



2020 Regional Transportation Improvement Program

Fiscal Years 2020/21 through 2024/2025

Submitted and Prepared by the

San Joaquin Council of Governments

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SAN JOAQUIN COUNCIL OF GOVERNMENTS

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December 15, 2019

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

Subject: SJCOG 2020 Regional Transportation Improvement Program Submittal

Dear Ms. Bransen:

The San Joaquin Council of Governments (SJCOG) is pleased to submit its 2020 Regional Transportation Improvement Program (RTIP) as adopted by the SJCOG Board of Directors on December 5, 2019. The 2020 RTIP has been developed in partnership between SJCOG and Caltrans District 10.

SJCOG and Caltrans have programmed projects based upon regional priorities, project deliverability, and prior California Transportation Commission (CTC) identified project priorities. The programming is consistent with the CTC adopted Fund Estimate (FE) and prior CTC adopted STIP allocation plans. The projects contained within the 2020 RTIP are consistent with SJCOG's adopted 2018 Regional Transportation Plan/Sustainable Communities Strategy and the Conformity Analysis for the 2019 Federal Transportation Improvement Program, as amended.

To the best of the San Joaquin Council of Governments' knowledge, at this time, the projects identified for funding in the proposed 2020 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019; and

Enclosed are two copies for CTC staff. If you have any questions regarding the 2020 RTIP, please contact Ryan Niblock, Senior Regional Planner, at (209) 235-0600.

Sincerely,

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

ANDREW T. CHESLEY
Executive Director

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**2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2020 RTIP)
San Joaquin Council of Governments**

Table of Contents

	<u>Page Number</u>
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary	1
Section 2. General Information	3
Section 3. Background of Regional Transportation Improvement Program	4
Section 4. Completion of Prior RTIP Projects	5
Section 5. RTIP Outreach and Participation	6
B. <u>2020 STIP Regional Funding Request</u>	
Section 6. 2020 STIP Regional Share and Request for Programming	8
Section 7. Overview of Other Funding Included in Delivery of RIP Projects	10
Section 8. Interregional Improvement Program (ITIP) Funding	11
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	11
C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u>	
Section 10. Regional Level Performance Evaluation	14
Section 11. Regional and Statewide Benefits of RTIP	17
D. <u>Performance and Effectiveness of RTIP</u>	
Section 12. Evaluation of the Cost Effectiveness of the RTIP	18
Section 13. Project Specific Evaluation	19
E. <u>Detailed Project Information</u>	
Section 14. Overview of Projects Programmed with Regional Funding	20
F. <u>Appendices</u>	
Section 15. Project Programming Request (PPR) Forms	
Section 16. SJCOG Board Resolution of 2020 RTIP Approval	
Section 17. Detailed Project Programming Summary Table	
Section 18. Project Study Reports	

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

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

As both the MPO and RTPA for the region, SJCOG is responsible for developing and implementing the Regional Transportation Plan (RTP), which is a 20-year blueprint for all regional air quality, highway, public transit, bicycle/pedestrian, and other transportation improvements. In addition, SJCOG is responsible for developing the Federal Transportation Improvement Program (FTIP), which is a short range, four-year, program that implements the RTP. SJCOG as the Local Transportation Authority (LTA) also administers the Measure K half-cent sales tax program.

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

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

2020 Regional Transportation Improvement Program

The 2020 Regional Transportation Improvement Program (RTIP) for San Joaquin County satisfies the State Transportation Improvement Program (STIP) requirements for an urbanized county. The RTIP is a listing of state highway and local road projects that the San Joaquin region proposes for funding through the 2018 STIP covering the five-year period from Fiscal Year 2020/21 to 2024/26. The primary purpose of the RTIP is to help implement the San Joaquin region's adopted long range Regional Transportation Plan and Sustainable Communities Strategy.

STIP Revenues Available for Programming

With the passage of Senate Bill 1, funding was restored to the STIP. On August 14, 2019, the California Transportation Commission adopted the 2020 STIP Fund Estimate. According to the adopted Fund Estimate, the San Joaquin region has \$15,070,000 in additional programming capacity in the 2020 STIP through Fiscal Year 2024/25. Advanced Project Development Element shares are not available to the San Joaquin region in STIP cycle and existing APDE projects must be deleted or reprogrammed.

Regional Improvement Program (RIP) Funds Available	Funding Apportionment
Total New Regional County (RIP) Shares	\$15,070,000
Total New Advanced Project Development Element Shares	\$0
Total Carry Over Funds from 2018 RTIP	\$42,716,000
Total Regional Shares Programmed	\$57,786,000

STIP Project Recommendations

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

Regional Improvement Program and Interregional Improvement Program

Table 1 provides SJCOG's 2018 RTIP Project Summary, including \$42,716,000 in existing RIP projects. The California Department of Transportation (Caltrans), District 10, has not proposed IIP funding for transportation projects in San Joaquin County for inclusion in the 2020 Interregional Improvement Program (ITIP). Thus, no IIP funding commitments are reflected for any projects in SJCOG's 2020 RTIP.

Table 1: 2020 RTIP Project Summary (\$1,000s)

Project Name	Project Sponsor	RIP Total
SR 120/McKinley Avenue Interchange	City of Manteca	\$12,300,000
SR 99/120 Connector Project Phase 1A ¹	Caltrans	\$13,550,000
SR 99/120 Connector Project Phase 1B ¹	Caltrans	\$7,893,000
I-205 Managed Lanes Project ²	SJCOG/Caltrans	\$26,000,000
Planning, programming, and monitoring	SJCOG	\$1,451,000

¹ Phases split from parent
project

² Project renamed from previous RTIP (I-205 Tracy HOV 8 Lane Widening)

Section 2. General Information

- **Regional Agency Name:** San Joaquin Council of Governments
- SJCOG Website Link:** <http://www.sjcog.org/>
- RTIP document link:** <http://www.sjcog.org/RTIP>
- RTP link:** <http://www.sjcog.org/275/RTP-Sustainable-Communities-Strategy>

Executive Director Contact Information

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- **RTIP Staff Contact Information**

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

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

Due to a significant reduction in gasoline excise taxes that has resulted in an adverse impact on STIP revenue, the 2016 STIP Fund Estimate as adopted by the CTC forecasted "zero" new programming capacity. SJCOG staff prepared programming recommendations for the 2016 STIP in coordination with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley and with the Santa Barbara County Association of Governments. This coordination explored ways to keep existing STIP projects (already programmed) from being delayed by identifying opportunities where one agency's delay can help leverage programming capacity and

keep another project on schedule. Subsequently, Caltrans prepared an amendment to the 2016 STIP Fund Estimate in response to an anticipated price-based excise tax adjustment, changes resulting from the federal FAST Act, and other budget uncertainties. This new fund estimate forecasted even less funding available for the STIP program than previous estimates, resulting in the need for approximately \$754 million of the currently programmed STIP projects to be deleted from the over \$2 billion program.

With the passage of Senate Bill 1, funding was restored to the STIP for the 2018 RTIP cycle. SJCOG staff prepared an analysis to help determine how well a project aligns with the CTC's standards, as well as the standards that SJCOG has historically used in making STIP recommendations. Among the criteria were:

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

Based on this evaluation, the SR 99 / SR 120 Connector Project Phase 1A and I-205 Tracy HOV 8 Lane Widening projects were determined to be the highest priority projects for the 2018 RTIP.

Similar to the 2018 RTIP, SJCOG staff analyzed candidate projects to receive funding the 2020 RTIP cycle. This analysis was circulated to all SJCOG committees and the SJCOG Board in September for review and discussion. Based on this evaluation, the SR 99 / SR 120 Connector Project Phase 1B and the I-205 Managed Lane Project were determined to be the highest priority projects for new funding. These priorities for programming in the 2020 RTIP were confirmed by the SJCOG committees and the SJCOG Board in October 2020.

