2014 Regional Transportation Improvement Program
San Joaquin Council of Governments

NOTE: The programming information in this document may be impacted by the California Transportation Commission (CTC) action on the 2014 State Transportation Improvement Program at their March 20, 2014 meeting. Any updates to this document as a result of CTC action will be posted on SJCOG's website at www.sjcog.org no later than Friday, April 25, 2014.

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The 2014 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, grade separations, and local road projects that the San Joaquin region proposes for funding through the 2014 STIP covering the five-year period from Fiscal Year 2014/15 to 2018/19. The primary purpose of the RTIP is to help implement the San Joaquin region's adopted long range Regional Transportation Plan.

The San Joaquin Council of Governments (SJCOG), as the Regional Transportation Planning Agency (RTPA) for the San Joaquin region, is responsible for developing the region's funding priorities for the STIP, and for submitting the projects to the California Transportation Commission (CTC) by way of the RTIP.

STIP Revenues Available for Programming

On October 8, 2013, the California Transportation Commission amended the 2014 STIP Fund Estimate (Fund Estimate) as previously adopted on August 6, 2013. According to the Fund Estimate, the San Joaquin region has $24.6 million in additional programming capacity in the 2014 STIP. This total includes $8.3 million in unprogrammed RTIP shares carried over from the 2012 STIP cycle and $16.3 million in new RTIP shares by statewide formula distribution. This 2014 RTIP proposes programming the total of $24.6 million in RTIP revenues available to the San Joaquin region.

STIP Project Recommendations

The State Transportation Improvement Program 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

Table 1 summarizes SJCOG's 2014 RTIP, and includes the following STIP RIP programming:

- $22.4 million in existing RIP projects
- $24.6 million in new RIP projects

The total amount of the STIP RIP for the San Joaquin Region is approximately $47 million.

Interregional Improvement Program

The California Department of Transportation, District 10, has not proposed IIP funding for any transportation projects in San Joaquin County for inclusion in the 2014 Interregional Improvement Program (ITIP). Thus, no IIP funding commitments are reflected for any projects in SJCOG's 2014 RTIP.

Table 1: 2014 RTIP Project Summary *($1,000s)*

Title	Sponsor	RIP TOTAL
McHenry Avenue Improvements	San Joaquin County	$5,499
Harney Lane/ UPRR Grade Separation	Lodi, City of	$12,100
Stockton Avenue Widening	Ripon, City of	$1,000
MacArthur Drive Widening	Tracy, City of	$3,194
SR 120/McKinley Avenue Interchange Construction	Manteca, City of	$12,300
SR 99/Turner Road Interchange Operational Improvements	Lodi, City of	$3,061
South Coast 101 HOV Lanes	SBCAG	$8,853
Planning, Programming, and Monitoring	SJCOG	$1,000
	Total	$47,007

INTRODUCTION

The 2014 Regional Transportation Improvement Program (RTIP) for San Joaquin County is prepared by the San Joaquin Council of Governments. The primary purpose of the RTIP is to help implement the San Joaquin region's adopted long range Regional Transportation Plan.

The 2014 RTIP proposes to program approximately $47 million in Regional Improvement Program funds for an array of transportation projects. The RTIP is updated biennially and transmitted to the California Transportation Commission. The 2014 RTIP covers a five-year period from fiscal years 2014/15 through 2018/19.

Report Organization

This document includes the following sections:

- Discussion of the roles and authority of San Joaquin Council of Governments;
- Background information on the RTIP development process and relationship of the RTIP to other planning documents;
- Summary of RTIP Projects; and
- Report on RTIP performance and cost-effectiveness.

The appendices of the 2014 RTIP include:

- SJCOG Board Resolution (Appendix A);
- 2014 STIP Fund Estimate – Instructions and Fund Estimate Spreadsheets (Appendix B);
- Existing 2012 STIP Programming for San Joaquin County (Appendix C);
- 2014 RTIP Projects (Appendix D);
- CTC Guidelines for Performance Measures (Appendix E);
- SJCOG 2011 RTP Goals, Objectives and Performances Measures(Appendix F);
- Project Level Evaluation of Performance and Cost-Effectiveness (Appendix G);
- Fact and Funding Spreadsheets (Appendix H); and
- Public Notice (Appendix I).

The San Joaquin Council of Governments (SJCOG) developed this document and its parent Regional Transportation Plan in conjunction with our member agencies, Caltrans, the San Joaquin Regional Transit District, the San Joaquin Regional Rail Commission, the Port of Stockton, and interested citizens.

BACKGROUND

Regional Description

San Joaquin County is comprised of seven cities (Lodi, Stockton, Lathrop, Manteca, Tracy, Ripon, and Escalon) and the County of San Joaquin. As of the 2010 Census, the county's total population was 685, 308. The U.S. Census Bureau population estimate for 2012 is 702,612, an annual increase of 2.5% over the time period.

San Joaquin County is home to many diverse concerns and interests, and the Council of Governments is a key convener for their resolution. San Joaquin County is among the fastest growing regions in the State. As neighbors to the Bay Area marketplace, the region has experienced significant and rapid growth due to the lack of affordable housing in the Bay Area and a lack of high paying jobs in the Central Valley. Despite recent declines in the economy, leading to slower overall population growth, migration from the Bay Area has continued. A 2012 population projection by the University of the Pacific Business Forecasting Center, shows the region's population surpassing 1 million residents in 2036. While natural increase accounts for the majority of population growth, domestic migration, primarily from residents in the Bay Area moving east into the Central Valley and commuting to Bay Area jobs, is still a strong component of the projected population increase. These trends have created a jobs/housing imbalance in the Central Valley that is being addressed in each city in the region.

In light of growth and its related impacts, the San Joaquin Council of Governments has endeavored to develop a process that addresses transportation planning issues of the region. This has focused on involvement of local jurisdictions, citizen participation, and state of the art planning tools.

Authority and Function

The San Joaquin Council of Governments (SJCOG) brings together mayors, city council members, and county supervisors to focus on issues, needs and services that affect the San Joaquin region every day. Its mission is as follows:

> *To partner with local governments, the private sector, and community groups as the forum, facilitator, and administrator of regional programs, and to advocate for regional and interregional issues in the development of a comprehensive strategy to achieve resolution.*

SJCOG is submitting the 2014 RTIP in its role as the designated Regional Transportation Planning Agency for San Joaquin County. SJCOG also serves the following roles and functions for the San Joaquin County region:

- Metropolitan Planning Organization
- Congestion Management Agency
- Local Transportation Authority
- San Joaquin/Stanislaus/Merced Transportation Demand Management (Commute Connection)
- Census Research and Forecasting Center
- Regional Housing Needs Allocator
- Airport Land Use Commission
- Convener of the Region

As stated earlier, SJCOG serves as a forum for the region's seven cities and the County of San Joaquin to come together and discuss problems and issues of common interest. SJCOG also has three ex-officio members that provide valuable additional perspectives: the California Department of Transportation, the San Joaquin Regional Transit District, and the Port of Stockton.

In carrying out its work, the SJCOG Board is advised by the following standing SJCOG committees:

- Technical Advisory Committee
- Management and Finance Committee
- Citizens Advisory Committee
- Executive Committee
- Social Service Transportation Advisory Committee

Overview of the STIP Process

Senate Bill 45 (SB 45) was signed into law by the Governor in October 1997. SB 45 simplified the transportation funding process by consolidating various transportation programs into the State Transportation Improvement Program (STIP). The STIP consists of two broad programs, the Regional Improvement Program (RIP), funded from 75% of new STIP funding and the Interregional Improvement Program (IIP), funded from 25% of new STIP funding.

The 75% RIP funds are further divided by formula into county shares, which are also referred to as "Regional Shares" or "RIP funds." Regional shares are available solely for projects nominated by regions in their RTIPs.

The 25% IIP funds are commonly referred to as "Interregional Shares" or "IIP funds." The California Department of Transportation nominates projects for the Interregional Shares funding in its Interregional Transportation Improvement Program (ITIP).

State statutes require regional transportation planning agencies to prepare and submit a RTIP to the California Transportation Commission (CTC).

SJCOG's RTIP is submitted to the CTC along with RTIPs from other regions across the State and Caltrans' ITIP. Following public hearings, consistent with State law and the available resources, the CTC must act on each RTIP. Under current law, the CTC is required to approve the entire RTIP, or reject the entire document with cause. If the CTC proposes to reject an RTIP, it must find that (a) the RTIP is not consistent with the STIP guidelines; (b) there are insufficient funds to implement the RTIP; (c) there are conflicts with the other RTIPs or the ITIP; (d) a project is not an approved Congestion Management Program (CMP) or is not included in a separate listing in the approved RTIP; or (e) that the RTIP is not a cost-effective expenditure of State funds.

Upon approval of each region's RTIP, the CTC incorporates it into the STIP.

SJCOG's 2014 RTIP

SJCOG is the Regional Transportation Planning Agency (RTPA) for the San Joaquin region, and is thus responsible for developing the region's funding priorities for the STIP and submitting them to the CTC through the RTIP. The 2014 RTIP is a vehicle through which major State highway and regionally significant transportation improvement projects are solicited and programmed for the San Joaquin region. This document provides for the programming of transportation projects in accordance with the STIP Guidelines established by the California Transportation Commission. Funding requests are constrained by the 2014 STIP Fund Estimate which was adopted by the California Transportation Commission in August 6, 2013 and amended October 8, 2013. The San Joaquin County share of the fund estimate is shown in Appendix B.

Relationship to Other Planning Documents

State and federal laws and regulations require that the RTIP be developed consistent with specified State, regional, and local plans. The San Joaquin Council of Governments must make a finding that the 2014 RTIP is consistent with these documents. Thus, the San Joaquin Council of Governments finds that the 2014 RTIP is consistent with the following:

California Transportation Commission State Transportation Improvement Program Guidelines

The STIP Guidelines provide direction to regional agencies in the preparation of the RTIP. The 2014 RTIP complies with these guidelines. Furthermore, the 2014 RTIP is consistent with the 2014 STIP Fund Estimate.

Regional Transportation Plan

The RTIP is derived from and helps to carry out the policies, plans, and projects contained in the Regional Transportation Plan (RTP). The RTP is the 24-year, long-range transportation planning document for San Joaquin County.

The 2014 RTIP is consistent with the SJCOG Board adopted 2011 Regional Transportation Plan. The RTP is designed to satisfy the following State and federal requirements:

- Documentation of conformity with the federal Clean Air Act Amendments;
- Meaningful citizen participation process;
- Financially constrained to reasonably available revenues.

Federal Transportation Improvement Program

The RTIP is often confused with the Federal Transportation Improvement Program (FTIP), however, they are not the same, and hold no direct relationship to each other. The FTIP is a *Federal* programming document, while the RTIP is a request for *State* funding. The final CTC adopted 2014 RTIP will be incorporated into the 2015 FTIP update for consistency.

Congestion Management Program

Congestion Management Programs (CMPs) became a requirement when Proposition 111 passed in June of 1990. As the designated Congestion Management Agency for San Joaquin County, SJCOG has the responsibility to prepare and maintain the local CMP. The projects in the 2014 RTIP are consistent with the goals and objectives of the CMP.

Measure K Strategic Plan

On November 26, 1990, the voters of San Joaquin County enacted Measure K. Measure K provides local funding for needed transportation projects via a ½-cent increase in sales tax revenues over a twenty year period that began in 1991.

In November 2006, the voters of San Joaquin County approved the renewal of the Measure K program, which will provide approximately $3 billion in additional local funds for transportation projects through 2041. The projects included in this document are consistent with San Joaquin County's Measure K program.

State Implementation Plan for Air Quality (SIP)

San Joaquin County is the northernmost of the 8 counties that comprise the San Joaquin Valley Air Basin. The other counties include: Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. The San Joaquin Valley Air Basin is currently designated as a non-attainment area by the U.S. Environmental Protection Agency for the National Ambient Air Quality Standards (NAAQS) for ozone and particulate matter. As a non-attainment area, federal law requires the development of a State Implementation Plan (SIP) that outlines the region's strategy for attaining the NAAQS for each pollutant. SIPs target all sources of pollution, including stationary, area, and mobile sources.

In 1991, the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) was formed and is responsible for developing the SIPs in the San Joaquin Valley. Acknowledging the relationship between transportation and air quality, SJCOG along with the other Valley transportation planning agencies entered into a memorandum of understanding (MOU) with the SJVUAPCD. The MOU lays out a systematic, coordinated approach linking transportation and air quality planning in the region.

Federal law requires SJCOG as a metropolitan transportation organization (MPO) to demonstrate that emissions resulting from the implementation of transportation programs and projects in the RTP and FTIP "conform to" the clean air goals contained in the SIPs. In response, SJCOG conducted the required transportation conformity analyses for both the RTP and FTIP, demonstrating conformity with the SIPs. On July 8, 2013 the Federal Highway Administration and Federal Transit Administration approved the most recent Air Quality Conformity Assessment covering the 2011 RTP as amended and the 2013 FTIP as amended. While a specific demonstration of conformity is not required for this RTIP, the projects contained herein are consistent with the conformed 2011 RTP.

Previous RTIPs

The 2014 RTIP is consistent with the 2012 RTIP and its amendments. Appendix C lists the existing 2012 STIP programming for San Joaquin County.

