0	0	7,179	0	0	7,179	0	0	0	0
7952	Planning, programming and monitoring	SJCOG	1,954	0	468	468	339	339	340	0	0	0	0	0	1,954
Totals			59,389	3,194	16,235	21,621	10,481	7,518	340	12,359	7,179	850	1,300	11,411	16,790

*PA&ED Phase partially programmed with \$4,594,000 of Advanced Project Development Element Shares advanced from future STIP Shares.

RIP Shares: 39,101
APDE Shares: 4,594

- Proposed Programming Changes to Existing STIP Projects
- Projects programmed in 2014 STIP and deleted without prejudice in 2016 STIP
- New STIP Projects/Programming

Proposed SB 1 Local Partnership Program Formulaic Contributions (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2018/19	2019/20	2020/21	2021/22	2022/23	PAED	PSE	RW SUP	CON SUP	RW	CON
New	SR 99/120 Connector Project	Caltrans	3,408	0	3,408	0	0	0	0	0	0	850	0	2,558	0
Totals			3,408	0	3,408	0	0	0	0	0	0	850	0	2,558	0

Proposed SB 1 Solutions for Congested Corridors Program Contributions (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2018/19	2019/20	2020/21	2021/22	2022/23	PAED	PSE	RW SUP	CON SUP	RW	CON
New	SR 99/120 Connector Project	Caltrans	38,158	0	0	0	38,158	0	0	0	0	0	3,900	0	34,258
Totals			38,158	0	0	0	38,158	0	0	0	0	0	3,900	0	34,258

Appendices

Section 18

Project Study Reports

*The Project Study Report documents for the
SR 99/120 Connector Project
and the I-205 Tracy HOV 8 Lane Widening Project
are available for review online at www.sjcog.org/RTIP*