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

Between the adoption of the 2020 RTIP and the adoption of the previous 2018 RTIP, no RTIP projects were completed in the San Joaquin Region. RTIP projects current under construction include the MacArthur Drive Widening in the City of Tracy. A summary of the project benefits will be provided in the 2022 RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
SJCOG adopts 2020 RTIP	December 5, 2019
SJCOG submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

The projects previously selected for funding in the 2020 Regional Transportation Improvement Program (RTIP) were selected using the Policies and Priorities previously described in Section 3B. This selection included a collaborative process with input from the SJCOG committees, members of the public, and the SJCOG board.

In October 2019, SJCOG staff brought forward programming recommendations for the 2018 RTIP to the SJCOG committees and Board for approval. After receiving approval of the programming recommendations, SJCOG staff prepared the draft RTIP document, which was released for public review online for comments by the SJCOG committees and members of the public. Staff will review any submitted comments and respond as appropriate prior to the SJCOG Board adopting the 2020 RTIP.

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

Caltrans District: 10

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

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

C. 2020 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

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

B. Summary of Requested Programming

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

- **SR 120/McKinley Avenue Interchange:** This project would provide access to SR 120 from McKinley Avenue in Manteca, an improvement that would be regionally beneficial given current and anticipated traffic operations. The project has completed its environmental studies, and the City of Manteca is finalizing acquisition of the necessary Right of Way and finalizing Plans, Specifications and Estimates (PS&E). The project is anticipated to be Ready-to-List in spring 2020, within the current year of programming (Fiscal Year 2019/20). Given the status of the project, and its overall benefit to the region, SJCOG is recommending that this project remain programmed in the 2020 STIP.
- **SR 99/120 Connector Project Phase 1A:** Phase 1A of the SR 99/120 Connector Project will improve the freeway connector operations from eastbound SR 120 to southbound SR 99 by widening the connector ramp to two lanes and adding an auxiliary lane on SR 99. Phase 1A will require closing the southbound off-ramp and the northbound on-ramp at the SR 99/Austin Road Interchange, reconstructing the Austin Road overcrossing with a new grade separation over the Union Pacific Railroad, and modifying the local road network. In November 2017, the SJCOG Board approved programming \$13,550,000 of 2018 RTIP shares and \$3,408,000 of Local Partnership Program Formulaic shares to fully fund the Right of Way Capital and Right of Way Support Phases, and partially fund the Construction Capital and Construction Support Phases of the SR 99/120 Connector Project Phase 1A. Caltrans District 10 staff are requesting that \$29,019,000 be programmed in the 2020 State Highway Operations and Protection Program (SHOPP) for the remaining funding needed to complete construction through the related project EA 10-1E74U. Both the RIP and SHOPP funds for the Construction and Construction Support Phases will be requested in Fiscal Year 2021/22.
- **SR 99/120 Connector Project Phase 1B:** Phase 1B of the SR 99/120 Connector Project will improve the connector from northbound SR 99 to northbound SR 120 by widening the connector to two lanes and adding a merge/weave lane on westbound SR 120 between

SR 99 and the Main Street Interchange. The eastbound SR 120 to northbound SR 99 connector will be replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two westbound lanes. \$7,893,000 of RIP funding is being requested in Fiscal Year 2023/24 for the Construction Phase.

- **I-205 Managed Lanes Project:** The I-205 Managed Lanes Project will widen I-205 through the City of Tracy. A Project Study Report-Project Development Support (PSR-PDS) was prepared in 2017 that examined widening I-205 to include High Occupancy Vehicle (HOV) lanes between the Alameda County Line and I-5, with outside widening west of Eleventh Street and inside widening east of Eleventh Street. In November 2017, the SJCOG Board approved programming \$7,405,000 of 2018 RTIP shares and \$4,594,000 of 2018 RTIP Advanced Project Development Element shares to fully fund the Project Approval and Environmental Document (PA&ED) Phase of the I-205 Tracy HOV 8 Lane Widening. This project would complete the environmental clearance necessary to widen I-205 from six to eight lanes between the Alameda County Line and I-5.

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

When the CTC adopted the 2018 STIP the fiscal years of programming for the PA&ED Phase and the PS&E Phase were pushed back to Fiscal Years 2020/21 and 2022/23 respectively. In May 2019, the SJCOG Board approved a recommendation to advance the PA&ED phase of the I-205 Managed Lanes Project using approximately \$12.359 million in other federal and local funds. Since the approval of the PSR-PDS, SJCOG through its Congested Corridor Plan has been studying further considerations for I-205 that may be examined during the PA&ED phase. These may include:

- Widening I-205 to the outside to leave the median open to allow adding future capacity improvements, including options for reversible lanes, autonomous vehicle lanes, bus-only lanes, passenger rail improvements, or other emerging technologies
- Constructing High Occupancy Toll (HOT) Express Lane facilities instead of HOV lanes.

Subsequently, SJCOG staff renamed the project to the I-205 Managed Lanes Project. For the 2020 RTIP, SJCOG is consolidating the existing RIP funding committed to the project and new 2020 RTIP shares to complete the PS&E Phase of the entire I-205 corridor using \$26 million of RIP funding.

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

Proposed 2018 RTIP	Total RIP	Other Funding						
		ITIP	RSTP/ CMAQ/HIP	Fed Demo	Local Funds	Local Partnership Program Formulaic	2020 SHOPP	Total Project Cost
SR 120/McKinley Avenue Interchange	\$12,300	-	-	\$2,880	\$29,525	-	-	\$44,705
SR 99/120 Connector Project Phase 1A ¹	\$13,550	-	\$1,800	-	\$7,740	\$3,408	\$29,019	\$55,517
SR 99/120 Connector Project Phase 1B ¹	\$7,893	-	-	-	\$20,196	-	-	\$28,089
I-205 Managed Lanes Project (PS&E) ²	\$26,000	-	\$8,523	-	\$4,000	-	-	\$38,523
Planning, programming, and monitoring	\$1,451	-	-	-	-	-	-	\$1,451
Totals (\$1,000s)	\$61,194	-	\$10,323	\$2,880	\$61,461	\$3,408	\$29,019	\$168,285

Notes: ¹ Phases split from parent project

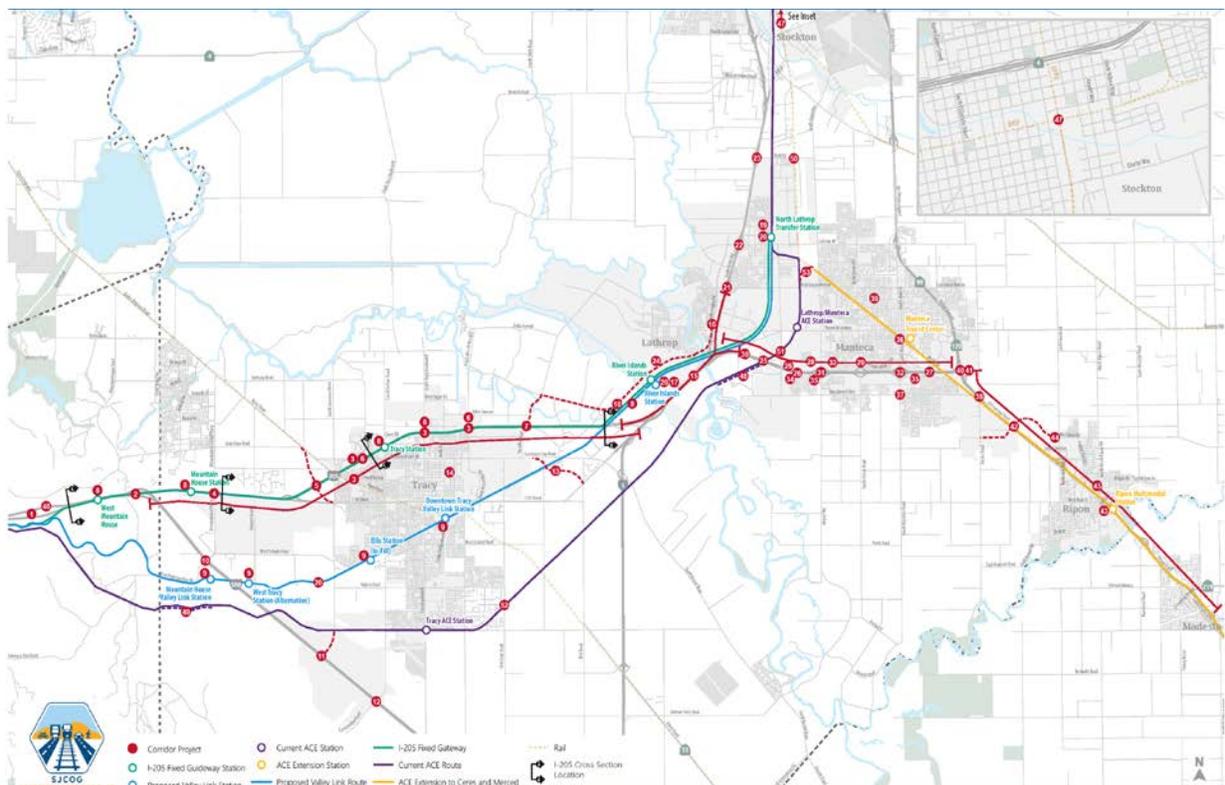
² Project renamed from previous RTIP (I-205 Tracy HOV 8 Lane Widening)