SUMMARY OF 2014 RTIP PROJECTS

This section of the report provides an overview of the projects that the San Joaquin Council of Governments proposes for programming in the 2014 STIP. Table 1 in the Executive Summary provides the project title, sponsor, and funding totals. Appendix D, contains a more detailed table of the San Joaquin region's 2014 RTIP Project and Funding Summary. The 2014 RTIP proposal as presented includes:

- $22.4 million in existing RIP projects;
- $24.6 million in new RIP projects

The total amount of RIP for the San Joaquin Region is approximately $47 million.

Regional Improvement Program Projects

The 2014 RTIP consists of both 2012 STIP RIP projects carried forward into the 2014 RTIP and three new RIP projects. The significant changes are identified below.

Changes to Programmed Year for Existing Projects

The following projects are proposing changes in the programmed year in the 2014 STIP. These changes are proposed in response to the increased time required for development of the projects.

PPNO	Title	Sponsor	FY From	FY To
3K59	McHenry Avenue Improvements	San Joaquin County	13/14	14/15
6629	MacArthur Drive Widening	Tracy, City of	14/15	15/16

Interregional Improvement Program

The California Department of Transportation, District 10, has not proposed IIP funding for any transportation projects in San Joaquin County for inclusion in the 2014 Interregional Improvement Program (ITIP). Thus, no IIP funding commitments are reflected for any projects in SJCOG's 2014 RTIP.

REPORT ON 2014 RTIP PERFORMANCE & COST - EFFECTIVENESS

According to Section 19 of the California Transportation Commission guidelines, each RTIP must include a report on its performance and cost-effectiveness. The purpose of the report is to assess the performance and cost-effectiveness of each RTIP based on its own merits, not to attempt a comparative assessment between individual RTIPs submitted statewide. In the 2014 STIP, the CTC specifically addressed the performance measure requirement by issuing guidance and suggested measures by which regions could assess their RTIPs. Appendix E contains the Section 19 performance measure guidance.

The 2014 RTIP achieves SJCOG's 2011 Regional Transportation Plan's overall system goals of designing a transportation system that will enhance the quality of life in San Joaquin County. Appendix F identifies 2011 RTP-specific policies and performance measurements. The 2014 RTIP is also consistent with the goals and performance measures incorporated in SJCOG's 2011 RTP. SJCOG undertook a substantial update to the policy section of the RTP in order to more closely reflect the increased emphasis on performance measurement by the State. In some cases, the 2011 RTP now reflects the same goals and measures identified in the STIP Guidelines.

Performance Measure Analysis

Section 19 of the STIP Guidelines identifies three performance measure assessments, Part A, Part B, and Part C. Part A is included per STIP Guidelines. Part B is an assessment of the RTIP with respect to the region's 2011 RTP's goals and performance indicators using a 2020 analysis with and without the 2014 STIP projects. The 2020 Analysis year is used for consistency with the last Open to Traffic date of the 2014 STIP funded projects. Part C is a project level evaluation of performance and cost-effectiveness. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate), or

- The total amount of existing and proposed STIP for the project is $15 million or greater, or
- The total project cost is $50 million or greater.

The project level evaluation shall include a Caltrans generated benefit/cost estimate and identify the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system. As the 2014 RTIP programming for the SR 120/McKinley Avenue Interchange project includes funding for construction in excess of 50% of the county's target for new programming, a project level evaluation is included in Appendix G.

RTIP Effectiveness in Achieving the RTP Goals, Policies and Objectives

The San Joaquin Council of Governments has developed a methodology to assess planning, policy and programming. Factors include Mobility, Accessibility, Cost-Effectiveness, Environmental Quality, Environmental Justice, and Safety.

These performance measures provide an objective criterion to evaluate how well the RTIP projects (as part of the planned investments in the Regional Transportation Plan) will achieve desired outcomes.

These performance measurements have been developed through extensive discussion and consensus building during the development of the 2011 Regional Transportation Plan. Meetings took place throughout the county gathering input from a myriad of participants ranging from concerned citizens, government officials, and local business leaders. The 2014 RTIP is expected to increase mobility, accessibility, reliability, cost-effectiveness, environmental quality, safety, and overall economic well-being. The standards of Environmental Justice will also be met. This will all be done through a balanced, multimodal investment that will improve the quality of life for those who live, work and do business in San Joaquin County.

STIP Guidelines: Section 19, Part A

Performance Indicators and Measures						
Indicator	**Sec. 19 Criteria**	**Performance Measures**			**Current**	**Projected Impact of 2014 RTIP Projects**
		Mode	**Level**	**Measure**		
Safety[1]	2	Roadway	Region	Fatalities/Vehicle Million Miles Traveled (VMMT)	I-5: 0.49 I-205: 0.06 SR-99: 0.7 SR-120: 0.0 SR-4: 0.12 SR-12: 0.06	No impact
	2			Fatal Collisions/VMMT	I-5: 0.49 I-205: 0.06 SR-99: 0.7 SR-120: 0.0 SR-4: 0.12 SR-12: 0.06	No impact
	2			Injury Collisions/VMMT	I-5: 12.15 I-205: 4.74 SR-99: 12.34 SR-120: 3.71 SR-4: 3.76 SR-12: 1.09	SR 99: Decrease merge incidents at SR 99/Turner Road interchange
	2	Transit	Mode	Fatalities/Passenger Miles	City of Escalon: 0 City of Manteca: 0 City of Tracy: 0 City of Lodi: 0 RTD: 0	N/A
Mobility[2]	1	Roadway	Region	Passenger Hours of Delay/Year	12,726	20,624
	1			Average Peak Period Travel Time	(Hours of Travel) AM Peak: 42,232 PM Peak: 50,748	(Hours of Travel) AM Peak: 51,942 PM Peak: 62,109
	1			Average Non-Peak Period Travel Time	(Hours of Travel) Off Peak: 268,376	(Hours of Travel) Off Peak: 437,077
Accessibility[3]	4(also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route	City of Escalon: 45% City of Manteca: 48% City of Tracy: 62% City of Lodi: 83% RTD Countywide: 50%	N/A
Reliability[4]	1	Roadway	Corridor	Travel Time Variability	N/A	N/A
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 min. late	City of Escalon: 98% City of Manteca: 98% City of Tracy:97% RTD: 73% City of Lodi: 79%	N/A

STIP Guidelines: Section 19, Part A (Continued)

Performance Indicators and Measures						
Indicator	**Sec. 19 Criteria**	**Performance Measures**			**Current**	**Projected Impact of 2014 RTIP Projects**
		Mode	**Level**	**Measure**		
Productivity (Throughput)[5]	7	Roadway-Vehicles	Corridor	Average Peak Period Vehicle Trips	N/A	N/A
	7			Average Daily Vehicle Trips	(Region) 2,938,334	No impact
	7	Roadway-People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	N/A	N/A
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	(Region)	No impact
	7	Trucks	Corridor	Percentage of Avereage Daily Vehicle Trips that are (5+ axle) Trucks	I-5: 15.5% I-205: 7.2% SR-99: 7.9% SR-120: 11.9% SR-4: 10.2% SR-12: 3.7%	SR-120: Increase
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	I-5: 26,510 I-205: 8,810 SR-99: 9,687 SR-120: 9,049 SR-4: 8,360 SR-12: 1,074	SR-120: Increase
	7	Transit	Mode	Passegers per Vehicle Revenue Hour	City of Escalon: 4.36 City of Manteca: 3.45 City of Tracy: 5.73 Tracy (DAR): 2.99 RTD (Total): 17.6 City of Lodi 6.6:	No impact
	7			Passegers per Vehicle Revenue Mile	City of Escalon: 0.318 City of Manteca: 0.29 City of Tracy (fixed route): 0.48 City of Tracy (paratransit): 0.27 RTD (Total): 1.26 City of Lodi: 0.6 SJRRC: 5.49	No impact
	7			Passenger Mile per Train Mile (Intercity Rail)	2	No impact
System Preservation[6]	3	Roadway	Region	Total Number of Distressed Lane Miles	I-5: 149 I-205: 5 SR-99: 70 SR-120: 34 SR-4: 60 SR-12: 45	No impact
	3			Percentage of Distressed Lane Miles	I-5: 54% I-205: 10% SR-99: 40% SR-120: 60% SR-4: 60% SR-12: 75%	No impact
	3			Percentage of Roadway at Given IRI Levels	I-205: 0% SR-99: 0% SR-120: 0% SR-4: 2% SR-12: 5%	No impact
Environmental Impact	6	All	Region	Carbon Dioxide Emissions Per Capita	30.42 lbs/year	Less than a pound/year
				Criteria Pollutant Emissions Per Capita	CO: 0.098 lbs/day Ozone (O3): 0.023 lbs/day PM-10: 0.034 lbs/day PM-2.5: 0.0017 lbs/day	Minimal impact
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage Rate of Return	N/A	N/A

Sources:

Safety[1]	California Highway Patrol State Intigrated Traffic Records, 2010 Fatalities/passenger mile - San Joaquin Regional Transit District, FY2011
Mobility[2]	SJCOG Travel Model, network year 2011
Accessibility[3]	San Joaquin Regional Transit District
Reliability[4]	San Joaquin Regional Transit District, November 2011 Trip data - Air Resources Board EMFAC 2007, San Joaquin County, 2011
Productivity (Throughput)[5]	Occupancy Rate - 2009 HOV Study Caltrans, 2009 Truck Volumes Book San Joaquin Regional Transit District: FY2011
System Preservation[6]	Caltrans, Pavement Survey Data Lane Miles - 2007 Route Segment Report

CONCLUSION

The San Joaquin Council of Governments' Regional Transportation Improvement Program will help the San Joaquin County reach its goals for increased mobility, provision of transportation choices, facilitation of goods movement, and development of key economic centers.

The San Joaquin Council of Governments' partnership with California Department of Transportation and local agencies in the San Joaquin region will deliver critically needed state highway projects in San Joaquin County. Thus, the 2014 RTIP is more than just a listing of transportation projects. It is a collaborative effort with Caltrans and local jurisdictions to successfully meet regional transportation goals.

Appendix A: SJCOG Board Resolution

RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-14-13

RESOLUTION ADOPTING THE 2014 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, the California Transportation Commission has provided the San Joaquin Council of Governments with the "2014 STIP County Share Estimate" for San Joaquin County; 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, a noticed public hearing was held on December 3, 2013, 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) 2014/15 through FY 2018/19.

PASSED AND ADOPTED this 12th day of December 2013, by the following vote of the Board of the San Joaquin Council of Governments.

AYES: Supervisor Bestolarides, San Joaquin County; Councilmember DeBrum, City of Manteca; Councilmember Dresser, Cityof Lathrop; Chairman Laugero, City of Escalon; Councilmember Hansen, City of Lodi; Mayor Silva, City of Stockton; Supervisor Vogel, San Joaquin County; Mayor Winn, City of Ripon; Councilmember Zapien,City of Stockton

NOES: None

ABSENT: Councilmember Holman, City of Stockton; Mayor Ives, City of Tracy; Supervisor Villapudua; San Joaquin County

JEFF LAUGERO
Chair

Appendix B: 2014 STIP Fund Estimate

COUNTY AND INTERREGIONAL SHARE ESTIMATES

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

The 2014 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA) and the federal Transportation Enhancement Program (TE); therefore, programming targets for the PTA and TE are not needed for the 2014 STIP cycle. PTA funds in the STIP are severely limited and will remain so in the future, and the TE program has been eliminated in the new federal transportation act (MAP-21, Moving Ahead for Progress in the 21st Century Act) signed by the President on July 6, 2012. This means that many of the transit and TE projects currently programmed in the STIP will either have to be delivered with other funds (if the projects are eligible for other STIP fund types) or be unprogrammed. In particular, TE reserve amounts must be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2014 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2014 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA, non-PTA (the State Highway Account, Federal Trust Fund, and the Transportation Facilities Account), and Transportation Enhancements (TE) capacity. The table is based on Commission actions through June 30, 2013.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2013 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2018-19. The calculation of this target is shown in Table 3.

- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 4.

Table 3. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2013 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2014 STIP Target Through 2018-19: This section calculates the total target. The total target is the formula distribution of new capacity available through 2018-19 adjusted for carryover balances and lapses.
    - Formula Distribution: This is the 2014 STIP share through 2018-19. It is the formula distribution of program capacity available through 2018-19. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
    - Add Back Lapses 11-12/12-13: This identifies the amount of projects lapsed in 2011-12 and 2012-13. These amounts are credited back in the 2014 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2016-17.
    - Net Share (Total Target): This is the 2014 STIP target through 2018-19. The Net Share (Total Target) is calculated by adding to the Formula Distribution the lapses and the Unprogrammed Balance or Balance Advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
    - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2018-19) is insufficient to cover prior advances.

Table 4. Calculation of New Programming Targets and Shares – Maximum

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2013 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2014 STIP Share Through 2019-20: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2019-20 adjusted for carryover balances and lapses.
    - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2019-20. It is the formula distribution of estimated program capacity available through the county share period ending in 2019-20. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
    - Add Back Lapses 11-12/12-13: This identifies the amount of projects lapsed in 2011-12 and 2012-13. These amounts are credited back in the 2014 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2016-17.
    - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum

amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the Formula Distribution the lapses and the Unprogrammed Balance or Balance Advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2019-20) is insufficient to cover prior advances.

Table 5. Planning, Programming, and Monitoring (PPM) Limitations

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2016-17 through 2018-19 share period, based upon the 2012, and 2014 Fund Estimates. These are the amounts against which the 5% is applied.

