CITY OF LODI

Interchange Reconstruction at State Route 99/Harney Lane

The project is regionally significant in that it links the two regional expressway routes of Lower Sacramento Road and Harney Lane to the freeway system at State Route (SR) 99. Reconstruction of the interchange at SR 99 and Harney Lane is a needed improvement to the SR 99 trade corridor and the regional circulation plan. Build-out of the mixed-use Reynolds Ranch Development is expected by 2023 and the recent completion of the Harney Lane Grade Separation has improved Harney Lane access to SR 99. Residential development in the Westside and Southwest Gateway areas of Lodi is moving forward and potential annexation of land planned for residential development is being considered on the south of Harney Lane, between Lower Sacramento Road and Hutchins Street. All of these factors are expected to generate more traffic along the Harney Lane corridor and drive the need for the ultimate interchange improvements.

Federal Request $5,215,000
Total Project Cost $48,000,000

San Joaquin RTD

Shared Autonomous Vehicle (SAV) Demonstration Project

This project will demonstrate the use of a Shared Autonomous Vehicle (SAV) in Downtown Stockton. San Joaquin Regional Transit District (RTD), in partnership with the City of Stockton and San Joaquin County, will seek discretionary funding to implement the project. The route created to demonstrate the technology will provide a new mobility option for travel in downtown Stockton by creating convenient access to key locations. The project will reduce the need for short auto trips. It will be a catalyst for future investments in Stockton and support efforts to make this region a hub for development of autonomous vehicle systems and smart city technologies. The project will also serve as a model for future project deployments within the City of Stockton and San Joaquin County. The project budget is still being finalized.

Federal Request $5-7 million
Total Project Cost $5-7 million
PORT OF STOCKTON

Washington Street Widening

This project consists of widening Washington Street from two to four lanes from 200 feet east of the Navy Drive/Washington Street intersection to 200 feet east of Port Road 13, for a distance of approximately 4,000 feet. The project would improve operations between the Port’s east and west complexes, between the east complex and the regional transportation network, and would accommodate future growth at the Port’s east complex. Funds requested are for preliminary/final design, environmental documentation, and construction.

Federal Request $1,000,000
Total Project Cost $10,200,000

PORT OF STOCKTON

Port of Stockton Rail Bridge Replacement

This project will include the replacement of the existing wooden, through truss single rail swing bridge built in 1932 connecting the Port’s east and west complexes. The single rail bridge will be replaced by two single rail bridges with removable center spans. The new bridges will address future rail demands based on the Port’s growth projections, and regional and interregional growth. The proposed bridges would remove height and width restrictions of the existing steel truss bridge and provide access for barge traffic in the event of an upstream flood or levee emergency.

Federal Request $20,785,000
Total Project Cost $20,785,000
CITY OF LATHROP

Louise Avenue/Interstate 5 Interchange Improvement Project

This project would reconstruct the interchange of Louise Avenue and I-5 to three through lanes in each direction. The improvements will include a new left turn onto the northbound onramp and a new loop onramp to southbound I-5. All on and off ramps would be widened with new signalized intersections. Retaining walls would be constructed to accommodate the roadway widening. Auxiliary lanes would be constructed on I-5 in both directions. The interchange will be designed to accommodate traffic growth from existing and planned development in Lathrop.

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CITY OF LATHROP

Lathrop Road I-5/Interchange

This project would reconstruct the interchange of Lathrop Road and I-5 to three through lanes in each direction. New loop onramps to I-5 would be constructed, for both northbound and southbound traffic. Off ramps would be widened, with new signalized intersections. Retaining walls would be constructed to accommodate the roadway widening. Auxiliary lanes would be constructed on I-5 in both directions. The interchange will be designed to accommodate traffic growth from existing and planned development in Lathrop.

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CITY OF RIPON

Ripon Surface Water Supply

The City of Ripon serves water to 15,000 residents along with businesses and industries located within the city limits. The purpose of this project is to supplement the City of Ripon’s municipal water supply with treated surface water from the South San Joaquin Irrigation District (SSJID) by constructing a 5-mile pipeline from the SSJID existing surface water transmission pipeline to Ripon’s water distribution system, along with a booster pump station. This project will conserve groundwater through in-lieu recharge and provide safe drinking water to Ripon’s community.

Federal Request $4,500,000
Total Project Cost $6,800,000

CITY OF RIPON

Multi-Modal Station

Ripon’s multi-modal station will be an important part of the region’s effort to reduce traffic congestion, improve air quality conditions, and enhance the economic vitality of Ripon’s downtown. The City of Ripon is proposing to construct a 10,000 square foot multi-modal station near downtown Ripon. The proposed project includes off-street parking, community meeting room, a bus loading and staging area, and a future rail platform for the ACE Train. This multi-modal station would provide a number of benefits, not only to the residents of Ripon, but the region.