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California. Caltrans, District 10, has not proposed any new IIP funding for any new transportation projects in San Joaquin County for inclusion in the 2020 ITIP. Thus, no IIP funding commitments are reflected for any projects in SJCOG's 2020 RTIP.

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

SJCOG participates in a wide range of regional and project level planning activities, including preparing corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. In conjunction with other Caltrans, and local jurisdictions, SJCOG participates as a member of Project Development Teams that work towards improving transportation and mobility in the region. SJCOG is currently preparing a Congested Corridor Plan for southern San Joaquin County. The following is an analysis of projects programmed in the 2020 RTIP and their impact on other projects planned or underway.



SR 120/McKinley Avenue Interchange

The SR120 / McKinley Avenue Interchange Project is located along SR 120 at approximately mile post 2.2 to 3.2 and is within the jurisdictional limits of both the City of Manteca and San Joaquin County. SR 120 is a four-lane freeway traversing in an east-west direction. McKinley Avenue is a two-lane, north-south, road which runs between Woodward Avenue on the south to Lathrop Road on the north. Currently, there is no access on or egress off SR120 from McKinley Avenue. Access to SR 120 is achieved via the Airport Road interchange, one mile to the east, or the Yosemite Avenue interchange, one mile to the west. There are no existing pedestrian or bicycle facilities within the Project area, however the new Interchange will accommodate a Class I bike path in the future. The City of Manteca is completing Right of Way acquisition of Way and development of the Plans, Specifications and Estimates (PS&E) before beginning construction. Other projects planned in the State Route 120 corridor through Manteca and Lathrop include:

- **State Route 120 6-Lane Widening:** This project consists of widening SR 120 from 4 to 6 lanes between Interstate 5 and SR 99. A PSR-PDS was completed for this project in 2018 in cooperation with Caltrans and the Cities of Manteca and Lathrop.
- **SR 120/Union Road Interchange Reconstruction:** This project will consist of reconstructing the existing interchange. Currently, the Union Road Interchange provides access to and egress from SR 120 in both the east and west-bound directions. The current interchange configuration is planned to be modified to a Diverging Diamond Interchange with a grade separated Class I Bike Path. Construction of the interchange began in mid-2019 and is planned to be complete by winter 2020.
- **SR 120/Yosemite Avenue Interchange Reconstruction:** This project will consist of reconstructing the existing interchange. Currently, the Union Road Interchange provides access to and egress from SR 120 in both the east and west-bound directions. The current interchange configuration is planned to be modified to a Diverging Diamond Interchange with a grade separated Class I Bike Path. A PSR-PDS was completed for this project in 2019 by the City of Lathrop in cooperation with Caltrans.

SR 99/120 Connector Project Phase 1A

Phase 1A of the SR 99/120 Connector Project will improve the freeway connector operations from eastbound SR 120 to southbound SR 99 by widening the connector ramp to two lanes and adding an auxiliary lane on SR 99. Phase 1A will require closing the southbound off-ramp and the northbound on-ramp at the SR 99/Austin Road Interchange, reconstructing the Austin Road overcrossing with a new grade separation over the Union Pacific Railroad, and modifying the local road network. Two additional projects are planned in proximity to the SR 99/120 Connector project:

- **State Route 120 6-Lane Widening:** This project consists of widening SR 120 from 4 to 6 lanes between Interstate 5 and SR 99. A PSR-PDS was completed for this project in 2018 in cooperation with Caltrans and the Cities of Manteca and Lathrop.

- **Valley Rail Project:** This project consists of constructing a dedicated passenger track on the Union Pacific Railroad Fresno Subdivision between the City of Lathrop and north of the community of Salida in Stanislaus County. The project also includes constructing passenger rail station platforms at the Manteca Transit Center and the future Ripon Multimodal Station. This project is partially funded through Transit and Intercity Rail Capital Program funds and funding from Senate Bill 132.

SR 99/120 Connector Project Phase 1B

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

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

I-205 Managed Lanes Project

A Project Study Report-Project Development Support (PSR-PDS) was prepared in 2017 that examined widening I-205 to include High Occupancy Vehicle (HOV) lanes between the Alameda County Line and I-5, with outside widening west of Eleventh Street and inside widening east of Eleventh Street. Since the approval of the PSR-PDS, SJCOG through its Congested Corridor Plan has been studying further considerations for I-205 that may be examined during the PA&ED phase. These may include

- Widening I-205 to the outside to leave the median open to allow adding future capacity improvements, including options for reversible lanes, autonomous vehicle lanes, bus-only lanes, passenger rail improvements, or other emerging technologies
- Constructing High Occupancy Toll (HOT) Express Lane facilities instead of HOV lanes.

Subsequently, SJCOG staff renamed the project to the I-205 Managed Lanes Project. Four additional projects are planned along or adjacent to the I-205 corridor:

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

The City of Tracy proposes to modify the existing I-205/Mountain House Parkway/International Parkway interchange to improve capacity and operations. This project includes the addition of turn lanes, modifying ramps, restriping the existing overcrossing, and adding Class II Bike Lanes and a northbound grade separated Class I Bike Path. These improvements will allow additional capacity to accommodate growing truck volumes on I-205 and on International Parkway. This project is currently in the PA&ED Phase, and the City of Tracy is currently seeking funding to complete the design, right of way acquisition, and construction of the project.

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

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

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

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

- **I-5 Mossdale HOV Widening**

This project consists of widening I-5 from 9 to 12 lanes between I-205 and SR 120, providing direct HOV connector ramps from I-5 to I-205 and SR 120, constructing HOV lanes on I-5 between I-205 and the I-205/Louise Avenue interchange, and providing a new connector ramp from eastbound I-205 to southbound I-5. Due to funding constraints and the need to provide operational improvements to tie into the planned I-205 widening and reduce weaving movements, this project is planned to be constructed in two phases. A PSR-PDS was completed for this project in 2019 in cooperation with Caltrans, the City of Lathrop, and San Joaquin County.

- **Valley Link** – Valley Link is conceived as a rail-based transit solution to bridge the gap between BART and ACE and improve connections between the greater San Francisco Bay Area and San Joaquin County. The project will include, seamless transfers to BART and ACE, expanded connectivity to local transit and feeder service, and integrated fare systems between the Dublin/Pleasanton BART station and the North Lathrop Transfer Station, with future expansion planned to Stockton.

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

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

The 2020 RTIP furthers the policies and supportive strategies of SJCOG's adopted 2018 RTP and Sustainable Communities Strategy (2014 RTP/SCS). The table below, SJCOG's 2018 RTP/SCS Policy and Supportive Strategies, provides an overarching framework of which the 2020 RTIP fits.

The 2018 RTIP funds projects which enhance the environment for existing and future generations; maximize mobility and accessibility; increase safety and security; preserve the efficiency of the existing transportation system, support economic vitality; maximize cost effectiveness; and improve the quality of life for residents.