- 5% PPM Limitation: These are the PPM limitations for the 2016-17 through 2018-19 share period. The PPM limitations for the 2012-13 through 2015-16 are not shown here. They have not changed since the 2012 STIP.

2014 STIP FUND ESTIMATE - CORRECTED

Table 1 - Reconciliation to County and Interregional Shares

($ millions)

Public Transportation Account (PTA)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 FE PTA Target Capacity	$25	$65	$0	$0	$0	$0	$65	$90
Total 2014 STIP FE PTA Target Capacity	**$25**	**$65**	**$0**	**$0**	**$0**	**$0**	**$65**	**$90**
2012 STIP Program [1]	**$68**	**$84**	**$101**	**$97**	**$0**	**$0**	**$282**	**$350**
Extensions	$11	$43	$0	$0	$0	$0	$43	$54
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	$0	$0	$0	$0	$0	$0	$0	$0
Net PTA STIP Program	**$79**	**$127**	**$101**	**$97**	**$0**	**$0**	**$325**	**$404**
PTA Capacity for County Shares	**($54)**	**($62)**	**($101)**	**($97)**	**$0**	**$0**	**($260)**	**($314)**
Cumulative	**($54)**	**($116)**	**($217)**	**($314)**	**($314)**	**($314)**		

SHA	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 FE Non-PTA Target Capacity	$798	$774	$691	$686	$686	$681	$3,518	$4,316
2014 FE Non-PTA GARVEE Debt Service	($84)	($84)	($11)	($11)	($11)	($11)	($128)	($212)
TE State Match (Estimated program totals)	$0	$0	$0	$0	$0	$0	$0	$0
Total 2014 STIP FE Non-PTA Capacity	**$714**	**$690**	**$680**	**$675**	**$675**	**$670**	**$3,390**	**$4,104**
2012 STIP Program [1]	**$462**	**$516**	**$569**	**$531**	**$0**	**$0**	**$1,616**	**$2,078**
Extensions	$120	$2	$0	$0	$0	$0	$2	$122
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	$0	($5)	$0	$0	$0	$0	($5)	($5)
Net Non-PTA STIP Program	**$581**	**$512**	**$569**	**$531**	**$0**	**$0**	**$1,613**	**$2,194**
Non-PTA Capacity for County Shares	**$133**	**$178**	**$111**	**$144**	**$675**	**$670**	**$1,777**	**$1,910**
Cumulative	**$133**	**$310**	**$421**	**$565**	**$1,240**	**$1,910**		

Transportation Enhancements (TE)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE TE Capacity (Federal)	$0	$0	$0	$0	$0	$0	$0	$0
TE State Match (Estimated program totals)	$0	$0	$0	$0	$0	$0	$0	$0
Total 2014 STIP FE TE Capacity	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
2012 STIP Program [1]	**$81**	**$95**	**$72**	**$94**	**$0**	**$0**	**$260**	**$341**
Extensions	$4	$1	$0	$0	$0	$0	$1	$5
Advances	($6)	($3)	($1)	($1)	$0	$0	($6)	($12)
Net TE	**$79**	**$92**	**$70**	**$92**	**$0**	**$0**	**$255**	**$334**
TE Capacity for County Shares	**($79)**	**($92)**	**($70)**	**($92)**	**$0**	**$0**	**($255)**	**($334)**
Cumulative	**($79)**	**($171)**	**($241)**	**($334)**	**($334)**	**($334)**		

Total Capacity	**$0**	**$23**	**($61)**	**($45)**	**$675**	**$670**	**$1,262**	**$1,262**

Notes:

General note: Numbers may not add due to rounding.

[1] 2013 Orange Book

9-24-13

2014 STIP Fund Estimate - Corrected
County and Interregional Shares
Table 2. Summary of Targets and Shares
(,000)

	2014 STIP Programming		
	Total Target	**Maximum**	**TE Target**
County	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	33,785	51,301	0
Alpine	2,200	2,720	0
Amador	2,495	3,677	0
Butte	18,830	22,325	0
Calaveras	2,556	3,964	0
Colusa	2,501	3,436	0
Contra Costa	26,752	38,739	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	17,193	30,384	0
Glenn	3,581	4,561	0
Humboldt	776	4,297	0
Imperial	18,028	24,247	0
Inyo	18,946	23,787	0
Kern	30,131	47,913	0
Kings	0	0	0
Lake	7,673	9,203	0
Lassen	5,616	7,855	0
Los Angeles	177,779	283,706	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,203	4,118	0
Mendocino	7,049	10,338	0
Merced	19,514	23,845	0
Modoc	3,773	4,968	0
Mono	15,130	18,726	0
Monterey	14,726	20,961	0
Napa	6,822	8,979	0
Nevada	0	1,101	0
Orange	65,610	98,266	0
Placer TPA	0	0	0
Plumas	5,348	6,683	0
Riverside	69,696	98,571	0
Sacramento	48,239	64,831	0
San Benito	0	0	0
San Bernardino	54,392	87,590	0
San Diego	38,207	75,320	0
San Francisco	13,305	22,194	0
San Joaquin	24,614	33,606	0
San Luis Obispo	8,035	14,657	0
San Mateo	21,145	30,191	0
Santa Barbara	2,674	10,131	0
Santa Clara	19,158	39,966	0
Santa Cruz	5,893	9,476	0
Shasta	14,588	18,424	0
Sierra	2,315	2,949	0
Siskiyou	7,549	10,179	0
Solano	11,108	16,537	0
Sonoma	0	0	0
Stanislaus	15,364	22,016	0
Sutter	4,109	5,642	0
Tahoe RPA	3,062	3,877	0
Tehama	6,439	8,389	0
Trinity	3,154	4,537	0
Tulare	9,139	17,355	0
Tuolumne	11,399	12,926	0
Ventura	30,969	42,064	0
Yolo	13,469	16,673	0
Yuba	5,234	6,407	0
Statewide Regional	953,273	1,434,608	0
Interregional	309,124	477,789	0
TOTAL	**1,262,397**	**1,912,397**	**0**

	New Capacity
Statewide Flexible Capacity	**1,909,730**
Statewide PTA Capacity	**(313,695)**
Statewide TE Capacity	**(333,638)**
Total STIP Capacity	**1,262,397**

2014 Fund Estimate - Corrected
County and Interregional Shares
Table 3. Calculation of New Programming Targets and Shares - Total
($1,000's)

	Net Carryover		2014 STIP Share through 2018-19			
County	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	**Net Share (Total Target)**	Net Advance
Alameda	2,000	0	31,785	0	**33,785**	0
Alpine	1,255	0	945	0	**2,200**	0
Amador	350	0	2,145	0	**2,495**	0
Butte	12,488	0	6,342	0	**18,830**	0
Calaveras	0	0	2,556	0	**2,556**	0
Colusa	673	0	1,698	130	**2,501**	0
Contra Costa	5,000	0	21,752	0	**26,752**	0
Del Norte	0	(11,560)	1,585	0	**0**	(9,975)
El Dorado LTC	0	(9,478)	4,448	0	**0**	(5,030)
Fresno	0	(8,176)	23,939	1,430	**17,193**	0
Glenn	1,802	0	1,778	1	**3,581**	0
Humboldt	0	(5,655)	6,391	40	**776**	0
Imperial	6,741	0	11,287	0	**18,028**	0
Inyo	9,824	0	8,784	338	**18,946**	0
Kern	0	(2,711)	32,269	573	**30,131**	0
Kings	0	(17,941)	4,735	0	**0**	(13,206)
Lake	4,665	0	2,776	232	**7,673**	0
Lassen	652	0	4,064	900	**5,616**	0
Los Angeles	0	(17,809)	192,230	3,358	**177,779**	0
Madera	0	(14,078)	4,405	0	**0**	(9,673)
Marin	0	(39,820)	5,945	245	**0**	(33,630)
Mariposa	1,541	0	1,662	0	**3,203**	0
Mendocino	1,081	0	5,968	0	**7,049**	0
Merced	11,655	0	7,859	0	**19,514**	0
Modoc	1,373	0	2,168	232	**3,773**	0
Mono	8,439	0	6,526	165	**15,130**	0
Monterey	0	(6,844)	11,314	10,256	**14,726**	0
Napa	2,678	0	3,914	230	**6,822**	0
Nevada	0	(4,118)	3,365	0	**0**	(753)
Orange	0	(1,653)	59,263	8,000	**65,610**	0
Placer TPA	0	(45,878)	8,070	0	**0**	(37,808)
Plumas	2,925	0	2,423	0	**5,348**	0
Riverside	15,380	0	52,400	1,916	**69,696**	0
Sacramento	17,630	0	30,109	500	**48,239**	0
San Benito	0	(6,819)	2,084	0	**0**	(4,735)
San Bernardino	0	(5,969)	60,246	115	**54,392**	0
San Diego	0	(29,142)	67,349	0	**38,207**	0
San Francisco	0	(2,827)	16,132	0	**13,305**	0
San Joaquin	7,957	0	16,319	338	**24,614**	0
San Luis Obispo	0	(4,624)	12,017	642	**8,035**	0
San Mateo	3,728	0	16,417	1,000	**21,145**	0
Santa Barbara	0	(12,288)	13,532	1,430	**2,674**	0
Santa Clara	0	(19,262)	37,760	660	**19,158**	0
Santa Cruz	0	(611)	6,504	0	**5,893**	0
Shasta	7,628	0	6,960	0	**14,588**	0
Sierra	1,043	0	1,151	121	**2,315**	0
Siskiyou	2,470	0	4,772	307	**7,549**	0
Solano	1,256	0	9,852	0	**11,108**	0
Sonoma	0	(21,840)	12,113	1,204	**0**	(8,523)
Stanislaus	3,292	0	12,072	0	**15,364**	0
Sutter	1,327	0	2,782	0	**4,109**	0
Tahoe RPA	1,585	0	1,477	0	**3,062**	0
Tehama	2,422	0	3,538	479	**6,439**	0
Trinity	586	0	2,508	60	**3,154**	0
Tulare	0	(6,022)	14,911	250	**9,139**	0
Tuolumne	8,626	0	2,773	0	**11,399**	0
Ventura	9,335	0	20,134	1,500	**30,969**	0
Yolo	6,739	0	5,815	915	**13,469**	0
Yuba	3,004	0	2,130	100	**5,234**	0
Statewide Regional	169,150	(295,125)	918,248	37,667	**953,273**	(123,333)
Interregional	0	(13,246)	306,083	16,287	**309,124**	0
TOTAL	169,150	(308,371)	1,224,331	53,954	**1,262,397**	(123,333)

Statewide Flexible Capacity	1,909,730
Statewide PTA Capacity	(313,695)
Statewide TE Capacity	(333,638)
Total	1,262,397

2014 Fund Estimate - Corrected
County and Interregional Shares
Table 4. Calculation of New Programming Targets and Shares - Maximum
($1,000's)

	Net Carryover		2014 STIP Share through 2019-20			
County	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12-13	**Net Share (Maximum)**	Net Advance
Alameda	2,000	0	49,301	0	**51,301**	0
Alpine	1,255	0	1,465	0	**2,720**	0
Amador	350	0	3,327	0	**3,677**	0
Butte	12,488	0	9,837	0	**22,325**	0
Calaveras	0	0	3,964	0	**3,964**	0
Colusa	673	0	2,633	130	**3,436**	0
Contra Costa	5,000	0	33,739	0	**38,739**	0
Del Norte	0	(11,560)	2,458	0	**0**	(9,102)
El Dorado LTC	0	(9,478)	6,899	0	**0**	(2,579)
Fresno	0	(8,176)	37,130	1,430	**30,384**	0
Glenn	1,802	0	2,758	1	**4,561**	0
Humboldt	0	(5,655)	9,912	40	**4,297**	0
Imperial	6,741	0	17,506	0	**24,247**	0
Inyo	9,824	0	13,625	338	**23,787**	0
Kern	0	(2,711)	50,051	573	**47,913**	0
Kings	0	(17,941)	7,345	0	**0**	(10,596)
Lake	4,665	0	4,306	232	**9,203**	0
Lassen	652	0	6,303	900	**7,855**	0
Los Angeles	0	(17,809)	298,157	3,358	**283,706**	0
Madera	0	(14,078)	6,833	0	**0**	(7,245)
Marin	0	(39,820)	9,221	245	**0**	(30,354)
Mariposa	1,541	0	2,577	0	**4,118**	0
Mendocino	1,081	0	9,257	0	**10,338**	0
Merced	11,655	0	12,190	0	**23,845**	0
Modoc	1,373	0	3,363	232	**4,968**	0
Mono	8,439	0	10,122	165	**18,726**	0
Monterey	0	(6,844)	17,549	10,256	**20,961**	0
Napa	2,678	0	6,071	230	**8,979**	0
Nevada	0	(4,118)	5,219	0	**1,101**	0
Orange	0	(1,653)	91,919	8,000	**98,266**	0
Placer TPA	0	(45,878)	12,517	0	**0**	(33,361)
Plumas	2,925	0	3,758	0	**6,683**	0
Riverside	15,380	0	81,275	1,916	**98,571**	0
Sacramento	17,630	0	46,701	500	**64,831**	0
San Benito	0	(6,819)	3,232	0	**0**	(3,587)
San Bernardino	0	(5,969)	93,444	115	**87,590**	0
San Diego	0	(29,142)	104,462	0	**75,320**	0
San Francisco	0	(2,827)	25,021	0	**22,194**	0
San Joaquin	7,957	0	25,311	338	**33,606**	0
San Luis Obispo	0	(4,624)	18,639	642	**14,657**	0
San Mateo	3,728	0	25,463	1,000	**30,191**	0
Santa Barbara	0	(12,288)	20,989	1,430	**10,131**	0
Santa Clara	0	(19,262)	58,568	660	**39,966**	0
Santa Cruz	0	(611)	10,087	0	**9,476**	0
Shasta	7,628	0	10,796	0	**18,424**	0
Sierra	1,043	0	1,785	121	**2,949**	0
Siskiyou	2,470	0	7,402	307	**10,179**	0
Solano	1,256	0	15,281	0	**16,537**	0
Sonoma	0	(21,840)	18,787	1,204	**0**	(1,849)
Stanislaus	3,292	0	18,724	0	**22,016**	0
Sutter	1,327	0	4,315	0	**5,642**	0
Tahoe RPA	1,585	0	2,292	0	**3,877**	0
Tehama	2,422	0	5,488	479	**8,389**	0
Trinity	586	0	3,891	60	**4,537**	0
Tulare	0	(6,022)	23,127	250	**17,355**	0
Tuolumne	8,626	0	4,300	0	**12,926**	0
Ventura	9,335	0	31,229	1,500	**42,064**	0
Yolo	6,739	0	9,019	915	**16,673**	0
Yuba	3,004	0	3,303	100	**6,407**	0
Statewide Regional	169,150	(295,125)	1,424,243	37,667	**1,434,608**	(98,673)
Interregional	0	(13,246)	474,748	16,287	**477,789**	0
TOTAL	169,150	(308,371)	1,898,991	53,954	**1,912,397**	(98,673)

