Proposed One Voice® projects:

Project:	North Lathrop Transfer Station
Agency:	San Joaquin Regional Rail Commission
Request:	$25,000,000
Thematic Element(s):	Environmental Sustainability Trade Corridors
Description:	The North Lathrop Transfer Station is located along the existing ACE route on the Union Pacific Railroad (UPRR) Fresno Subdivision and is required to facilitate the extension of the ACE service to Sacramento and Ceres/Merced. To provide ACE service at this new station, new station tracks and a station platform will be constructed to allow trains to pull into the station and passengers to board and disembark the train. A pedestrian overcrossing will be constructed between the surface parking area and the station platform, crossing over the railroad tracks. To meet parking demands generated by ACE service at this new station, a new surface parking lot will be constructed directly east of the station platform on the southern portion of the Sharpe Army Depot. Vehicle access to the station will be provided by modifying the existing three-way intersection of West Lathrop Road and McKinley Avenue to extend McKinley Avenue into Sharpe Army Depot, providing the opportunity to improve access to the rest of the property for economic development.

Project:	Solar Energy and Battery Storage Project – Phase 2
Agency:	San Joaquin Regional Transit District (RTD)
Request:	$6,625,000
Thematic Element(s):	Environmental Sustainability Trade Corridors Innovation and Technology Growth Management Social Equity and Mobility
Description:	The RTD Solar Energy and Battery Storage Project (Phase 2) is a culmination of two zero-emission technologies to include photo-voltaic (PV) solar energy generation and zero-emission buses. This synergistic package will be designed to make a significant impact on local air quality while supporting the sustainability of the RTD transit system. The projection of such impacts is by way of operational cost savings and the continuity of RTD's growing, zero-emission bus fleet.

Project:	Grant Line Corridor Improvement Project
Agency:	San Joaquin County
Request:	$14,577,000
Thematic Element(s):	Trade Corridors Social Equity and Mobility
Description:	Grant Line Road is a minor arterial traversing east-west between I-580 and I-5 parallel to I-205 through the City of Tracy and the unincorporated community of Banta in San Joaquin County. The City of Tracy widened its portion of Grant Line Road from 2 to 6 lanes to accommodate the projected traffic from the adjacent 900 acres of industrial/warehouse development. Traffic on Grant Line Road is projected to increase from 7,000 vehicles per day to 21,000 vehicles per day, with approximately 16% of the increase resulting from heavy truck traffic. The Grant Line Road Corridor Improvement Project is considered critical to fostering goods movement and supporting economic development, improving air quality through congestion relief, enhancing safety, and improving the quality of life for the disadvantaged community of Banta. The project limits run 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.

Project:	Interstate 205 Managed Lanes Project
Agency:	San Joaquin County
Request:	$26,000,000
Thematic Element(s):	Environmental Sustainability Trade Corridors Social Equity and Mobility
Description:	Interstate 205 (I-205) is an Interstate Highway in California that connects Interstate 5 (I-5) on the east to Interstate 580 on the west, serving as a critical connection from the Central Valley to the San Francisco Bay Area. This Project consists of the construction of one HOV freeway lane in both the westbound and eastbound directions on I-205 between the Alameda County Line at post mile (PM) 0.0 and I-5 located at PM R12.5 in San Joaquin County. Median openings between 22 bridges crossing local arterials, railroads, or waterways would be closed, resulting in 11 joined bridges. The existing auxiliary lanes, acceleration lanes, and deceleration lanes would be perpetuated. The purpose of the project is to reduce congestion and delay, encourage HOV, improve regional mobility, improve freight movement, improve corridor travel times, and increase corridor throughput of people and goods.

Project:	Stockton Metropolitan Airport Cargo Apron Expansion
Agency:	San Joaquin County
Request:	$11,000,000
Thematic Element(s):	Trade Corridors
Description:	In order to meet current demand and attract future air cargo service providers, the Airport needs to expand its existing cargo ramp. This project would increase cargo aircraft parking capacity from four to eight 767-cargo planes and is the cornerstone for the development of the Northside (Highway 99 side) of the airport. Completion of this project would not only make the Airport more attractive to additional cargo operators and potential Maintenance Repair Overhaul providers, but it could also have positive impacts on the Airpark 599 project that is currently underway by the County.

Project:	Mountain House Technology and Security System Project
Agency:	Mountain House Community Services District
Request:	$1,092,100
Thematic Element(s):	Innovation and Technology
Description:	The proposed project will add a combination of License Plate Reader (LPR) cameras at the entry points to the community, multi-sensor cameras, and Pan-Tilt-Zoom (PTZ) cameras at major intersections, near parks, and schools, and future commercial sites. The system will use a combination of wireless and hardwired fiber optics communication systems. The District has prepared a Master Plan and will be moving forward with the implementation of the first phase of the project. This request will provide funding for the current build-out and communication network.