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

Projects like the SR 99/120 Connector Project, the SR 120/McKinley Avenue Interchange Project, and the I-205 Managed Lanes Project directly address the safety of the transportation network (strategy 10); maximize mobility and accessibility (strategy 4 and 8); and preserve the efficiency of the existing system (strategy 13 and 15). The SR 99/120 Connector Project improves operational and safety improvements for vehicles merging from SR 120 onto SR 99.

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

I-205 serves as a key route for freight traffic including a large number of trucks. The I-205 Tracy Managed Lanes project helps relieve congestion and improves the economic vitality in the movement of goods to regional and statewide markets consistent with RTP/SCS strategies 4, 10, 1617, and 18. In an era of just in time logistics, the efficiency of the transportation system is vital.

The RTP/SCS also highlights policies and supportive strategies that encourage projects that support improvements to the active transportation network (strategy 7, 27). Phase 1A of the SR 99/120 Connector Project includes the construction of Class I and Class II bicycle facilities, sidewalks, and streetlights. These improvements, support active healthy lifestyles as envisioned in the RTP/SCS. Improvements to safety, connectivity, and mobility for bicyclist and pedestrians support the SCS principles by building a safe place for residents to ride their bikes or walk to local destinations reducing pollution and enhancing public health through active transportation projects.

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

The programming of the SJCOG 2020 RTIP is consistent with the policies, procedures, and funding capacity established in the RTP/SCS and in the 2020 STIP Guidelines and STIP Fund Estimate.

Policy and Supportive Strategies	
Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy: Maximize Mobility and Accessibility	
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel, including Incorporation of Complete Streets Elements as Appropriate
Strategy #8:	Improve Major Transportation Corridors to Minimize Impacts on Rural Roads
Policy: Increase Safety and Security	
Strategy #9:	Facilitate Projects that Reduce the Number of and Severity of Traffic Incidents
Strategy #10:	Encourage and Support Projects that Increase Safety and Security
Strategy #11:	Improve Communication and Coordination between Agencies and Public for Emergency Preparedness and Support Local and State Efforts for Transportation Network Resiliency, Reliability, and Climate Adaption
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy #12:	Optimize Existing Transportation System Capacity through Available a
Strategy #13:	Support the Continued Maintenance and Preservation of the Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facility Improvement in the Jobs/Housing Balance
Strategy #15:	Improve Transportation Options Linking Residents to Employment Centers within and out of the County
Policy: Support Economic Vitality	
Strategy #16:	Improve Freight Access to Key Strategic Economic Centers

Policy and Supportive Strategies	
Strategy #17:	Promote Safe and Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck
Strategy #18:	Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers, and Enhance Travel & Tourism Opportunities
Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	
Strategy #19:	Provide Equitable Access to Transportation Planning
Strategy #20:	Engage the Public Early, Clearly, and Continuously
Strategy #21:	Use a Variety of Methods to Engage the Public, Encouraging Representation from Diverse Income and Ethnic Backgrounds
Policy: Maximize Cost-Effectiveness	
Strategy #22:	Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region
Strategy #23:	Support Projects that Maximize Cost Effectiveness
Strategy #24:	Maximize Funding of Existing Transportation Options
Policy: Improve the Quality of Life for Residents	
Strategy #25:	Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels
Strategy #26:	Improve the Connection Between Land Use and Transportation
Strategy #27:	Enhance Public Health through Active Transportation Projects

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

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (2042)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	22.2	22.0
	Percent of congested VMT (at or below 35 mph)	39.0%	38.3%
	Commute mode share (drive alone daily mode share)	39.1%	38.8%
Infrastructure Condition	Percent of distressed state highway lane-miles	40.0%	40.0%
	Pavement Condition Index (local streets and roads)	65.9%	65.9%
	Percent of highway bridges by deck area classified in Poor condition	16.5%	16.5%
	Percent of transit assets that have surpassed the FTA useful life period	Not applicable	Not applicable
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Not available	Not available
	Accessibility and on-time performance for rail and transit	Not applicable	Not applicable
Safety	Fatalities and serious injuries per capita	0.013	0.013
	Fatalities and serious injuries per 100M VMT	4.8	4.8
Economic Vitality	Percent of housing near high quality transit areas	22.9%	25.2%
	Percent of employment near high quality transit areas	33.7%	39.1%
	Mean commute travel time (to work or school)	28.8 mins	28.6 mins
	Farebox recovery ratio	Not applicable	Not applicable
Environmental Sustainability	Change in acres of agricultural land	25,599	25,599
	CO ₂ emissions reduction per capita	15.1	15.7

As shown in Table B1, by the horizon year of the 2018 RTP in 2042, the 2020 RTIP helps to slightly reduce daily vehicle miles traveled (VMT) per capita while keeping the percent of congested VMT relatively stable. In addition, no additional acres of agricultural land are consumed by the construction of the RTIP projects.

Section 11. Regional and Statewide Benefits of RTIP

The projects programmed in the 2020 RTIP area geared toward providing a safe, sustainable, integrated and efficient transportation system to enhance the San Joaquin region and California's economy and livability. The programmed projects will widen existing streets, improve interchange safety and operations, and accommodate the future transportation needs of the fastest growing county in California. The region and the state will both benefit from the programmed projects through increased efficiency, mitigating traffic congestion, and ensuring improved mobility and accessibility for the flow of people and goods movement.

D. Performance and Effectiveness of RTIP

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

The cost-effectiveness of the RTIP on a regional level is based upon the following performance metrics (previously identified in Table B1) and summarized again in Table B2 below. The investments programmed in the 2020 RTIP will help maximize mobility and accessibility, improvement the quality of life for residents, enhance the environment for existing and future generations, and support economic vitality.

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

The indicators show a slight change in the mode split for driving, transit, walking, and biking at the regional level, supporting the overall investment strategy contained in the RTP that will lead to gains in those areas on a community and regional level basis. Qualitatively, this will spur economic development in communities, which in turn will bolster the region and the state as a whole.

In addition, the fact that the percent of jobs and housing within 0.5 miles of a transit stop increase and the number of acres of agricultural lane consumed by development are not changed with the implementation of the RTIP projects showcase a cost-effective regional plan. These indicators demonstrate an effort to hold firm on the land use and transportation strategies as adopted in the 2018 Regional Transportation Plan and Sustainable Communities Strategy. This shows the investments programmed in the 2020 RTIP by SJCOG are a cost-effective approach to achieving and furthering economic vitality and environmental sustainability for San Joaquin County.

Table B2
Evaluation – Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (2042)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	22.2	22.0
	Percent of congested VMT (at or below 35 mph)	39.0%	38.3%
	Commute mode share (drive alone daily mode share)	39.1%	38.8%
Infrastructure Condition	Percent of distressed state highway lane-miles	40.0%	40.0%
	Pavement Condition Index (local streets and roads)	65.9%	65.9%
	Percent of highway bridges by deck area classified in Poor condition	16.5%	16.5%
	Percent of transit assets that have surpassed the FTA useful life period	Not applicable	Not applicable
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Not available	Not available
	Accessibility and on-time performance for rail and transit	Not applicable	Not applicable
Safety	Fatalities and serious injuries per capita	0.013	0.013
	Fatalities and serious injuries per 100M VMT	4.8	4.8
Economic Vitality	Percent of housing near high quality transit areas	22.9%	25.2%
	Percent of employment near high quality transit areas	33.7%	39.1%
	Mean commute travel time (to work or school)	28.8 mins	28.6 mins
	Farebox recovery ratio	Not applicable	Not applicable
Environmental Sustainability	Change in acres of agricultural land	25,599	25,599
	CO ₂ emissions reduction per capita	15.1	15.7

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

Per the STIP Guidelines, the RTIP is required to include a project level benefit evaluation for each new project for which construction is proposed if the total amount of existing and proposed STIP for right of way and/or construction of the project is \$15 million or greater, or the total project cost is \$50 million or greater. Three projects proposed in the RTIP, the SR 99/120 Connector Project and the I-205 Managed Lanes project, have a total project cost greater than \$50 million, however only the SR 99/120 Connector Project Phase 1A and Phase 1B are proposed for construction during the five year period of the 2020 STIP. In addition to the performance data presented in Tables B1 and B2, SJCOG performed a project level benefit analysis for the overall SR 99/120 Connector Project using the Caltrans California Life-Cycle Benefit/Cost Model (Cal-B/C) Version 6.2. The results of this analysis are shown below:

INVESTMENT ANALYSIS		SUMMARY RESULTS			
Life-Cycle Costs (mil. \$)	\$61.1				
Life-Cycle Benefits (mil. \$)	\$118.8				
Net Present Value (mil. \$)	\$57.7				
Benefit / Cost Ratio:	1.9				
Rate of Return on Investment:	11.7%				
Payback Period:	8 years				
ITEMIZED BENEFITS (mil. \$)		Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings		\$63.6	\$12.6	\$76.1	\$3.8
Veh. Op. Cost Savings		-\$3.0	-\$0.7	-\$3.6	-\$0.2
Accident Cost Savings		\$40.5	\$5.7	\$46.2	\$2.3
Emission Cost Savings		-\$0.6	\$0.7	\$0.1	\$0.0
TOTAL BENEFITS		\$100.5	\$18.2	\$118.8	\$5.9
Person-Hours of Time Saved				7,944,839	397,242
Should benefit-cost results include:					
1) Induced Travel? (y/n)	<input checked="" type="checkbox"/> Y Default = Y				
2) Vehicle Operating Costs? (y/n)	<input checked="" type="checkbox"/> Y Default = Y				
3) Accident Costs? (y/n)	<input checked="" type="checkbox"/> Y Default = Y				
4) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	<input checked="" type="checkbox"/> Y Default = Y				
EMISSIONS REDUCTION		Tons		Value (mil. \$)	
		Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved		108	5	\$0.0	\$0.0
CO ₂ Emissions Saved		-6,768	-338	-\$0.2	-\$0.0
NO _x Emissions Saved		29	1	\$0.3	\$0.0
PM ₁₀ Emissions Saved		0	0	-\$0.0	-\$0.0
PM _{2.5} Emissions Saved		0	0		
SO _x Emissions Saved		0	0	-\$0.0	-\$0.0
VOC Emissions Saved		2	0	\$0.0	\$0.0

E. Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

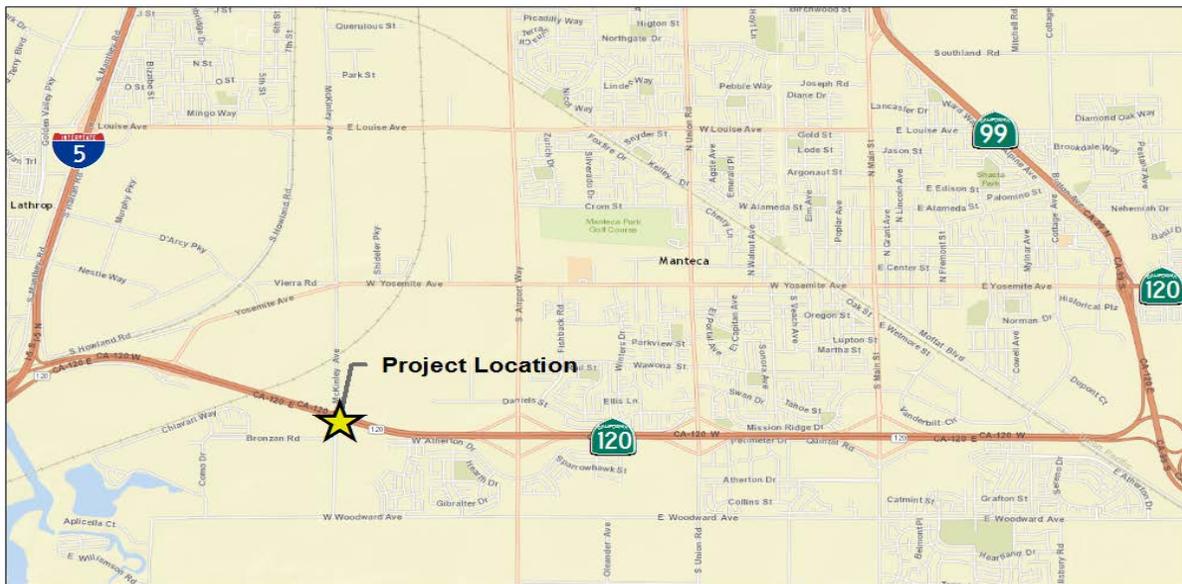
This section provides an overview of the each project programmed in the 2020 RTIP. Each project’s overview identifies the project’s location, scope of work, purpose/needs and benefits.

SR 120/McKinley Avenue Interchange

The SR120 / McKinley Avenue Interchange Project is located along SR 120 at approximately mile post 2.2 to 3.2 and is within the jurisdictional limits of both the City of Manteca and San Joaquin County. SR 120 is a four-lane freeway traversing in an east-west direction. McKinley Avenue is a two-lane, north-south, road which runs between Woodward Avenue on the south to Lathrop Road on the north. Currently, there is no access on or egress off SR 120 from McKinley Avenue. Access to SR 120 is achieved via the Airport Road interchange, one mile to the east, or the Yosemite Avenue interchange, one mile to the west. The existing bridges along SR 120 were constructed

at the time of the main highway. There are no existing pedestrian or bicycle facilities within the project area, however the new interchange will accommodate a Class I bike path in the future, connecting to existing bicycle facilities in the City of Manteca.

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



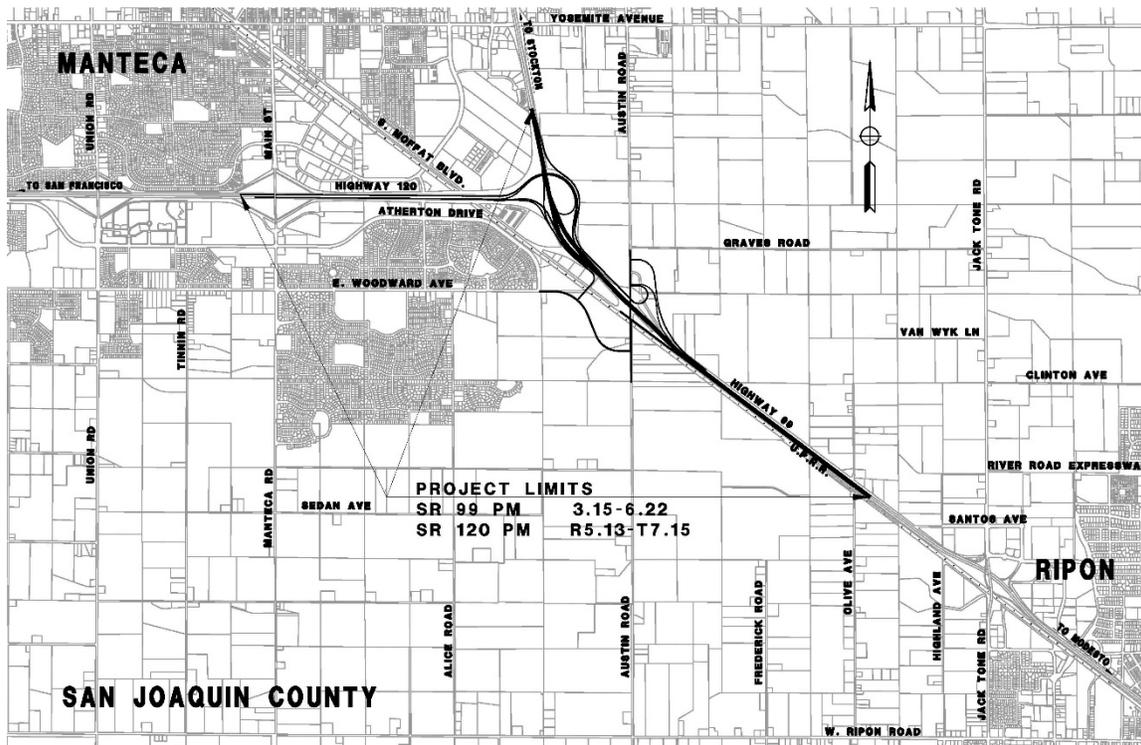
SR 99/120 Connector Project

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

The second phase (Phase 1B) will improve the connector from northbound SR 99 to northbound SR 120 by widening the connector to two lanes and adding a merge/weave lane on westbound SR 120 between SR 99 and the Main Street Interchange. The eastbound SR 120 to northbound

SR 99 connector will be replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two westbound lanes.