Statewide Flexible Capacity	2,559,730
Statewide PTA Capacity	(313,695)
Statewide TE Capacity	(333,638)
Total	1,912,397

2014 STIP FUND ESTIMATE - CORRECTED

County and Interregional Shares

Table 5 - Planning, Programming and Monitoring (PPM) Limitations

($1,000's)

	Total			5% PPM Limitation
County	**2012 STIP FY 2016/17**	**2014 STIP 16/17-18/19**	**Total 16/17-18/19**	**FY 2016/17-2018-19**
Alameda	20,348	31,785	52,133	**2,607**
Alpine	602	945	1,547	**77**
Amador	1,383	2,145	3,528	**176**
Butte	4,031	6,342	10,373	**519**
Calaveras	1,623	2,556	4,179	**209**
Colusa	1,081	1,698	2,779	**139**
Contra Costa	13,881	21,752	35,633	**1,782**
Del Norte	1,011	1,585	2,596	**130**
El Dorado LTC	2,806	4,448	7,254	**363**
Fresno	15,366	23,939	39,305	**1,965**
Glenn	1,132	1,778	2,910	**146**
Humboldt	4,066	6,391	10,457	**523**
Imperial	7,218	11,287	18,505	**925**
Inyo	5,617	8,784	14,401	**720**
Kern	20,698	32,269	52,967	**2,648**
Kings	3,035	4,735	7,770	**389**
Lake	1,769	2,776	4,545	**227**
Lassen	2,585	4,064	6,649	**332**
Los Angeles	122,728	192,230	314,958	**15,748**
Madera	2,810	4,405	7,215	**361**
Marin	3,792	5,945	9,737	**487**
Mariposa	1,058	1,662	2,720	**136**
Mendocino	3,799	5,968	9,767	**488**
Merced	5,004	7,859	12,863	**643**
Modoc	1,379	2,168	3,547	**177**
Mono	4,180	6,526	10,706	**535**
Monterey	7,227	11,314	18,541	**927**
Napa	2,497	3,914	6,411	**321**
Nevada	2,146	3,365	5,511	**276**
Orange	37,971	59,263	97,234	**4,862**
Placer TPA	5,140	8,070	13,210	**661**
Plumas	1,542	2,423	3,965	**198**
Riverside	33,370	52,400	85,770	**4,289**
Sacramento	19,227	30,109	49,336	**2,467**
San Benito	1,328	2,084	3,412	**171**
San Bernardino	38,336	60,246	98,582	**4,929**
San Diego	43,126	67,349	110,475	**5,524**
San Francisco	10,283	16,132	26,415	**1,321**
San Joaquin	10,407	16,319	26,726	**1,336**
San Luis Obispo	7,729	12,017	19,746	**987**
San Mateo	10,617	16,417	27,034	**1,352**
Santa Barbara	8,644	13,532	22,176	**1,109**
Santa Clara	24,115	37,760	61,875	**3,094**
Santa Cruz	4,164	6,504	10,668	**533**
Shasta	4,436	6,960	11,396	**570**
Sierra	732	1,151	1,883	**94**
Siskiyou	3,036	4,772	7,808	**390**
Solano	6,277	9,852	16,129	**806**
Sonoma	7,819	12,113	19,932	**997**
Stanislaus	7,718	12,072	19,790	**990**
Sutter	1,775	2,782	4,557	**228**
Tahoe RPA	942	1,477	2,419	**121**
Tehama	2,269	3,538	5,807	**290**
Trinity	1,595	2,508	4,103	**205**
Tulare	9,531	14,911	24,442	**1,222**
Tuolumne	1,780	2,773	4,553	**228**
Ventura	12,867	20,134	33,001	**1,650**
Yolo	3,691	5,815	9,506	**475**
Yuba	1,357	2,130	3,487	**174**
Statewide	586,696	918,248	1,504,944	**75,247**

Note: Limitation amounts include amounts already programmed.

Appendix C: Existing 2012 STIP Programming: San Joaquin County

2012 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP only, RIP Totals Include GF RIP and IIP Totals Inlude GF IIP)

San Joaquin County

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PEND VOTE	VOTED FUNDS LAST DATE	TOTAL	PROG AMOUNT	(Programmed Dollars in Thousands) 12/13	13/14	14/15	15/16	16/17	17/18	R/W	CON	PA&ED	PS&E	R/W ENG	CON ENG
10 PM: KP:	SJ		0018B 112-0000-0334 Local Assistance	City of Stockton - Pacific Avenue Median Improvements - On Pacific Avenue, from West Fulton Street north to the south side of the Calaveras River. Install a raised curb median and gateway monument	RIP		06/27/12	338	338		338						338				
					TOTAL:			338	338		338						338				
10 PM: KP:	SJ		0018C 112-0000-0337 Local Assistance	San Joaquin Council of Governments - Louise Avenue Enhancements - In Manteca, on Louise Avenue, from Airport Way to Main Street. Replace existing asphalt median with a new raised landscape	RIP		06/11/13	940	940		857	83					940				
					TOTAL:			940	940		857	83					940				
10 PM: KP:	SJ		0018D 112-0000-0338 Local Assistance	San Joaquin Council of Governments - Sacramento Street Enhancements - In Lodi, on Sacramento Street, from Lodi Avenue to Oak Street. Install decorative and pedestrian friendly sidewalks,	RIP		06/11/13	835	835			835					835				
					TOTAL:			835	835			835					835				
10 PM: KP:	SJ		0018E 112-0000-0336 Local Assistance	City of Stockton - Weber Avenue Beautification, Phase II - In Stockton, on Weber Avenue, from Stanislaus Street to the Union Pacific Railroad tracks at the Cabral/ACE Station. Install new sidewalk,	RIP		06/11/13	2,610	2,610			272	1,124	1,106	108		2,610				
					TOTAL:			2,610	2,610			272	1,124	1,106	108		2,610				
10 PM: KP:	SJ		0203 112-0000-0279 Local Assistance	Ripon, City of - Main Street Phase 2 Enhancements - In Ripon, on Main Street, from Acacia Avenue to Industrial Avenue. Rehabilitate historic downtown, through extensive beautification measures which	RIP		08/22/12	400	400	400							400				
					TOTAL:			400	400	400							400				
10 PM: KP:	SJ		0204 112-0000-0280 Local Assistance	SJRTD - San Joaquin Regional Transit District - Airport Way BRT Corridor Enchancement - Near Stockton, on Airport Way from Charter Way south to San Joaquin General Hospital. Install shelters &	RIP		06/27/12	124	124								124				
					TOTAL:			124	124								124				
10 PM: KP:	SJ		0205 112-0000-0281 Local Assistance	City of Stockton - Airport Way Streetscape/Beautification Project - Near Stockton, on Airport Way, from Tenth Street to Twelfth Street. Provide major landscaping, median pavers,	RIP		05/24/12	900	900								900				
					TOTAL:			900	900								900				
10 PM: KP:	SJ		3K41 R176TB 112-0000-0155 Mass Transit	Lathrop,City of - Lathrop Road Grade Separation with UPRR - In Lathrop, on Lathrop Road from 7th Street to McKinley Avenue. Construct 4 lane overpass over the railroad.	RIP		11/03/10	3,232	3,232							2,145		200	887		
					TOTAL:			3,232	3,232							2,145		200	887		
10 PM: KP:	SJ		3K59 112-0000-0142 Local Assistance	San Joaquin Co - McHenry Avenue Improvements - Near Escalon, on McHenry Avenue from Jones Road to the Stanislaus County line. Widen road.	RIP				5,499		5,499						5,499				
					TOTAL:				5,499		5,499						5,499				
10 PM: KP:	SJ		6627 112-0000-0323 Local Assistance	Ripon, City of - Stockton Avenue Widening - In Ripon, on Stockton Avenue, from Second Street to Doak Boulevard. Widen from two to four lanes.	RIP				1,000				1,000				1,000				
					TOTAL:				1,000				1,000				1,000				

2012 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP only, RIP Totals Include GF RIP and IIP Totals Inlude GF IIP)

San Joaquin County

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PEND VOTE	VOTED FUNDS LAST DATE	VOTED FUNDS TOTAL	PROG AMOUNT	(Programmed Dollars in Thousands) 12/13	13/14	14/15	15/16	16/17	17/18	R/W	CON	PA&ED	PS&E	R/W ENG	CON ENG
10 PM: KP:	SJ		6629 112-0000-0325 Local Assistance	Tracy, City of - MacArthur Drive Widening and Reconstruction - In Tracy, on MacArther Drive, from Schulte Road to Valpico Road. Widen from two to four lanes.	RIP				3,194				3,194				3,194				
					TOTAL:				3,194				3,194				3,194				
10 PM: KP:	SJ		6630 112-0000-0326 Local Assistance	Lodi, City of - Harney Lane Grade Separation - In Lodi, on Harney Lane, from West Lane/Hutchins Street to Stockton Street. Widen from two lanes to four lanes and construct grade separation.	RIP				12,100					12,100			12,100				
					TOTAL:				12,100					12,100			12,100				
10 PM: KP:	SJ		7952 112-0000-0026 Local Assistance	San Joaquin Council of Governments - Planning, Programming and Monitoring - Planning, Programming and Monitoring.	RIP		08/06/13	2,252	2,852	205	200	200	200	200			2,852				
					TOTAL:			2,252	2,852	205	200	200	200	200			2,852				
10 PM: KP:	SJ	99	7634C 0E613 112-0000-0315 Capital Outlay	San Joaquin Council of Governments - SR99 Widening in Manteca and San Joaquin Phase 3 - In Manteca, from 0.6 mile south of Cottage Avenue to 0.4 mile north of Arch Road. Reconstruct	RIP		06/27/12	24,984	32,769	32,484							24,984			285	7,500
					TOTAL:			24,984	32,769	32,484							24,984			285	7,500
10 PM: KP:	SJ	99	7668 3A100 112-0000-0094 Capital Outlay	Caltrans - SR 99 (South Stockton) Widening - Near Stockton, from 0.3 miles north of Arch Road to 0.1 miles south of Route 4 West. Widen from 4 to 6 lanes and improve and reconstruct various	RIP				17,023									4,472	12,000	551	
					IIP				1,558									1,558			
					TOTAL:				18,581									6,030	12,000	551	
Total San Joaquin County: 15 Projects					RIP:			36,615	83,816	33,089	6,894	1,390	5,518	13,406	108	2,145	55,776	4,672	12,887	836	7,500
					IIP:				1,558									1,558			
					Total:			36,615	85,374	33,089	6,894	1,390	5,518	13,406	108	2,145	55,776	6,230	12,887	836	7,500
Total Report: 15 Projects					RIP:			36,615	83,816	33,089	6,894	1,390	5,518	13,406	108	2,145	55,776	4,672	12,887	836	7,500
					IIP:				1,558									1,558			
					Total:			36,615	85,374	33,089	6,894	1,390	5,518	13,406	108	2,145	55,776	6,230	12,887	836	7,500

Summary of 2014 RTIP Projects

San Joaquin Council of Governments
2014 Regional Transportation Improvement Program
Project and Funding Summary