Project:	Mountain House Creek Enhancement Project
Agency:	Mountain House Community Services District
Request:	$1,092,100
Thematic Element(s):	Environmental Sustainability
Description:	Mountain House Creek flows approximately 3 miles through the town of Mountain House, California, in a man-made corridor bordered by the town of Mountain House on both sides of the corridor. The creek corridor includes three maintenance zones, each with distinct maintenance procedures and regulatory requirements. The proposed project will revitalize the stormwater conveyance corridor, including the repair of the existing areas, improvements to the access, which has been severely limited, especially in the lower creek area, and modification of the access points and roads/trails that must be re-built. The project will enhance this facility, which has a significant role in stormwater management for Mountain House, as well as restoring the area for recreational use and natural habitat consistent with the creek permitting requirements.

Project:	Lathrop Road / Interstate 5 Interchange Improvement Project
Agency:	City of Lathrop
Request:	$5,000,000
Thematic Element(s):	Trade Corridors Social Equity and Mobility
Description:	The project would widen Lathrop Road 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 volumes for a forecast year of 2035, in accordance with the Regional Transportation Plan. The funds requested with this Appropriation will be used to complete the Final Design phase. The City anticipates this work would be completed within 2-3 years of receiving funds.

Project:	Louise Avenue / Interstate 5 Interchange Improvement Project
Agency:	City of Lathrop
Request:	$5,000,000
Thematic Element(s):	Trade Corridors Social Equity and Mobility
Description:	The project will widen Louise Avenue to three through lanes in each direction, accommodating a new left turn onto the northbound on-ramp and a new loop onramp to southbound I-5. All on and off-ramps will 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 volumes for a forecast year of 2035, in accordance with the Regional Transportation Plan. The funds requested with this Appropriation will be used to complete the Final Design phase and will fund the majority of the Land Acquisition for this project. The City anticipates this work would be completed within 2-3 years of receiving funds.

Project:	Lower Sacramento Road Corridor
Agency:	City of Stockton
Request:	$35,000,000
Thematic Element(s):	Environmental Sustainability Growth Management
Description:	Currently, Lower Sacramento Road is a two-lane arterial road with no median. The proposed project will widen Lower Sacramento Road to four lanes to meet the vehicular demands that Lower Sacramento Road currently experiences as well as for future projected vehicular demands. The project will include the replacement of the two-lane bridges spanning Bear Creek and Pixley Slough which were constructed in 1963 and 1940, respectively. The proposed project will eliminate vehicle delays, reduce vehicle emissions, and eliminate the remaining bottlenecks between Stockton and Lodi along Lower Sacramento Road. The project will also encourage alternate modes of transportation with the incorporation of sidewalks and bicycle lanes.

Project:	Arch Road Widening
Agency:	City of Stockton
Request:	$6,000,000
Thematic Element(s):	Trade Corridors
Description:	The Arch Road Widening project is an important east-west trade corridor serving Stockton's south industrial developments, BNSF Intermodal Facility, Stockton Metropolitan Airport, and the Port of Stockton via I-5. The project includes widening 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 wheelchair ramps, new streetlights, new storm drain facilities, striping and signing, and traffic signal modifications. Many logistical companies have been established in this southern area of the City and future development is anticipated. However, much of the Arch Road transportation network will need to be improved to support increased trucking volumes that are expected with future logistical developments. Arch Road between Performance Drive to Austin Road is presently two lanes and will need to be widened to four lanes to allow for efficient transport of goods to and from the various facilities along Arch Road and to Interstate 5 and Highway 99.

Project:	North Stockton I-5 Interchanges and Widening
Agency:	City of Stockton
Request:	$3,000,000
Thematic Element(s):	Trade Corridors Growth Management
Description:	Interstate 5 is California's premier commercial route and serves the Port and rail connections in Stockton. The North Stockton I-5 project will directly benefit the local and regional economy by improving the flow of goods and services to and from major multi-modal facilities such as the Stockton Metropolitan Airport, the Port of Stockton, and existing and future industrial, commercial, and public establishments. This request will provide for the completion of the engineering design for the Phase 2 widening of I-5 from Hammer Lane to Eight Mile Road. Phase 1 is widening I-5 for a High Occupancy Vehicle (HOV) lane from Country Club Boulevard to Hammer Lane and restriping the median to an HOV lane between Martin Luther King Jr. Boulevard and Country Club Boulevard. The overall project will ultimately provide freeway and interchange improvements on a 12-mile segment of I-5 between Martin Luther King Jr. Boulevard and one mile north of Eight Mile Road.