The third phase (Phase 1C) will restore full access to the Austin Road Interchange by adding braided ramps for the southbound off ramp and the northbound on ramp, adding an eastbound merge/weave lane on SR 120 between the Main Street Interchange and SR 99, and constructing additional auxiliary lanes on SR 99.



I-205 Managed Lanes

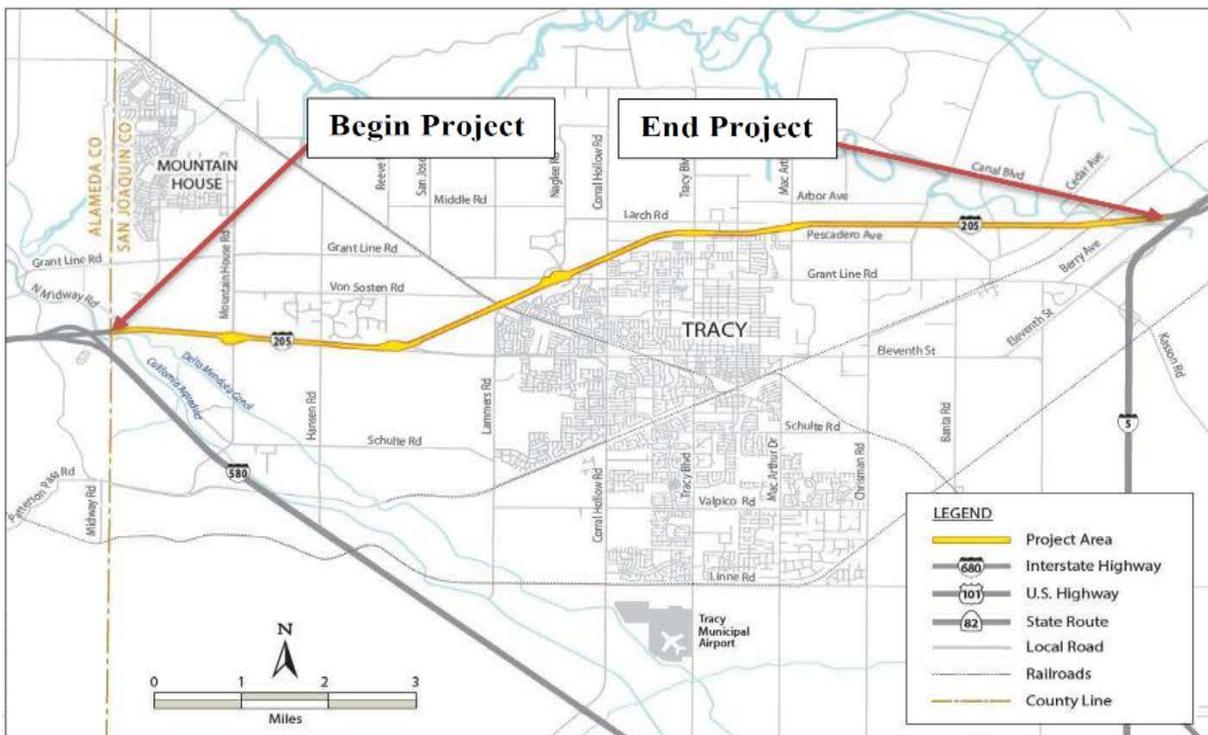
A Project Study Report-Project Development Support (PSR-PDS) was prepared in 2017 that examined widening I-205 to include High Occupancy Vehicle (HOV) lanes between the Alameda County Line and I-5. The project would consist of the construction of one HOV lane in both the westbound and eastbound directions on Interstate 205 (I-205) between the Alameda County Line and Interstate 5 (I-5) located in San Joaquin County. Lane additions on the western portion of the project (west of Eleventh Street Interchange) will be made on the outside and lane additions on the eastern portion of the project will be made on the inside of the existing lanes.

The project is needed because traffic congestion and delay have increased significantly during both AM and PM peak periods over the last few years. The peak periods have extended up to five hours during each peak. The worsening of congestion and commuter delay is expected to continue, experiencing substantial traffic growth – both locally from new development and regionally from adjacent communities such as Tracy, Manteca, Lathrop and San Joaquin County as a whole. Further traffic growth is also expected from thru traffic between adjacent counties such Alameda to the west and Stanislaus to the east.

In addition, I-205 is also a major intercity and interstate trucking route for goods movement, particularly to and from the Port of Oakland and the Bay Area. With rapid development of warehousing facilities along the I-205 corridor, truck volumes to Port of Oakland and the Bay Area are also expected to increase. This growth in commuter traffic in combination with high truck volumes is expected to worsen congestion and delay, and worsen air quality. Since the approval of the PSR-PDS, SJCOG through its Congested Corridor Plan has been studying further considerations for I-205 that may be examined during the PA&ED phase. These may include

- Widening I-205 to the outside to leave the median open to allow adding future capacity improvements, including options for reversible lanes, autonomous vehicle lanes, bus-only lanes, passenger rail improvements, or other emerging technologies
- Constructing High Occupancy Toll (HOT) Express Lane facilities instead of HOV lanes.

Subsequently, SJCOG staff renamed the project to the I-205 Managed Lanes Project.



F. Appendices

Section 15. Projects Programming Request Forms

Section 16. 2018 RTIP SJCOG Board Adoption Resolution

Section 17. Detailed Project Programming Summary Table

Appendices
Section 15
Project Programming Request Forms

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/05/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
10				3046			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ	120	R2	R2.6	Manteca, City of			
				MPO	Element		
				SJCOG	CO		
Project Manager/Contact		Phone		E-mail Address			
Mark Houghton		(209)456-8416		mhoughton@ci.manteca.ca.us			
Project Title							
McKinley Avenue/State Route 120 Interchange							
Location (Project Limits), Description (Scope of Work)							
In Manteca, at McKinley Avenue. Construct new interchange.							
Component							
		Implementing Agency					
PA&ED	Manteca, City of						
PS&E	Manteca, City of						
Right of Way	Manteca, City of						
Construction	Manteca, City of						
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Purpose and Need							
This project will convert the existing grade separation at McKinley Road to a full interchange at SR-120 to provide an acceptable level of service (LOS) for the projected traffic volumes that would result from planned developments within the City of Manteca and surrounding interchanges. Local roads would not support the projected increase in demand under their existing conditions. The proposed project is needed to provide more efficient access to and from SR-120 and... (see page 2)							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New interchanges			each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	No	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					02/01/2012	02/01/2012	
Circulate Draft Environmental Document			Document Type	ND/FONSI	02/08/2014	02/08/2014	
Draft Project Report					02/01/2014	02/01/2014	
End Environmental Phase (PA&ED Milestone)					05/01/2014	05/01/2014	
Begin Design (PS&E) Phase					06/01/2014	06/01/2014	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2017	07/01/2017	
Begin Right of Way Phase					06/01/2014	06/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2019	05/01/2019	
Begin Construction Phase (Contract Award Milestone)					08/15/2019	08/15/2019	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/2022	09/01/2022	
Begin Closeout Phase					12/01/2022	12/01/2022	
End Closeout Phase (Closeout Report)					03/01/2023	03/01/2023	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/05/19

Additional Information

... to accommodate traffic volumes for the planned growth areas in the vicinity of McKinley Avenue.