			Existing 2012 Regional Improvement Program *($1,000s)*												
PPNO	**Title**	**Sponsor**	**TOTAL**	**PRIOR**	**2012/13**	**2013/14**	**2014/15**	**2015/16**	**2016/17**	**PAED**	**PSE**	**RW SUP**	**CON SUP**	**RW**	**CON**
7668	Route 99 South Stockton Widening	Caltrans	17,023	17,023	0	0	0	0	0	4,472	12,000	551	0	0	0
7634C	Route 99 Widening in Manteca (Phase 3)	Caltrans	32,769	285	32,484	0	0	0	0	0	0	285	7,500	0	24,984
3K59	McHenry Avenue Improvements	San Joaquin County	5,499	0	0	5,499	0	0	0	0	0	0	0	0	5,499
6627	Stockton Avenue Widening	Ripon, City of	1,000	0	0	0	0	1,000	0	0	0	0	0	0	1,000
6629	MacArthur Drive Widening	Tracy, City of	3,194	0	0	0	3,194	0	0	0	0	0	0	0	3,194
6630	Harney Lane Grade Sep / UPRR	Lodi, City of	12,100	0	0	0	0	0	12,100	0	0	0	0	0	12,100
3K41	Lathrop Rd. Grade Sep / UPRR	Lathrop, City of	3,232	3,232	0	0	0	0	0	200	887	0	0	2,145	0
7952	Planning, programming and monitoring	SJCOG	2,852	1,847	205	200	200	200	200	0	0	0	0	0	1,210
205	Airport Way Streetscape, Phase 2 TE	Stockton, City of	900	900	0	0	0	0	0	0	0	0	0	0	900
204	Airport Way BRT Corridor Enhancement TE	SJRTD	124	124	0	0	0	0	0	0	0	0	0	0	124
203	Main Street Phase 2 Enhancements TE	Ripon, City of	400	0	400	0	0	0	0	0	0	0	0	0	400
18B	Pacific Avenue Median Improvements TE	Stockton, City of	338	0	0	338	0	0	0	0	0	0	0	0	338
18C	Louise Avenue Median Improvements TE	Manteca, City of	940	0	0	857	83	0	0	0	0	0	0	0	940
18D	Sacramento Street Enhancements TE	Lodi, City of	835	0	0	0	835	0	0	0	0	0	0	0	835
18E	Weber Avenue Beautification, Phase 2 TE	Stockton, City of	2,610	0	0	0	272	1,124	1,214	0	0	0	0	0	2,610
		Totals	83,816	23,411	33,089	6,894	4,584	2,324	13,514	4,672	12,887	836	7,500	2,145	54,134

			Proposed 2014 Regional Improvement Program *($1,000s)*												
PPNO	**Title**	**Sponsor**	**TOTAL**	**PRIOR**	**2014/15**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**PAED**	**PSE**	**RW SUP**	**CON SUP**	**RW**	**CON**
3K59	McHenry Avenue Improvements	San Joaquin County	5,499	0	5,499	0	0	0	0	0	0	0	0	0	5,499
6630	Harney Lane Grade Sep / UPRR	Lodi, City of	12,100	0	0	0	12,100	0	0	0	0	0	0	0	12,100
6627	Stockton Avenue Widening	Ripon, City of	1,000	0	0	1,000	0	0	0	0	0	0	0	0	1,000
6629	MacArthur Drive Widening	Tracy, City of	3,194	0	0	3,194	0	0	0	0	0	0	0	0	3,194
NEW	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	0	0	12,300	0	0	0	0	0	0	12,300
NEW	SR 99/Turner Road Operational Improvements	Lodi, City of	3,061	0	0	0	0	3,061	0	0	0	0	0	0	3,061
NEW	South Coast 101 HOV Lanes	SBCAG	8,853	0	0	0	0	0	8,853	0	0	0	0	8,853	0
7952	Planning, programming and monitoring	SJCOG	1,000	0	200	200	200	200	200	0	0	0	0	0	615
		Totals	47,007	0	5,699	4,394	12,300	15,561	9,053	0	0	0	0	8,853	37,769

Proposed Programming Changes to Existing STIP Projects

New STIP Projects/Programming

Appendix E: CTC Performance Measures Guidelines

Appendix B:

Performance Indicators, Measures and Definitions

Part A:

Complete Part A.

Use the following to indicate quantitatively how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP). If any of the performance measures in Part A do not reflect the goals contained in an RTP/ITSP or if an RTIP/ITIP does not contain goals that are measurable by the performance measures contained within, simply state "not applicable (na)" for each indicator or each performance measure (where appropriate).

Performance Indicators and Measures

Indicator	Relation to STIP Sec 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
		Mode	Level*	Measures		
Safety	2	Roadway	Region	Fatalities per Vehicle Miles Traveled (VMT) and per capita		
	2			Fatal Collisions per VMT and per capita		
	2			Injury Collisions per VMT and per capita		
	2	Transit	Mode	Fatalities / Passenger Miles		
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year		
	1			Average Peak Period Travel Time		
	1			Average Non-Peak Period Travel Time		
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/2 mile of a rail station or bus route.		
		All	Region	Average travel time to jobs or school.		
Reliability	1	Roadway	Corridor	Travel Time Variability (buffer index)		
	1	Roadway	Corridor	Daily vehicle hours of delay per capita		
	1	Roadway	Corridor	Daily congested highway VMT per capita		
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.		
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips		
	7			Average Daily Vehicle Trips (ADT)		
	6,7,8			Daily VMT per capita		
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate		
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate		
	7	Trucks	Corridor	Percentage of ADT that are (5+ axle) Trucks		
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks		
	7	Transit	Mode	Passengers per Vehicle Revenue Hour		
	7			Passengers per Vehicle Revenue Mile		
	7			Passenger Mile per Train Mile (Intercity Rail)		
	7			Boardings per capita		
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles		
	3			Percentage of Distressed Lane Miles		
	3			Percentage of Roadway at Given IRI Levels		
	3			Percentage of highway bridges in need of repair (by number of bridges and by deck area)		
Environmental Impact	6	All	Region	Carbon dioxide emissions per capita		
				Criteria pollutant emissions per capita		
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return		

*Level:

Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region - Region or county commission that is responsible for RTIP submittal.

Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

Part B:

If Part A alone is insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, complete Part B.

Include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible.

Provide a quantitative evaluation and/or qualitative explanation of how the goals and objectives contained in the Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in the RTIP and the ITIP.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured. If performance indicators and/or performance measures used by an agency are different from those outlined in Table A of the Guidelines and as provided in Appendix B, describe the method(s) used.

If the quality or quantity of data required to demonstrate the linkage between an RTIP/ITIP and the associated RTP/ITSP quantitatively is in question, describe the quality and quantity of data that are available, being sure to highlight those instances where data are <u>not</u> available. Where data are unavailable, please describe data deficiencies in as much detail as possible.

Part C:

A project level evaluation shall be submitted for projects for which construction is proposed if:

- the proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate), or
- the total amount of existing and proposed STIP for the project is $15 million or greater, or
- the total project cost is $50 million or greater.

If a project-level evaluation is conducted, Table A should be used for reference. The project level evaluation shall include a Caltrans generated benefit/cost estimate and identify the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system.

A project level evaluation shall also be conducted for existing STIP projects with a total project cost of $50 million or greater or a total STIP programmed amount of $15 million or greater if

construction is programmed in the STIP and CEQA was completed for the project after a region adopted its 2012 RTIP or, for Caltrans, after submittal of the 2012 ITIP.

Table A: Performance Indicators, Measures and Definitions
(Page 1 of 3)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Definition/Indication
		Mode	Level*	Measures	
Safety	2	Roadway	Region	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Indicates the ratio of the number of fatalities to the number of vehicle miles traveled and per capita.
	2			Fatal Collisions per VMT and per capita	Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled and per capita.
	2			Injury Collisions per VMT and per capita	Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled and per capita.
	2	Transit	Mode	Fatalities / Passenger Miles	Indicates the ratio of the number of fatalities to the number of passenger miles traveled.
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.
	1			Average Peak Period Travel Time	Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
	1			Average Non-Peak Period Travel Time	Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/2 mile of a rail station or bus route.	Indicates the accessibility of transit service.
		All	Region	Average travel time to jobs or school.	Indicates the accessibility of jobs and schools.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Table A: Performance Indicators, Measures and Definitions
(Page 2 of 3)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Indicator
		Mode	Level*	Measures	
Reliability	1	Roadway	Corridor	Travel Time Variability	Indicates the difference between expected travel time and actual travel time. Buffer index represents the extra time cushion most travelers add to their average travel time to ensure on-time arrival when planning trips.
	1	Roadway	Corridor	Daily vehicle hours of delay per capita	Indicate travel time attributable to delay.
	1	Roadway	Corridor	Daily congested highway VMT per capita	
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	These measures indicate the ability of transit service operators to meet customers' reliability expectations.
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	Indicates the utilization of the transportation system by all vehicles.
	7			Average Daily Vehicle Trips	
	7,8			Daily VMT per capita	
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Indicates the utilization of the transportation system by people.
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	Indicates the utilization of the transportation system by trucks.
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.
	7			Passengers per Vehicle Revenue Mile	
	7			Passenger Mile per Train Mile (Intercity Rail)	
	7			Boardings per capita.	Indicates transit usage on a per capita basis.
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).
	3			Percentage of Distressed Lane Miles	
	3			Percentage of Roadway at Given IRI Levels	Indicates roadway smoothness.
	3			Percentage of highway bridges in need of repair (by number of bridges and by deck area)	Indicates the number of bridges and lane miles in need of rehabilitation or replacement.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Table A: Performance Indicators, Measures and Definitions
(Page 3 of 3)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Indicator
		Mode	Level*	Measures	
Environmental Impact	6	All	Region	Carbon dioxide emissions per capita Criteria pollutant emissions per capita	Indicates air quality impact.
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return	Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Appendix F: SJCOG 2011 RTP Goals, Objectives and Performance Indicators

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators

A) Enhance the Environment / Quality of Life / & Conserve Energy

Objective (1) **Minimize Environmental Impacts & Improve Public Health**	***Objective (2)*** **Enhance the Connection between Landuse and Transportation Choices**
Performance Measures	Performance Measures
a. Reduce current NOx (summer) attributable to on-road mobile sources (tons per day) by 70% from 2008 by 2035	a. Maintain minimum cummulative amount of transportation investment projects supporting smart growth strategies at 25% by 2035
b. Reduce current ROG (summer) attributable to on-road moblie sources (tons per day) by 55% from 2008 by 2035	b. Increase current regional percentage of residents of 8.4**%** that reside 1/2 mile from a transit hub to 20% by 2035
c. Reduce current Particulate Matter (P.M.) 2.5 attributable to on-road mobile sources (tons per day) by 43% from 2009 by 2035	c. Actively seek to enhance reduced environmental impacts, preserve/maintain environmental benefits consistent with the 2011 RTP EIR
d. Reduce the percentage of residents that travel more than 30 minutes plus to work from 36% to 26% by 2035	

B) Increase Accessibility & Mobility

Objective (1) **Improve Regional Roadway system Performance**	***Objective (2)*** **Provide Greater Transportation Opportunity, & Expand Choice**	***Objective (3)*** **Improve Access and Use of Public Transit System**
Performance Measures	Performance Measures	Performance Measures
a. Reduce annual percentage rate of increase of regional roadway system's daily vehicle hours of delay to less than than 2% per year by 2035	a. Maintain and/or improve the percentage of environmental justice population's access to a transit hubs to be equal to or greater than the overall percentage of population's access of 8.46% through 2035	a. Improve current regional average of transit frequency (60 Minutes) by service (fixed route / intercity bus) by 65% by 2035
b. Reduce annual percentage rate of increase of regional roadway system's average peak period travel time to to less than 2% per year by 2035	b. Establish baseline per the 2011 Regional Bike Plan and increase number of miles of Class I & II Bikelanes by 20% by 2035	b. Increase current annual usage of public transit to population from 83:1 to 67:1 by 2035
c. Reduce annual percentage rate of deterioration of regional roadway system's average LOS to less than 2% per year by 2035	c. Increase current percentage of SOV to non-SOV trips (mode split) from 74%/26% to 65%/35% by 2035	c. Increase current number of passengers served per train mile by 30% by 2035
d. Decrease annual rate of increase of regional roadway system's current peak Vehicle Miles Traveled to less than 2% per year by 2035		d. Increase current regional percentage of on-time bus routes per year by 2035 *Note: While we believe this is an important metric to track, data is not currently available. Will establish system to track this information with public transit providers.*
		e. Reduce annual average passenger rail headway delay due to conflict with freight operations by 95% by 2035

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators (con.)

C) Increase Safety & Security

Objective (1) **Reduce the Number of & Severity of Traffic Incidents**	***Objective (2)*** **Encourage & Support Projects that Increase Safety & Security**	***Objective (3)*** **Improve Communication & Coordination Between Agencies & Public**
Performance Measures	Performance Measures	Performance Measures
a. Improve the annual regional traffic incidents per annual VMT ratio of 1,710:1 by 15% by 2035	a. Maintain and/or improve average Freeway Service Patrol (FSP) response time of 5-10 minutes through 2035	a. Upon activation, monitor increase in the average annual useage of the San Joaquin County 511 traveler information system to establish a baseline by the next RTP update
b. Improve the regional roadway fatalities (Calendar Year 2008) to VMT ratio of 190,690:1 by 10% by 2035	b. 100% of SOV projects will assess the need and extent to incorporate ITS & operational strategies to increase the overall safety & security on the regional transportation system	
c. Reduce the rate of automobile incidents @ railroad crossings by 10% by 2035	c. Establish base line and document increase in the percentage of Tier I projects that target roadway segments with high levels of traffic incidents (11+ Annually) by 2035	
	d. Maintain the current number of RTP Tier I Transit Projects that increase Security at 1% of Regional FTA Section 5307 Funding	

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System

Objective (1) **Optimize Existing Transportation Roadway System Capacity**	***Objective (2)*** **Support the Continued Maintenance and Preservation of the Existing Transportation System**	***Objective (3)*** **Improve Existing Roadway Productivity**
Performance Measures	Performance Measures	Performance Measures
a. Increase the number of available Park & Ride lot spaces (1,450) by one space per every 100 new dwelling units through 2035	a. Improve the operational condition of the major regional roadway system that fall below a Pavement Condition Index (PCI) of 50 by 15% by 2035	a. Increase the current capacity of the transit system relative to the demand (number of buses, locomotives) and the capacity of transit maintenance facilities by 2035
b. Increase Park and Ride lot utilization per available spaces from 70% to 85% by 2035	b. Increase the current ratio of Tier I projects targeting roadway system bottlenecks, chokepoints, & congested segments by 20% by 2035	b. Reduce annual percentage rate of deterioration on roadway system's current peak / off-peak lane miles at LOS (D-F) to less than 2% per year by 2035
c. Increase the number of San Joaquin County businesses (125) employing trip reduction strategies by an annual average of 15% through 2035	c. Increase the average annual number of vehicle trips mitigated through the Regional Congestion Management Plan by 2% per year by 2035	
d. Increase the number of active San Joaquin County van pools (132) by an annual average of 15% through 2035	d. Decrease the regional average of rolling stock that is beyond its useful life of 26% to 15% by 2035	
e. Increase the number of San Joaquin County rideshare participants (4,805) by an annual average of 10% through 2035		

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators (con.)