Federal Request $7,236,000
Total Project Cost $11,141,000
Ripon Community Athletic Foundation (RACF)

**Ripon High Stadium Project**

This revitalization project is nearing completion. To date, a new field, all-weather track, sidewalks, and infrastructure improvements have been installed. The Ripon Unified School District recently invested $1,158,300 of their limited budget to address safety and accessibility issues in the community’s only public stadium. Funding will be used to address ADA accessibility issues by replacing inaccessible bathrooms in this 70+ year old stadium.

San Joaquin Regional Rail Commission (SJRRC)

**Stockton Diamond Grade Separation**

The Stockton Diamond Grade Separation Project involves the construction of a grade separation at the intersection of the BNSF Stockton Subdivision and the Union Pacific Fresno Subdivision, in south Stockton. The Stockton Diamond is the busiest at-grade railway junction in California. The construction of the grade separation would provide for an uninterrupted flow of rail through the crossing, which will improve freight movements and lead to lower costs for freight shipping, reduced delays, and a decrease in fuel consumption for idling locomotives. This increase in throughput and velocity of freight trains translates to cost savings for Port customers and the freight railroads, allowing for continued growth and improved efficiency. In addition, the project would allow for more freight and passenger trains to pass through the Stockton Diamond at faster speeds.
North Stockton Interstate 5 Interchanges and Widening, Phase 2

This is a multi-phased project that will construct a new I-5 interchange connection at Otto Drive, modify two existing interchanges at Hammer Lane and Eight Mile Road, and widen mainline I-5 to eight lanes from Country Club Boulevard to Eight Mile Road. Phase 1 of the project started construction in fall 2011 to widen I-5 to eight lanes from Country Club Boulevard to Hammer Lane. Phase 1 was completed in 2016. Phase 2 of the project (widen I-5 to eight lanes from Hammer Lane to Eight Mile Road) is 65 percent designed, while the design for the future I-5/Otto Drive interchange is 35 percent complete.

Federal Request: $3,000,000
Total Project Cost: PENDING

Lower Sacramento Road Corridor

This project will widen the Lower Sacramento Road Corridor from Royal Oaks Drive to Pixley Slough. Other improvements along this corridor include the replacement of the bridge over Bear Creek and Pixley Slough, as well as intersection improvements at Eight Mile Road. These improvements will tie into the new Lower Sacramento Road Grade Separation Underpass project and San Joaquin County’s Lower Sacramento Road Widening project.

Federal Request: $35,000,000
Total Project Cost: PENDING
CITY OF STOCKTON

Arch Road Widening

This project will widen Arch-Airport Road between Austin Road and Performance Drive to a four-lane roadway. Improvements include installation of concrete curb, gutter, sidewalks and driveways on both sides, widening narrow sections to a four-lane roadway with a middle turn pocket lane, installing ADA wheel chair ramps, new street lights, new storm drain facilities, striping and signing, and traffic signal modifications.

Federal Request $6,000,000
Total Project Cost PENDING

SAN JOAQUIN COUNTY

Stockton Metropolitan Airport Terminal Modernization and Expansion

The existing terminal building at the Stockton Metropolitan Airport (SCK) was constructed in 1960. The facility houses a number of Airport functions, including airline operations, a public lobby, and restroom facilities; a Transportation Security Agency (TSA) checkpoint; checked baggage inspection; airline ticket and vehicle rental offices; Airport Admin offices; two restaurants; various business offices; and a passsenger holding room. The recently-completed Terminal Needs Assessment report has identified extensive renovations needed for future development and recommends a complete tear-down of the terminal due to the high costs to rehab and upgrade compliance for the current building. The Federal Aviation Administration (FAA) has earmarked $20 million for airport terminal renovations, phased over several years. Passenger facility charges and smaller Federal grants will be used to offset different portions of the project funding.

Federal Request $30,000,000
Total Project Cost $50,000,000
SAN JOAQUIN COUNTY

Grant Line Road Corridor Improvement Project

This project will widen Grant Line Road from two to four traffic lanes from the eastern city limits of Tracy to Eleventh Street. The project alignment has been developed to bypass the small, unincorporated community of Banta, where Grant Line Road cannot accommodate the expected 21,000 vehicles per day. The Grant Line Road Project is considered critical to economic development, air quality, congestion relief and safety.