**SR 99/120 Connector Project Phase 1A
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/05/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
10	1E740	1016000038		3162A	SJ14-1004		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ	99	3.1	6.2	Caltrans			
SJ	120	5.1	T7.2	MPO		Element	
				SJCOG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jes Padda		(209)948-7765		jes.padda@dot.ca.gov			
Project Title							
SR 99/120 Connector Project Phase 1A							
Location (Project Limits), Description (Scope of Work)							
In and near the City of Manteca, widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two lanes; Remove the Austin Road overcrossing and replace with a new 4-lane structure spanning SR 99 and UPRR; add a new connecting road from Austin Road to East Woodward Avenue and Moffat Boulevard and modify the existing UPRR gated crossing at East Woodward Avenue to conform to the new connector road; modify the existing northbound Austin Road exit ramp to conform to the higher overcrossing profile grade; Temporarily close the Austin Road northbound entrance and southbound exit ramps; resulting in a partial interchange.							
Component		Implementing Agency					
PA&ED		San Joaquin Council of Governments					
PS&E		San Joaquin Council of Governments					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	12	Senate:	5	Congressional:	10		
Project Benefits							
Purpose and Need							
The purpose of the project is to relieve traffic congestion and improve operations of SR 99 with the SR 120 and Austin Road Interchanges. Thus, the purpose of the Project is to construct an additional travel lane for the eastbound SR 120 to southbound SR 99 connector in order to improve the traffic operations of the interchange. The project need has identified deficiencies between SR 99 and SR 120 and Austin Road Interchanges that facilitate improvements meant to increase the... (see page 2)							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Modified/Improved interchange(s)			Each	2	
State Highway Road Construction		Auxiliary lane mile(s) constructed			Miles	1.5	
State Highway Road Construction		Modified/Reconstructed bridge(s)			Each	1	
Intercity Rail/Mass Trans		Grade separation(s) / rail crossing improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements Yes			Reversible Lane analysis		Yes
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					06/03/2016	06/03/16	
Circulate Draft Environmental Document			Document Type	ND/CE	05/01/2018	04/26/19	
Draft Project Report					04/06/2018	04/26/19	
End Environmental Phase (PA&ED Milestone)					08/30/2018	09/25/19	
Begin Design (PS&E) Phase					09/01/2018	09/26/19	
End Design Phase (Ready to List for Advertisement Milestone)					02/01/2021	12/15/21	
Begin Right of Way Phase					09/01/2018	10/09/19	
End Right of Way Phase (Right of Way Certification Milestone)					01/01/2021	12/14/21	
Begin Construction Phase (Contract Award Milestone)					09/01/2021	06/22/22	
End Construction Phase (Construction Contract Acceptance Milestone)					12/23/2022	10/15/24	
Begin Closeout Phase					12/26/2022	12/15/26	
End Closeout Phase (Closeout Report)					11/30/2024	09/15/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/05/19

Additional Information

... traffic capacity and improve the operation of weaving, merge, and diverge traffic movements between SR 99 and the SR 120 and Austin Road Interchanges. Project split from parent project PPNO 3162.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	SJ, SJ,	99, 120,	1E740	1016000038	3162A	
Project Title: SR 99/120 Connector Project Phase 1A						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,800							1,800	San Joaquin Council of
PS&E	4,511							4,511	San Joaquin Council of
R/W SUP (CT)	1,700							1,700	Caltrans
CON SUP (CT)		5,200						5,200	Caltrans
R/W	5,116							5,116	Caltrans
CON		43,100						43,100	Caltrans
TOTAL	13,127	48,300						61,427	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,800	263						2,063	
PS&E	4,511	20						4,531	
R/W SUP (CT)	1,700							1,700	
CON SUP (CT)			5,200					5,200	
R/W	5,116							5,116	
CON			36,907					36,907	
TOTAL	13,127	283	42,107					55,517	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)	850							850	
CON SUP (CT)		1,300						1,300	
R/W	2,558							2,558	
CON		8,842						8,842	
TOTAL	3,408	10,142						13,550	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	850							850	
CON SUP (CT)			5,200					5,200	
R/W	2,558							2,558	
CON			4,942					4,942	
TOTAL	3,408		10,142					13,550	

Fund No. 2:	Other State - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)		3,900						3,900	
R/W									
CON		34,258						34,258	
TOTAL		38,158						38,158	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		263						263	
PS&E		20						20	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,736					28,736	
TOTAL		283	28,736					29,019	

Contribution from EA 10-1E74U proposed in 2020 SHOPP.

**SR 99/120 Connector Project Phase 1B
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/6/19
District	EA	Project ID		PPNO	MPO ID	
10	1E740			3162B	SJ18-1002	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SJ	99	3.1	6.2	Caltrans		
SJ	120	5.1	T7.2	MPO	Element	
				SJCOG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Jes Padda		(209) 948-7765		jes.padda@dot.ca.gov		
Project Title						
SR 99/120 Connector Project Phase 1B						
Location (Project Limits), Description (Scope of Work)						
In and near the City of Manteca, improve the connector from northbound SR 99 to northbound SR 120 by widening the connector to two lanes and adding a merge/weave lane on westbound SR 120 between SR 99 and the Main Street Interchange. The eastbound SR 120 to northbound SR 99 connector will be replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two westbound lanes.						
Component						
		Implementing Agency				
PA&ED	San Joaquin Council of Governments					
PS&E	San Joaquin Council of Governments					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	12	Senate:	5	Congressional:	10	
Project Benefits						
Purpose and Need						
The purpose of the project is to relieve traffic congestion and improve operations of SR 99 with the SR 120 and Austin Road Interchanges. Thus, the purpose of the Project is to construct an additional travel lane for the eastbound SR 120 to southbound SR 99 connector in order to improve the traffic operations of the interchange. The project need has identified deficiencies between SR 99 and SR 120 and Austin Road Interchanges that facilitate improvements meant to increase the... (see page 2)						
Category		Outputs			Unit	Total
Operational Improvements		Interchange modifications			EA	1
Pavement (lane-miles)		Auxiliary lane constructed			Miles	2.75
Bridge / Tunnel		Modified/Reconstructed bridges/tunnels			EA	4
Other		Sound wall miles constructed			SQFT	50,910
NHS Improvements	Yes	Roadway Class	1	Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						06/03/16
Circulate Draft Environmental Document			Document Type			04/26/19
Draft Project Report						04/26/19
End Environmental Phase (PA&ED Milestone)						09/15/19
Begin Design (PS&E) Phase						04/01/22
End Design Phase (Ready to List for Advertisement Milestone)						02/01/24
Begin Right of Way Phase						07/01/22
End Right of Way Phase (Right of Way Certification Milestone)						01/15/24
Begin Construction Phase (Contract Award Milestone)						06/22/24
End Construction Phase (Construction Contract Acceptance Milestone)						10/15/25
Begin Closeout Phase						12/15/27
End Closeout Phase (Closeout Report)						09/15/28

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/6/19

Additional Information

... traffic capacity and improve the operation of weaving, merge, and diverge traffic movements between SR 99 and the SR 120 and Austin Road Interchanges. Project split from parent project PPNO 3162.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/6/19

District	County	Route	EA	Project ID	PPNO	
10	SJ, SJ	99, 120	1E740		3162B	
Project Title: SR 99/120 Connector Project Phase 1B						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	100							100	San Joaquin Council of
PS&E									San Joaquin Council of
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL	100							100	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E			1,030					1,030	
R/W SUP (CT)			200					200	
CON SUP (CT)					2,950			2,950	
R/W			125					125	
CON					23,684			23,684	
TOTAL	100		1,355		26,634			28,089	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20-XX-075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmen
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)					1,475			1,475	
R/W									
CON					6,418			6,418	
TOTAL					7,893			7,893	

Fund No. 2:	SJ County Measure K								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	100							100	SJCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E			1,030					1,030	
R/W SUP (CT)			200					200	
CON SUP (CT)					1,475			1,475	
R/W			125					125	
CON					17,266			17,266	
TOTAL	100		1,355		18,741			20,196	