E) Support Economic Vitality

Objective (1) **Improve Roadway Access to Key Strategic Economic Centers**	***Objective (2)*** **Promote Safe & Efficient Strategies to Improve the Movement of Goods**
Performance Measures	Performance Measures
a. Develop a system to measure and monitor the accessibility of goods movement to key strategic economic centers in San Joaquin County for the 2014 RTP	a. Develop a system to measure and monitor the safety and efficiency of goods movement by modality in San Joaquin County for the 2014 RTP supporting the following PMs b and c
b. Increase highway and major arterial access to major commercial and job centers including rail intermodal, air and sea ports in the region by 20% by 2035	b. Improve the current annual ratio of goods moved (tonnage) by non-roadway means to large trucks by 20% by 2035
c. Increase STAA terminal access system for new non-residential development by 20% by 2035.	c. Increase the regional flow of goods moved (import/export) by truck, freight, water, & air by 20% by 2035
d. Reduce good's movement related impacts on residential areas by 20% by 2035	d. Increase the number of completed regional roadway Railroad Grade separation projects from 17 to 26 by 2035

Note: PMs b, c, and d will be refined based on outcomes of STAA terminal access study conducted during fy 10/11 & 11/12

F) Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

Objective (1) **Provide Equitable Access to Transportation Planning**	***Objective (2)*** **Engage the Public Early, Clearly, & Continuously**	***Objective (3)*** **Use a Variety of Methods to Engage the Public**
Performance Measures	Performance Measures	Performance Measures
a. At minimum, maintain &/or improve the current level of community outreach and/or workshops to project by 25% by 2035	a. Document that Initial announcements/ Notices of Preparation (NOPs) will be conducted in a timely fashion through 2035	a. At minimum, maintain general public and stakeholder committee structures (e.g., Citizens Advisory Committee , Goods Movement Task Force, Regional Stakeholder Leadership Group
b. Increase the number of persons engaged in community outreach activities for persons with disabilities (e.g., hearing impaired, physically challenged) by 10% by 2035	b. Maintain and/or improve the frequency of outreach efforts during all project stages through 2035	b. Increase the current number of presentations made to community groups by 25% by 2035
c. Ensure, by example, that printed materials are in different languages as needed relative to the demographics the project may impact through 2035	c. Document post workshop surveys conducted to determine understanding of the technical material through 2035	c. Increase the current number of responses to surveys by 50% by 2035
d. Maintain a porportional number of workshops conducted in Environmental Justice sensitive areas = to > the total number of workshops conducted for project's through 2035	d. Support local state, and federal interagency consultation and coordination efforts in all areas of planning, programming, and project delivery through 2035	d. Increase the current number of hits on SJCOG website by 2035. *Note: Hits are not currently tracked. Will establish base line and document progress towards improving visits to the site.*
		e. Document the use of printed and non-printed PSAs through 2035
		f. Increase the current number of citizens recieving SJCOG Horrizons Newsletter by and annual average of 10% through 2035

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators (con.)

G) Maximize Cost Effectiveness

Objective (1) **Support the use of state & federal grants to supplement local funding and pursue Local, state & federal funding opportunities from outside the region**		***Objective (2)*** **Support projects that Maximize Cost Effectiveness**
Performance Measures	Performance Measures	Performance Measures
a. Increase the total discretionary funding awards by 1% by 2035		a. Increase regional passesnger per vehicle mile revenue by 15% by 2035
		b. Improve the direct regional average fare box recovery by public transit service by 20% by 2035
		c. Proactive as possiblie to minimize cost overruns during all phases of project delivery

Appendix H: Project Programming Requests

Appendix H: Project Programming Requests

City of Lodi

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					Date: 9/16/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
10			6630		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SJ				Lodi, City of	
				MPO	**Element**
				SJCOG	LA

Project Manager/Contact	**Phone**	**E-mail Address**
Wally Sandelin	(209)333-6706	wsandelin@lodi.gov

Project Title

Harney Lane Grade Separation

Location, Project Limits, Description, Scope of Work

In Lodi, on Harney Lane, from West Lane/Hutchins Street to Stockton Street. Widen from two lanes to four lanes and construct grade separation.

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Lodi, City of
PS&E	Lodi, City of
Right of Way	Lodi, City of
Construction	Lodi, City of

Purpose and Need

Harney Lane is a two lane east-west urban collector near the City of Lodi's southern city limit. It intersects the Union Pacific Railroad approximately 3/4 mile west of Route 99. The City of Lodi is currently in the process of adopting a specific plan for Harney Lane, which will reclassify the roadway as a four lane divided expressway. The City of Lodi is also planning several improvement projects along the Harney Lane corridor between Lower Sacramento Road in the west and Route 99 in the east. Improvements to the interchange at Harney Lane and Route 99, as well as developments that have been constructed or will be constructed in the future along the corridor, will increase usage of Harney Lane.

Project Benefits

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/11/11	11/11/11
Circulate Draft Environmental Document **Document Type**	02/17/12	02/17/12
Draft Project Report	/ /	/ /
End Environmental Phase (PA&ED Milestone)	07/17/12	07/17/12
Begin Design (PS&E) Phase	06/13/12	06/13/12
End Design Phase (Ready to List for Advertisement Milestone)	03/26/13	03/26/13
Begin Right of Way Phase	06/13/12	06/13/12
End Right of Way Phase (Right of Way Certification Milestone)	07/12/13	07/12/13
Begin Construction Phase (Contract Award Milestone)	07/15/16	07/15/16
End Construction Phase (Construction Contract Acceptance Milestone)	12/06/17	12/06/17
Begin Closeout Phase	01/01/18	01/01/18
End Closeout Phase (Closeout Report)	07/01/18	07/01/18

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,			6630	
Project Title:	Harney Lane Grade Separation					

Existing Total Project Cost ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Implementing Agency**
E&P (PA&ED)	600							600	Lodi, City of
PS&E	929							929	Lodi, City of
R/W SUP (CT)									Lodi, City of
CON SUP (CT)									Lodi, City of
R/W	1,880							1,880	Lodi, City of
CON				13,229				13,229	Lodi, City of
TOTAL	3,409			13,229				16,638	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	600							600	
PS&E	929							929	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,880							1,880	
CON				13,229				13,229	
TOTAL	3,409			13,229				16,638	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.30.600.620
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				12,100				12,100	
TOTAL				12,100				12,100	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				12,100				12,100	
TOTAL				12,100				12,100	

Fund No. 2:	**RSTP - STP Local (STPL)**								**Program Code**
Existing Funding ($1,000s)									20.30.010.810
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	600							600	San Joaquin Council of Governmer
PS&E	929							929	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				102				102	
TOTAL	1,529			102				1,631	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	600							600	
PS&E	929							929	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				102				102	
TOTAL	1,529			102				1,631	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,			6630	
Project Title:	Harney Lane Grade Separation					

Fund No. 3:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,880							1,880	
CON				27				27	
TOTAL	1,880			27				1,907	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,880							1,880	
CON				27				27	
TOTAL	1,880			27				1,907	

Fund No. 4:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									Lodi, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
TOTAL				1,000				1,000	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
TOTAL				1,000				1,000	

Fund No. 5:									**Program Code**
	Existing Funding ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013) *General Instructions*

☑ New Project					Date: 12/5/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
10					

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SJ				Lodi, City of	
				MPO	**Element**
				SJCOG	

Project Manager/Contact	**Phone**	**E-mail Address**
Charlie Swimley	(209) 333-6706	cswimley@lodi.gov

Project Title

SR 99/Turner Road Interchange Operational Improvements

Location, Project Limits, Description, Scope of Work ☐ See page 2

In Lodi, in the southwest quadrant of the SR99/Turner Road intersection, this project will include realigning the existing southbound off and on ramps and utilizing a round-about feature to provide free flowing channelization of vehicles existing the freeway or providing access to vehicles entering SR 99 without the need for ramp signalization. This project replaces the current, non-standard on ramp with a standard on-ramp that extends from the proposed round-about.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Lodi, City of
PS&E	Lodi, City of
Right of Way	Lodi, City of
Construction	Lodi, City of

Purpose and Need ☐ See page 2

The safety and operational deficiences associated with the SR 99/Turner Road intersection under current conditions include insufficient ramp lengths, limited sight distance, conflicting weaving movements and insufficient acceleration length for vehicles entering SR 99. By constructing the proposed improvements, the safety and operational deficiences will be mitigated while enhacing the accessibility to the City's Cherokee Lane corridor, the Downtown bsiness area, and Turner Road which is a designated STAA route.

Project Benefits ☐ See page 2

Enhance safety and operations.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone		**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/14
Circulate Draft Environmental Document	**Document Type**	08/01/15
Draft Project Report		08/01/15
End Environmental Phase (PA&ED Milestone)		12/30/15
Begin Design (PS&E) Phase		01/01/16
End Design Phase (Ready to List for Advertisement Milestone)		07/01/17
Begin Right of Way Phase		01/01/16
End Right of Way Phase (Right of Way Certification Milestone)		07/01/17
Begin Construction Phase (Contract Award Milestone)		10/01/17
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/19
Begin Closeout Phase		04/15/19
End Closeout Phase (Closeout Report)		08/30/19

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 12/5/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ					
Project Title:	SR 99/Turner Road Interchange Operational Improvements					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)								200	
PS&E								350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								3,061	
TOTAL		200	350		3,061			3,611	

Fund No. 1:	**RIP - National Highway System (NH)**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									SJCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,061			3,061	
TOTAL					3,061			3,061	

Fund No. 2:	**RSTP - STP Local (STPL)**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)		200						200	SJCOG
PS&E			350					350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		200	350					550	

Fund No. 3:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Appendix H: Project Programming Requests

City of Manteca

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013) *General Instructions*

☑ New Project					Date: 12/5/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
10					

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SJ				Manteca, City of	
				MPO	**Element**
				SJCOG	

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 ☐ See page 2

In Manteca, along SR-120 corridor between the Yosemite Ave/SR-120 and the Airport Way/SR-120 interchanges. This project will convert the existing grade separation at McKinley Avenue to a full interchange at SR-120. There is currently no connection to SR-120 and there are no pedestrian or bicycle facilities along McKinley Avenue. A new interchange would provide an acceptable LOS for the projected traffic volumes.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Manteca, City of
PS&E	Manteca, City of
Right of Way	Manteca, City of
Construction	Manteca, City of

Purpose and Need ☐ See page 2

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 sorrounding area. The sorrounding interchanges and 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 accomodate traffic volumes for the planned growth areas in the vicinity of McKinley Avenue.

Project Benefits ☐ See page 2

A new interchange would help to 1) improve traffic circulation for proposed business and residential developments in the area that would require access to and from SR 120; 2) reduce congestion on local roads and adjacent interchanges; and 3) improve overall safety and operations along SR 120 and McKinley Avenue.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone			**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			02/01/12
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	02/08/14
Draft Project Report			02/01/14
End Environmental Phase (PA&ED Milestone)			05/01/14
Begin Design (PS&E) Phase			06/01/14
End Design Phase (Ready to List for Advertisement Milestone)			07/01/17
Begin Right of Way Phase			06/01/14
End Right of Way Phase (Right of Way Certification Milestone)			05/01/17
Begin Construction Phase (Contract Award Milestone)			08/15/17
End Construction Phase (Construction Contract Acceptance Milestone)			09/01/20
Begin Closeout Phase			12/01/20
End Closeout Phase (Closeout Report)			03/01/21

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 12/5/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ					
Project Title:	McKinley Avenue/State Route 120 Interchange					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	1,500							1,500	
PS&E		2,000						2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		12,050						12,050	
CON					12,300			12,300	
TOTAL	1,500	14,050			12,300			27,850	

Fund No. 1:	**Local - City Funds**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	180							180	Manteca, City of
PS&E		240						240	Manteca, City of
R/W SUP (CT)									
CON SUP (CT)									
R/W		12,050						12,050	
CON									
TOTAL	180	12,290						12,470	

Fund No. 2:	**RIP - National Highway System (NH)**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									SJCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,300			12,300	
TOTAL					12,300			12,300	

Fund No. 3:	**Demo - High Priority Projects**								**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	1,320							1,320	
PS&E		1,760						1,760	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,320	1,760						3,080	

Appendix H: Project Programming Requests

City of Ripon

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)				Date:	9/16/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
10			6627		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SJ				Ripon, City of	
				MPO	**Element**
				SJCOG	LA

Project Manager/Contact	**Phone**	**E-mail Address**
Kevin Werner	(209)599-2108	kwerner@cityofripon.org

Project Title

Stockton Avenue Widening

Location, Project Limits, Description, Scope of Work

In Ripon, on Stockton Avenue, from Second Street to Doak Boulevard. Widen from two to four lanes.