Federal Request  $25,520,000
Total Project Cost $29,000,000

SAN JOAQUIN COUNTY

State Route 4 Corridor Improvement Project

This project will widen the existing two-lane highway between the City of Stockton and Byron Road (future SR-239) near the City of Brentwood in Contra Costa County from two to four lanes. The specific segment to be funded runs from the San Joaquin County line in the west to Navy Drive in Stockton, approximately 16 miles. This corridor is a critical link between Stockton and the San Francisco Bay Area. Widening the existing two-lane highway to four lanes will greatly enhance safety, improve traffic operations, and increase the capacity for goods movement and commuting. Additionally, in the event of a flood in the Delta, such as the one that occurred on Jones Tract in June 2004, the Project will improve SR 4 as a flood evacuation route.

Federal Request  $15,000,000
Total Project Cost $20,000,000
STOCKTON EAST WATER DISTRICT (SEWD)

Bellota Fish Screen and Passage Improvement Project

SEWD’s Bellota Intake Structure is a 75-cubic-feet-per-second (cfs) municipal and industrial (M&I) water supply diversion for the municipal water treatment plant serving the greater City of Stockton. A temporary screen system was installed in 2005 to prevent fish entrainment into the District’s raw water transmission pipeline. These fish screens do not meet salmonid fry screening criteria; however, fishery agencies (NMFS, USFWS, and CDFW) agreed that it provides at least some level of protection for fish during the interim period. These temporary screens will continue to be operated until a permanent fish screen solution is implemented.

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STOCKTON EAST WATER DISTRICT (SEWD)

Farmington Dam Re-Purpose Project

This project would re-purpose the Farmington Dam from flood protection only to a long-term water storage facility that increases water supply reliability to the Stockton metropolitan area and mitigates groundwater overdraft in the eastern portion of the San Joaquin Valley. The proposed project would provide an additional water supply in the amount of 60,000 acre feet and would allow SEWD access to local inflow to Littlejohns Creek and Stanislaus River spills when storm water is available. Store water would be released from Farmington Reservoir to satisfy downstream requirements and to optimize SEWD diversions to help offset groundwater overdraft in the study area.

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CITY OF TRACY

Central Valley Gateway Project

This project is a comprehensive effort to enhance the efficient goods movement between the National Primary Highway Freight Network and the International Park of Commerce. The total improvements to the interstate interchanges and connecting parkway will include:

- Modifying the interchange at I-205 and International Parkway
- Reconstructing the interchange at I-580 and International Parkway
- Widening the bridge and roadway on International Parkway at the Delta Mendota Canal
- Widening the bridge and roadway on International Parkway at the California Aqueduct
- Widening of International Parkway to increase freight capacity

Federal Request | $21,300,000
Total Project Cost | $69,700,000

CITY OF TRACY

Valley Link Commuter Rail Project

This project will connect San Joaquin Valley communities to the Tri-Valley and the Bay Area Rapid Transit District (BART) through frequent and fast diesel multiple unit (DMU) trains. The project proposes to utilize the Union Pacific right of way from the planned ACE North Lathrop Station to stations in River Islands, Downtown Tracy, and Mountain House. The Valley Link DMU trains will then travel over the Altamont Pass on the former Southern Pacific Railroad right of way now owned by the County of Alameda to a station at Greenville Road in Livermore. The trains will then enter the I-580 median and travel to a station at Isabel Avenue before reaching the BART Dublin/Pleasanton Station for an easy platform level transfer onto the BART trains for continued trips into all areas of the Bay Area. Funding is requested for the project segment of West Tracy to North Lathrop and includes right-of-way improvements ($204 million), stations in Downtown Tracy ($17 million) and River Islands ($60 million), and a Maintenance Facility in Tracy ($80 million).

Federal Request | $25,000,000
Total Segment Cost | $361,000,000
CITY OF MANTECA

State Route 99/120 Interchange improvements

This project will improve the State Route 99/120 Connector in Manteca to relieve traffic congestion and improve operations of State Route 99 with the State Route 120 and Austin Road interchanges. The project is divided into phases due to lack of funding:

- **Phase 1A**: Widen connector from eastbound SR 120 to southbound SR 99, new Austin Road bridge and Woodward Ave connection.
- **Phase 1B**: Widen connector from north SR 99 to west SR 120, westbound auxiliary lane on SR 120 between SR 99 and Main Street.
- **Phase 1C**: eastbound auxiliary lane on State Route 120 between Main Street and SR 99, add ramps at Austin Road.

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CITY OF MANTECA

Airport Way Widening

This project involves widening Airport Way, between Daniels Street and Yosemite Avenue, from two lanes to four lanes. The ultimate 6-lane configuration includes three 11-foot travel lanes in each direction, a raised median, and a 5-foot Class II bike lane with curb and gutter and a 5-foot sidewalk on either side of street. Local transportation funding have already been obtained for preliminary engineering, but additional State and/or Federal funding to cover design, right of way and construction will be required.

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