**I-205 Managed Lanes Project
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/05/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
10	1H170	1017000116	3260			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SJ	205	L0	R13.4	SJCOG		
				MPO	Element	
				SJCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Jes Padda		(209) 948-7765		jes.padda@dot.ca.gov		
Project Title						
I-205 Managed Lanes						
Location (Project Limits), Description (Scope of Work)						
Near Tracy, from the Alameda County line to Interstate 5. Widen from 6 to 8 lanes with managed lanes, relocate section of existing and construct new soundwalls. Close decks of 22 existing bridges to create 11 joined bridges.						
Component						
Implementing Agency						
PA&ED	SJCOG					
PS&E	SJCOG					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	13	Senate:	5	Congressional:	9,10	
Project Benefits						
Purpose and Need						
The need for the Project is to address freeway capacity restrictions within the study limits, which is severely congested during both AM and PM peak periods due to interregional travel between the Northern San Joaquin Valley and employment centers in the San Francisco Bay Area. Thus, the purpose of the Project is reduce congestion, improve safety and air quality, and reduce congested vehicle miles traveled through encouraging the use of ridesharing and transit by adding managed lanes. □						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	26.8
State Highway Road Construction		Sound wall mile(s) constructed			Miles	1.3
State Highway Road Construction		Modified/Reconstructed bridge(s)			Each	22
ADA Improvements N		Bike/Ped Improvements Yes			Reversible Lane analysis	Y
Inc. Sustainable Communities Strategy Goals Y			Reduces Greenhouse Gas Emissions N			
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					07/01/2018	10/14/19
Circulate Draft Environmental Document			Document Type		12/01/2019	06/01/21
Draft Project Report					10/01/2019	04/01/21
End Environmental Phase (PA&ED Milestone)					12/01/2020	10/01/22
Begin Design (PS&E) Phase					12/01/2020	02/01/23
End Design Phase (Ready to List for Advertisement Milestone)					02/01/2023	03/31/26
Begin Right of Way Phase					01/01/2021	02/01/23
End Right of Way Phase (Right of Way Certification Milestone)					01/01/2023	02/01/26
Begin Construction Phase (Contract Award Milestone)					06/01/2023	10/01/26
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/2026	10/01/29
Begin Closeout Phase					01/01/2027	11/01/29
End Closeout Phase (Closeout Report)					02/01/2027	12/01/30

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/05/19

Additional Information

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Fund No. 3:		Highway Infrastructure Program							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									SJCOG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	2,524							2,524	FFY 2019 Highway Infrastructure Program (HIP)	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,524							2,524		

Fund No. 4:		Regional Surface Transportation Program (RSTP)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.232	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									SJCOG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	1,984							1,984		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,984							1,984		

Fund No. 5:		Congestion Mitigation and Air Quality Improvement Program (CMAQ)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.210	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									SJCOG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	4,015							4,015		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	4,015							4,015		

**Planning, Programming, and Monitoring
Project Programming Request**

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/05/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
10		1018000235	7952	SJ030			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ				San Joaquin Council of Governments			
				MPO	Element		
				SJCOG	LA		
Project Manager/Contact		Phone		E-mail Address			
Ryan Niblock		(209)235-0600		niblock@sjcog.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring.							
Component							
		Implementing Agency					
PA&ED	San Joaquin Council of Governments						
PS&E	San Joaquin Council of Governments						
Right of Way	San Joaquin Council of Governments						
Construction	San Joaquin Council of Governments						
Legislative Districts							
Assembly:	17	Senate:	5	Congressional:	18		
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/05/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	SJ			1018000235	7952	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Joaquin Council of
PS&E									San Joaquin Council of
R/W SUP (CT)									San Joaquin Council of
CON SUP (CT)									San Joaquin Council of
R/W									San Joaquin Council of
CON	3,362	342	342	343				4,389	San Joaquin Council of
TOTAL	3,362	342	342	343				4,389	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,362	290	290	290	290	291		4,813	
TOTAL	3,362	290	290	290	290	291		4,813	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	3,252	342	342	343				4,279	\$212 CON voted 07/01/02
									\$110 CON voted 02/26/04
TOTAL	3,252	342	342	343				4,279	\$75 CON voted 03/03/05
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,252	290	290	290	290	291		4,703	
TOTAL	3,252	290	290	290	290	291		4,703	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	110							110	
TOTAL	110							110	

Appendices

Section 16

2020 RTIP

SJCOG Board Adoption Resolution



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-20-17

RESOLUTION ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SAN JOAQUIN REGION

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

WHEREAS, on August 14, 2019 the California Transportation Commission adopted the 2018 STIP fund estimate; and

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

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

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

WHEREAS, the proposed program of projects is consistent with SJCOG's adopted 2018 Regional Transportation Plan and Sustainable Communities Strategy, and the Conformity Analysis for the 2019 Federal Transportation Improvement Program, as amended; and

WHEREAS, to the best of the San Joaquin Council of Governments' knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019; and

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

NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby endorse and adopt the five-year Regional Transportation Improvement Program covering the fiscal years (FY) 2020/21 through FY 2024/25.

PASSED AND ADOPTED this 5th day of December 2019, by the following vote of the Board of the San Joaquin Council of Governments.

AYES:

NOES:

ABSENT:

DOUG KUEHNE
Chair

Appendices
Section 17
Detailed Project Programming
Summary Table

Summary of 2020 STIP Projects
San Joaquin Council of Governments
2020 Regional Transportation Improvement Program
Project and Funding Summary

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

PPNO	Title	Sponsor	TOTAL	PRIOR	2018/19	2019/20	2020/21	2021/22	2022/23	PA&ED	PS&E	R/W SUP	RW	CON SUP	CON
6629	MacArthur Drive Widening	Tracy, City of	3,194	3,194	0	0	0	0	0	0	0	0	0	0	3,194
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	0	0	12,300	0	0	0	0	0	0	0	0	12,300
7101C	Carpenteria Crk-Sycamore Crk U.S. Route 101 HOV Lanes	SBCAG/Caltrans	5,240	0	0	5,240	0	0	0	0	0	0	5,240	0	0
7101D	Carpenteria Crk-Sycamore Crk U.S. Route 101 HOV Lanes	SBCAG/Caltrans	3,613	0	0	3,613	0	0	0	0	0	0	3,613	0	0
3162	SR 99/120 Connector Project	Caltrans	13,550	0	3,408	0	10,142	0	0	0	0	850	2,558	1,300	8,842
3260	I-205 Tracy HOV 8 Lane Widening (Alameda County Line to I-5)*	Caltrans	12,359	0	0	0	12,359	0	0	12,359	0	0	0	0	0
3260A	I-205 Tracy HOV 8 Lane Widening Phase 1 (Alameda County Line to Eleventh Street)	Caltrans	7,915	0	0	0	0	0	7,915	0	7,915	0	0	0	0
7952	Planning, programming and monitoring	SJCOG	1,427	200	200	0	342	342	343	0	0	0	0	0	1,427
Totals			59,598	3,394	3,608	21,153	22,843	342	8,258	12,359	7,915	850	11,411	1,300	25,763

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

Proposed 2020 Regional Improvement Program (\$1,000s)

PPNO	Title	Sponsor	TOTAL	PRIOR	2020/21	2021/22	2022/23	2023/24	2024/25	PA&ED	PS&E	R/W SUP	RW	CON SUP	CON
3046	SR 120/McKinley Avenue Interchange	Manteca, City of	12,300	12,300	0	0	0	0	0	0	0	0	0	0	2,800
3162A	SR 99/120 Connector Project Phase 1A	Caltrans/SJCOG	13,550	3,408	0	10,142	0	0	0	0	0	850	2,558	5,200	4,942
3162B	SR 99/120 Connector Project Phase 1B	Caltrans/SJCOG	7,893	0	0	0	0	7,893	0	0	0	0	0	1,475	6,418
3260	I-205 Managed Lanes Project	SJCOG/Caltrans	26,000	0	0	0	26,000	0	0	0	26,000	0	0	0	0
7952	Planning, programming and monitoring	SJCOG	1,851	400	290	290	290	290	291	0	0	0	0	0	1,851
Totals			61,594	16,108	290	10,432	26,290	8,183	291	0	26,000	850	2,558	6,675	16,011

 Proposed Programming Changes to Existing STIP Projects

 New STIP Projects/Programming

Appendices
Section 18
Project Study Reports

*The Project Study Report documents for the
SR 99/120 Connector Project
and the I-205 Managed Lanes Project
are available for review online at www.sjcog.org/RTIP*