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Ripon, City of
PS&E	Ripon, City of
Right of Way	Ripon, City of
Construction	Ripon, City of

Purpose and Need

Project will widen Stockton Ave from Second Street to Doak Blvd from a two lane to a four lane roadway. This section of Stockton Ave serves as the primary route for industrial traffic, including a large number of trucks, between Route 99 and the industrial businesses located along Stockton Ave in Ripon. In addition, this section connects the Route 99 interchange to Doak Blvd, which is currnetly a four lane roadway. Many of the businesses that are located on or near Stockton Ave rely on this section of roadway to support their transportation needs. By widening the roadway to a four lane roadway, these businesses will benefit from a more efficient roadway system.

Project Benefits

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/01/12	01/01/12
Circulate Draft Environmental Document **Document Type**	/ /	/ /
Draft Project Report	/ /	/ /
End Environmental Phase (PA&ED Milestone)	12/30/12	12/30/12
Begin Design (PS&E) Phase	01/01/13	01/01/13
End Design Phase (Ready to List for Advertisement Milestone)	06/30/15	06/30/15
Begin Right of Way Phase	/ /	/ /
End Right of Way Phase (Right of Way Certification Milestone)	/ /	/ /
Begin Construction Phase (Contract Award Milestone)	09/30/14	09/30/15
End Construction Phase (Construction Contract Acceptance Milestone)	12/30/15	12/30/16
Begin Closeout Phase	01/01/16	01/01/17
End Closeout Phase (Closeout Report)	06/01/16	06/01/17

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,			6627	
Project Title:	Stockton Avenue Widening					

Existing Total Project Cost ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Implementing Agency**
E&P (PA&ED)	100							100	Ripon, City of
PS&E	300							300	Ripon, City of
R/W SUP (CT)									Ripon, City of
CON SUP (CT)									Ripon, City of
R/W									Ripon, City of
CON			3,900					3,900	Ripon, City of
TOTAL	400		3,900					4,300	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	100							100	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,900					3,900	
TOTAL	400		3,900					4,300	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.30.600.620
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,000					1,000	
TOTAL			1,000					1,000	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,000					1,000	
TOTAL			1,000					1,000	

Fund No. 2:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	100							100	Ripon, City of
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,900					2,900	
TOTAL	400		2,900					3,300	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	100							100	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,900					2,900	
TOTAL	400		2,900					3,300	

Appendix H: Project Programming Requests

San Joaquin Council of Governments

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

☑ Amendment (Existing Project)					Date: 9/16/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
10		1013000039	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**
Will Ridder	(209)235-0600	ridder@sjcog.org

Project Title

Planning, Programming and Monitoring

Location, Project Limits, Description, Scope of Work

Planning, Programming and Monitoring.

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	San Joaquin Council of Governments

Purpose and Need

Project Benefits

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,		1013000039	7952	
Project Title:	Planning, Programming and Monitoring					

Existing Total Project Cost ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Implementing Agency**
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									San Joaquin Council of
R/W									Caltrans
CON	2,362	200	200	200				2,962	San Joaquin Council of
TOTAL	2,362	200	200	200				2,962	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,362	200	200	200	200	200		3,362	
TOTAL	2,362	200	200	200	200	200		3,362	

Fund No. 1:	**RIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.30.600.670
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									$58 CON voted 07/16/98
R/W SUP (CT)									$75 CON voted 11/18/99
CON SUP (CT)									$77 CON voted 07/01/00
R/W									$101 CON voted 07/01/01
CON	2,252	200	200	200				2,852	$212 CON voted 07/01/02
TOTAL	2,252	200	200	200				2,852	$110 CON voted 02/26/04
Proposed Funding ($1,000s)									$75 CON voted 03/03/05
E&P (PA&ED)									**Notes**
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,252	200	200	200	200	200		3,252	
TOTAL	2,252	200	200	200	200	200		3,252	

Fund No. 2:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
Existing Funding ($1,000s)									LOCAL FUNDS
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	

San Joaquin County

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					Date:	9/16/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
10			3K59			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SJ				San Joaquin Co	
				MPO	**Element**
				SJCOG	LA

Project Manager/Contact	**Phone**	**E-mail Address**
Mahmoud Saqqa	(209)468-8924	msaqqa@sjgov.org

Project Title

McHenry Avenue Improvements

Location, Project Limits, Description, Scope of Work

Near Escalon, on McHenry Avenue from Jones Road to the Stanislaus County line. Widen road.

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	San Joaquin Co

Purpose and Need

This project will widen the McHenry Avenue corridor and replace two bridges, resulting in congestion relief, safer turning movements, improved circulation and structures that will meet seismic/structural requirements and function adequately, based on anticipated traffic volumes. The Stanislaus River Bridge (No. 38C-032) and SSJID bridge (No. 29C-166) have been determined to be structurally deficient and functionally inadequate. The existing two-lane roadway is currently near capacity, at 10,000 to 14,000 vehicles per day. The McHenry Avenue/River Road intersection is hazardous to bicycle, pedestrian and vehicle traffic, especially due to the lack of left-turn lanes, which which are generally lacking along the McHenry Avenue corridor.

Project Benefits

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	02/01/08	02/01/08
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)	05/01/10	05/01/10
Begin Design (PS&E) Phase	02/01/10	02/01/10
End Design Phase (Ready to List for Advertisement Milestone)	06/01/13	06/01/13
Begin Right of Way Phase	12/01/12	12/01/12
End Right of Way Phase (Right of Way Certification Milestone)	09/01/13	09/01/13
Begin Construction Phase (Contract Award Milestone)	02/01/14	02/01/14
End Construction Phase (Construction Contract Acceptance Milestone)	02/01/16	02/01/16
Begin Closeout Phase	03/01/16	03/01/16
End Closeout Phase (Closeout Report)	09/01/16	09/01/16

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,			3K59	
Project Title:	McHenry Avenue Improvements					

Existing Total Project Cost ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Implementing Agency**
E&P (PA&ED)	600							600	Caltrans
PS&E	2,323							2,323	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									San Joaquin Co
R/W	282							282	Caltrans
CON	18,915							18,915	San Joaquin Co
TOTAL	22,120							22,120	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	600							600	
PS&E	2,323							2,323	
R/W SUP (CT)									
CON SUP (CT)									
R/W	282							282	
CON	13,416	5,499						18,915	
TOTAL	16,621	5,499						22,120	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.30.600.620
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,499							5,499	
TOTAL	5,499							5,499	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,499						5,499	
TOTAL		5,499						5,499	

Fund No. 2:	**Local HBRR - Highway Bridge Program (HBRR-L)**								**Program Code**
Existing Funding ($1,000s)									LOCAL HBRR
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E	1,395							1,395	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	12,586							12,586	
TOTAL	13,981							13,981	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	1,395							1,395	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	12,586							12,586	
TOTAL	13,981							13,981	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ , ,	, ,			3K59	
Project Title:	McHenry Avenue Improvements					

Fund No. 3:	**Local Funds - County Funds (CO)**								**Program Code**
	Existing Funding ($1,000s)								LOCAL FUNDS
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	300							300	San Joaquin Co
PS&E	554							554	
R/W SUP (CT)									
CON SUP (CT)									
R/W	201							201	
CON	591							591	
TOTAL	1,646							1,646	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	300							300	
PS&E	554							554	
R/W SUP (CT)									
CON SUP (CT)									
R/W	201							201	
CON	591							591	
TOTAL	1,646							1,646	

Fund No. 4:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
	Existing Funding ($1,000s)								LOCAL FUNDS
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	239							239	
TOTAL	239							239	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	239							239	
TOTAL	239							239	

Fund No. 5:	**Local Funds - SJ County Measure K (XSJ)**								**Program Code**
	Existing Funding ($1,000s)								LOCAL FUNDS
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	300							300	San Joaquin Co
PS&E	374							374	
R/W SUP (CT)									
CON SUP (CT)									
R/W	81							81	
CON									
TOTAL	755							755	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	300							300	
PS&E	374							374	
R/W SUP (CT)									
CON SUP (CT)									
R/W	81							81	
CON									
TOTAL	755							755	

Santa Barbara County Association of Governments

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11) *General Instructions*

☐ New Project ☑ Amendment (Existing Project) **Date:** 10/03/13

District	EA	Project ID	PPNO	MPO ID	TCRP No.
05	0N700	0500000225	7101		

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SB	101	1.4	12.3	Santa Barbara County Assoc. of Governments	
				MPO	**Element**
				SBCAG	CO

Project Mgr/Contact	Phone	E-mail Address
Scott Eades	(805) 549-3144	scott_eades@dot.ca.gov

Project Title

South Coast 101 HOV Lanes - SJCOG RIP Programming

Location, Project Limits, Description, Scope of Work, Legislative Description

On Route 101, from 0.2 miles south of Bailard Avenue in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. Construct HOV lanes.

Component	Implementing Agency	Reimbursements
PA&ED	Caltrans	
PS&E	Caltrans	
Right of Way	Caltrans	
Construction	Caltrans	

Legislative Districts

Assembly:	35	**Senate:**	19
Congressional:	23		

Purpose and Need

The project purpose, on Route 101 within this project limits, is to:
- Reduce congestion and delay
- Provide capacity for future travel demand
- Improve travel time
- Provide for HOV lane continuity (in southern Santa Barbara County, per the 2008 RTP)

See Project Benefits field for need information. Project is expected to be constructed in 5 phases; the milestone dates shown below apply to the first.

Project Benefits

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.

Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			12/19/07	12/19/07
Circulate Draft Environmental Document	**Document Type**	EIR/FONSI	01/20/12	03/23/12
Draft Project Report			01/15/12	03/23/12
End Environmental Phase (PA&ED Milestone)			01/01/13	02/15/14
Begin Design (PS&E) Phase			01/01/13	02/15/14
End Design Phase (Ready to List for Advertisement Milestone)			12/01/15	02/01/17
Begin Right of Way Phase			11/01/13	02/15/14
End Right of Way Phase (Right of Way Certification Milestone)			09/01/15	11/01/16
Begin Construction Phase (Contract Award Milestone)			03/01/16	07/01/17
End Construction Phase (Construction Contract Acceptance Milestone)			05/01/20	09/02/21
Begin Closeout Phase			01/01/21	05/01/22
End Closeout Phase (Closeout Report)			03/01/21	07/01/22

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 10/03/13

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

Existing Total Project Cost									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Implementing Agency**
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									
CON SUP (CT)									
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		2,150						2,150	
CON SUP (CT)									
R/W						24,100		24,100	
CON									
TOTAL		2,150				24,100		26,250	

Fund No. 1:	**RIP - SJCOG Funding Swap**								**Program Code**
Existing Funding									20.XX.025.700
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									**Notes**
E&P (PA&ED)									SJCOG RIP funding per agreement with SBCAG.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W						8,853		8,853	
CON									
TOTAL						8,853		8,853	

Fund No. 2:	**Local Funds - SBCAG Measure A Transportation Funding**								**Program Code**
Existing Funding									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									Santa Barbara CAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									**Notes**
E&P (PA&ED)									Measure A funding is also reflected in the PPR included in SBCAG's RTIP.
PS&E									
R/W SUP (CT)		2,150						2,150	
CON SUP (CT)									
R/W						15,247		15,247	
CON									
TOTAL		2,150				15,247		17,397	

City of Tracy

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					Date: 9/16/13
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
10			6629		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SJ				Tracy, City of	
				MPO	**Element**
				SJCOG	LA

Project Manager/Contact	**Phone**	**E-mail Address**
Zabih Zaca	(209)831-6452	zabih.zaca@ci.tracy.ca.us

Project Title

MacArthur Drive Widening and Reconstruction

Location, Project Limits, Description, Scope of Work

In Tracy, on MacArther Drive, from Schulte Road to Valpico Road. Widen from two to four lanes including construction of the roadway, curb and gutter, sidewalks, bike lanes, landscaped medians and shoulders, street lights, traffic marking and striping.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Tracy, City of
PS&E	Tracy, City of
Right of Way	Tracy, City of
Construction	Tracy, City of

Purpose and Need

Improve traffic congestion along MacArthur Drive to accomodate the current and forecasted traffic volumes.

Project Benefits

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/01/11	11/01/11
Circulate Draft Environmental Document **Document Type**	/ /	/ /
Draft Project Report	/ /	/ /
End Environmental Phase (PA&ED Milestone)	07/31/12	07/31/12
Begin Design (PS&E) Phase	08/01/12	08/01/12
End Design Phase (Ready to List for Advertisement Milestone)	03/30/14	03/30/14
Begin Right of Way Phase	08/01/12	08/01/12
End Right of Way Phase (Right of Way Certification Milestone)	09/30/13	09/30/13
Begin Construction Phase (Contract Award Milestone)	04/30/14	04/30/14
End Construction Phase (Construction Contract Acceptance Milestone)	05/30/15	05/30/15
Begin Closeout Phase	08/01/15	08/01/15
End Closeout Phase (Closeout Report)	12/01/15	12/01/15

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

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

Existing Total Project Cost ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Implementing Agency**
E&P (PA&ED)	677							677	Tracy, City of
PS&E									Tracy, City of
R/W SUP (CT)									Tracy, City of
CON SUP (CT)									Tracy, City of
R/W	450							450	Tracy, City of
CON			4,740					4,740	Tracy, City of
TOTAL	1,127		4,740					5,867	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	677							677	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	450							450	
CON			4,740					4,740	
TOTAL	1,127		4,740					5,867	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.30.600.620
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,194					3,194	
TOTAL			3,194					3,194	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,194					3,194	
TOTAL			3,194					3,194	

Fund No. 2:	**Local TEA - STP Enhancement - Local TEA (STPE-L)**								**Program Code**
Existing Funding ($1,000s)									LOCAL TEA
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	542							542	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,146					1,146	
TOTAL	542		1,146					1,688	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/16/13

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

Fund No. 3:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)	135							135	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	450							450	
CON			400					400	
TOTAL	585		400					985	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	677							677	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	450							450	
CON			1,546					1,546	
TOTAL	1,127		1,546					2,673	

Fund No. 4:									**Program Code**
	Existing Funding ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
	Existing Funding ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	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**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Appendix I: Public Notices

PROOF OF PUBLICATION

(2015.5 C.C.C.P.)

STATE OF CALIFORNIA

County of San Joaquin

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Lodi News-Sentinel, a newspaper of general circulation, printed and published daily except Sundays, Mondays and holidays, in the City of Lodi, California, County of San Joaquin and which newspaper had been adjudicated a newspaper of general circulation by the Superior Court, Department 3, of the County of San Joaquin, State of California, under the date of May 26th, 1953. Case Number 65990; that the notice of which the annexed is a printed copy (set in type not smaller than non-pareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereto on the following dates to-wit:

November 7th,

all in the years 2013.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Lodi, California, United Sates of America this 7th day of November 2013.

Diane Rosales

Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication
Public Notice

NOTICE OF A PUBLIC Hearing on the Regional Transportation Improvement Program

The San Joaquin Council of Governments (SJCOG) is currently seeking comments on the 2014 Regional Transportation Improvement Program (RTIP) for San Joaquin County.

The Regional Transportation Improvement Program is a five-year capital improvement program that includes over $60 million in state funding to various transportation projects for the State Transportation Improvement Program. Projects include, but are not limited to, state highway, transit, and local road improvements. Each project's scope, cost, and schedule are detailed in the Regional Transportation Improvement Program.

The purpose of the Regional Transportation Improvement Program is to help implement the San Joaquin region's adopted long range Regional Transportation Plan. The San Joaquin Council of Governments will be taking action on submitting the Regional Transportation Improvement Program to the California Transportation Commission (CTC). The CTC adopts the final five-year STIP program and submits it to the legislature and to the Governor. Furthermore, the $60 million in funding will also require an amendment to the Federal Transportation Improvement Program.

A public hearing will be held at the San Joaquin Council of Governments on December 3, 2013 between 10 a.m. and 11 a.m. The meeting will be held at 555 E Weber Ave., Stockton, CA. 95202. The public comment period for the 2014 RTIP, which begins with this notice, will close at 5 p.m. on Friday, December 6, 2013. The San Joaquin Council of Governments Board of Directors will be taking action on this item at the December 12, 2013 Board meeting.

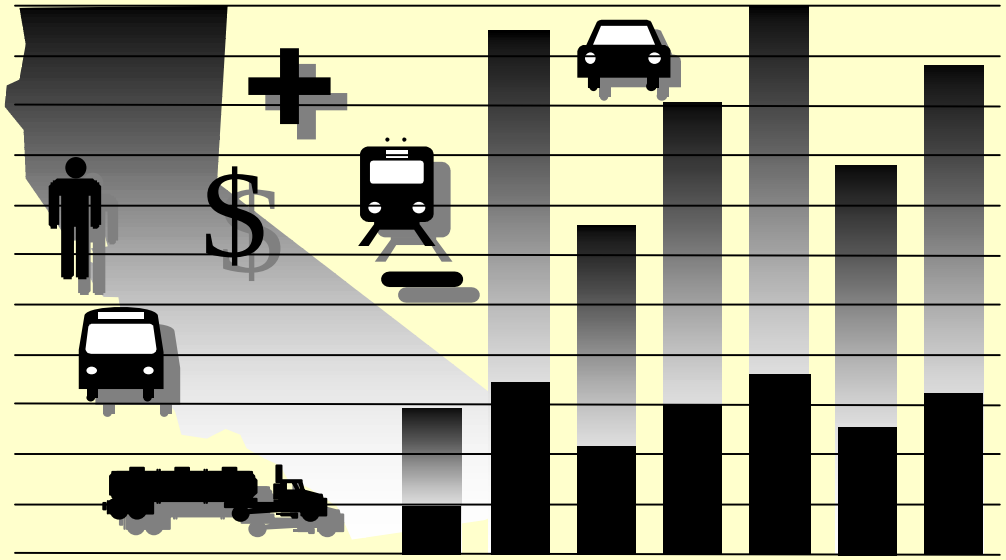
A copy of the Regional Transportation Improvement Program is available for review at the SJCOG office at the address above, online at www.sjcog.org or by calling (209) 235-0600.

November 7, 2013 - 128444

Appendix G: Project Level Evaluation of Performance and Cost-Effectiveness

California Department Of Transportation

California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Version 5.0



Office of Transportation Economics
Division of Transportation Planning
February 2012

For questions and comments, please contact:

Barry Padilla (916) 653-9248 barry_padilla@dot.ca.gov

District: 10

PROJECT: SR-120/McKinley Avenue Interchange Project Full Price

EA: 0H8900
PPNO: 1012000159

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$30.0
Life-Cycle Benefits (mil. $)	$157.7
Net Present Value (mil. $)	$127.7
Benefit / Cost Ratio:	5.3
Rate of Return on Investment:	23.0%
Payback Period:	4 years

ITEMIZED BENEFITS (mil. $)	Average Annual	Total Over 20 Years
Travel Time Savings	$6.4	$128.4
Veh. Op. Cost Savings	$1.5	$29.3
Accident Cost Savings	$0.0	$0.0
Emission Cost Savings	$0.0	$0.0
TOTAL BENEFITS	$7.9	$157.7
Person-Hours of Time Saved	870,273	17,405,462
CO_2 Emissions Saved (tons)	7,971	159,421
CO_2 Emissions Saved (mil. $)	$0.1	$2.6

Should benefit-cost results include:

1) Induced Travel? (y/n)	n	Default = Y
2) Vehicle Operating Costs? (y/n)	y	Default = Y
3) Accident Costs? (y/n)	n	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO_2e	n	Default = Y

2A

HIGHWAY SPEED AND VOLUME INPUTS

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Year 1				
Peak Period				
HOV Volume	0		0	
Non-HOV Volume	14,486		14,486	
Weaving Volume	0		0	
Truck Volume	1,610		1,610	
HOV Speed	55.0		55.0	
Non-HOV Speed	8.5		8.5	
Weaving Speed	55.0		55.0	
Truck Speed	8.5		8.5	
Non-Peak Period				
Non-HOV Volume	27,994		27,994	
Weaving Volume	0		0	
Truck Volume	3,110		3,110	
Non-HOV Speed	43.4		43.4	
Weaving Speed	55.0		55.0	
Truck Speed	43.4		43.4	
Year 20				
Peak Period				
HOV Volume	0		0	
Non-HOV Volume	20,716		20,716	
Weaving Volume	0		0	
Truck Volume	2,302		2,302	
HOV Speed	55.0		55.0	
Non-HOV Speed	8.5		8.5	
Weaving Speed	55.0		55.0	
Truck Speed	8.5		8.5	
Non-Peak Period				
Non-HOV Volume	40,034		40,034	
Weaving Volume	0		0	
Truck Volume	4,448		4,448	
Non-HOV Speed	19.2		19.2	
Weaving Speed	55.0		55.0	
Truck Speed	19.2		19.2	
Build				
Year 1				
Peak Period				
HOV Volume	1,400		1,400	
Non-HOV Volume	12,595		12,595	
Weaving Volume	0		0	
Truck Volume	1,555		1,555	
HOV Speed	44.7		44.7	
Non-HOV Speed	44.7		44.7	
Weaving Speed	55.0		55.0	
Truck Speed	44.7		44.7	
Non-Peak Period				
Non-HOV Volume	27,045		27,045	
Weaving Volume	0		0	
Truck Volume	3,005		3,005	
Non-HOV Speed	45.0		45.0	
Weaving Speed	55.0		55.0	
Truck Speed	45.0		45.0	
Year 20				
Peak Period				
HOV Volume	1,400		1,400	
Non-HOV Volume	17,935		17,935	
Weaving Volume	0		0	
Truck Volume	2,148		2,148	
HOV Speed	39.0		39.0	
Non-HOV Speed	39.0		39.0	
Weaving Speed	55.0		55.0	
Truck Speed	39.0		39.0	
Non-Peak Period				
Non-HOV Volume	37,365		37,365	
Weaving Volume	0		0	
Truck Volume	4,152		4,152	
Non-HOV Speed	45.0		45.0	
Weaving Speed	55.0		55.0	
Truck Speed	45.0		45.0	

Model speed estimates based on Highway Capacity Manual, pavement research, and research on weaving impacts

2B

HIGHWAY ACCIDENT RATES

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Fatal Accidents	0.000		0.000	
Injury Accidents	0.00		0.00	
PDO Accidents	0.00		0.00	
Total Accidents	0.000			
Hwy Safety or Weaving Improvement		0%	collision reduction factor (per HSIP Guidelines)	
Adjustment Factor (Actual/Statewide Avg. Existing)				
Fatal Accidents	1.0000		1.0000	
Injury Accidents	1.0000		1.0000	
PDO Accidents	1.0000		1.0000	
Build				
Fatal Accidents	0.000		0.000	
Injury Accidents	0.00		0.00	
PDO Accidents	0.00		0.00	
Total Accidents	0.000			

2C

RAMP AND ARTERIAL INPUTS

(if detailed information is available for a TMS or an arterial signal management project)

Detailed Information Available? (y/n)	N	
Aggregate Segment Length (estimate as VMT/total volume)		
All Ramps		miles
Arterials		miles

	Entered by User	Used for Proj. Eval.	Source/Notes
No Build (Peak Period Only)			
Year 1			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Year 20			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Build (Peak Period Only)			
Year 1			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	
Year 20			
Aggregate Ramp Volume		0	
Aggregate Arterial Volume		0	
Average Ramp Speed		5.0	
Average Arterial Speed		5.0	

2D

ANNUAL PERSON-TRIPS

(for HOV and HOT lane projects that affect average vehicle occupancy)

	No Build	Build	Induced
Year 1			
Peak Period			
HOV Trips	0	1,098,650	
Non-HOV Trips	6,080,364	5,286,600	277,997
Truck Trips	587,475	567,560	6,975
Non-Peak Period			
Non-HOV Trips	13,283,305	12,833,023	(450,282)
Truck Trips	1,135,325	1,096,840	(38,486)
Total Trips	21,086,469	20,882,673	(203,796)
Year 20			
Peak Period			
HOV Trips	0	1,098,650	
Non-HOV Trips	8,695,436	7,528,090	(118,996)
Truck Trips	840,139	784,130	(5,709)
Non-Peak Period			
Non-HOV Trips	18,996,252	17,729,835	(1,266,417)
Truck Trips	1,623,611	1,515,371	(108,241)
Total Trips	30,155,438	28,656,075	(1,499,363)

District: 10

PROJECT: SR-120/McKinley Avenue Interchange Project Full Price

EA: 0H8900

PPNO: 1012000159

1A PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	6	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	4	hours

1B HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		C	C
Number of General Traffic Lanes		2	6
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		45	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	1.0	1.0
	Impacted Length	1.0	1.0

Average Daily Traffic			
	Current	20,320	
		No Build	Build
	Base (Year 1)	47,200	45,600
	Forecast (Year 20)	67,500	63,000
Average Hourly HOV/HOT Lane Traffic			350
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			0%
Percent Traffic in Weave		0.0%	0.0%
Percent Trucks (include RVs, if applicable)		10%	10%
Truck Speed		45	45

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	2800	1300
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)	1	1

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.30	1.30
	Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)		
Fatal Accidents (Fat)		
Injury Accidents (Inj)		
Property Damage Only (PDO) Accidents		

Statewide Basic Average Accident Rate	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents (Pct Fat)		
Percent Injury Accidents (Pct Inj)		

1D RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period			
Percent New Trips from Parallel Highway			

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	3,972,495,400	3,972,197,000
	Forecast (Year 20)	5,190,766,000	5,186,681,200
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	4.5	4.5
	Peak (in minutes)	9.0	4.5
Out-of-Vehicle	Non-Peak (in minutes)	48.0	48.0
	Peak (in minutes)	48.0	48.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$ 1,500	$ -						$1,500,000	$1,500,000
2	$ 1,000							1,000,000	961,538
3	$ 1,000							1,000,000	924,556
4		12,050	6,300					18,350,000	16,313,083
5			6,000					6,000,000	5,128,825
6			6,300					6,300,000	5,178,141
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$3,500	$12,050	$18,600	$0	$0	$0	$0	$34,150,000	$30,006,144

Present Value = Future Value (in Constant Dollars) / (1 + Real Discount Rate) ^ Year