Project:	State Route 99/120 Interchange Project
Agency:	SJCOG
Request:	$20,000,000
Thematic Element(s):	Trade Corridors Growth Management Innovation and Technology Social Equity and Mobility
Description:	State Route 120 provides a critical connection for the movement of people and goods in and out of the San Joaquin Valley. However, the State Route 99/120 freeway-to-freeway interchange is subject to significant congestion, delays, and high accident rates. This project will expand and reconstruct the existing State Route 99/120 interchange to relieve traffic congestion and improve operations of SR 99 along with the SR-120 and Austin Road interchanges. This area continues to be of great concern to Manteca leaders and residents due to the excessive number of automobile collisions, injuries, and deaths within this six-mile stretch of highway. In addition to the accident rate, the delays associated with this interchange are a significant impediment to the economic growth in the region.

Project:	Valley Link – Sustainability Blueprint
Agency:	City of Tracy
Request:	$10,000,000
Thematic Element(s):	Growth Management Innovation and Technology Social Equity and Mobility
Description:	Valley Link will be a new 42-mile, 7-station passenger rail project – that spans three Congressional Districts – sitting geographically at the center of one of the most economically significant megaregions in the world. It is a vital megaregional link that establishes rail connectivity between BART's rapid transit system in the Bay Area's Tri-Valley and the ACE commuter service in Northern San Joaquin County – linking nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion. The Sustainability Blueprint is an integral component of project design that will transform the Valley Link Project into a national model of environmental sustainability. The plan will identify and integrate cost-effective strategies that maximize the reduction of greenhouse gas emissions into the planning, design and operation of the system. This 12-month effort will be completed in parallel to project design work and initiated within one month of project funding.

Project:	Central Valley Gateway Project
Agency:	City of Tracy
Request:	$21,300,000
Thematic Element(s):	Trade Corridors Social Equity and Mobility
Description:	Residents in San Joaquin County have one of the longest commute times in the nation. The construction of a new interchange at Lammers Road and I-205 is necessary to relieve traffic congestion from the I-205 corridor to the City of Tracy and Mountain House areas. The project will provide connectivity to both east and westbound ramps from Eleventh Street and Byron Road. It will also provide access to the International Park of Commerce, the County's largest planned industrial park.

Project:	Lammers Road / I-205 Interchange Project
Agency:	City of Tracy
Request:	$5,000,000
Thematic Element(s):	Trade Corridors
Description:	Construction of the interchange at Lammers Road and I-205 is necessary to relieve traffic congestion from the I-205 corridor to the City of Tracy and Mountain House area. Completion of this project will improve a major commuter route and improve freight mobility between the Central Valley and the Bay Area. At the regional level, this project will reduce traffic congestion by ultimately connecting Byron Road and Highway 4 (in Contra Costa County) with I-205 and I-580.

Project:	River Road & North Ripon Road Traffic Signal Project
Agency:	City of Ripon
Request:	$1,100,000
Thematic Element(s):	Growth Management
Description:	This intersection is located at the edge of Ripon city limits and serves as a transition between single lane county roads to more urban roadways within Ripon city limits. Since 2006, there has been a total of 26 traffic collisions at this location, resulting in 14 injuries and one fatality. In order to mitigate the traffic collision history at this location, a traffic signal is proposed to replace the current roundabout. This would include removing the existing roundabout, installing American's with Disabilities Act (ADA) compliant handicap ramps, installing the traffic signals, and restriping the intersection. A similar traffic signal and geometric upgrades were recently made on another intersection nearby River Rd and North Ripon Rd. Based on this similar project, it is projected the proposed project will take 24 months to be completed and operating.

Project:	Multimodal Station
Agency:	City of Ripon
Request:	$5,236,000
Thematic Element(s):	Environmental Sustainability Growth Management Social Equity and Mobility
Description:	The San Joaquin Regional Rail Commission is planning a major expansion of its Altamont Commuter Express (ACE) train service. This expansion, which has been termed "ACE Forward", includes extending train service to Modesto by 2022, and to Merced by 2027. It is expected this new service extension would include a stop in Ripon that would be integrated as part of Ripon's planned multi-modal station. The City of Ripon is proposing to construct a 7,000 square foot multi-modal station near downtown Ripon. On and off-site improvements for the 3.25 acre project area include: 150 off-street parking spaces, a bus loading and staging area, and a future rail platform for the ACE Train. The Ripon bikeway network will also be incorporated into the project. This multi-modal station would provide a number of benefits, not only to the residents of Ripon, but the region.

Project:	Interchange Reconstruction at State Route 99 / Harney Lane
Agency:	City of Lodi
Request:	$5,440,000
Thematic Element(s):	Trade Corridors Growth Management Social Equity and Mobility
Description:	Reconstruction of the interchange at State Route (SR) 99 and Harney Lane is a needed improvement to the SR 99 trade corridor and the regional circulation plan. In October 2010, Council awarded a contract for the SR 99/Harney Lane Interim Improvement Project, consisting of widening portions of Harney Lane, Cherokee Lane, and East SR 99 Frontage Road; installing traffic signals at the intersections of Harney Lane/Cherokee Lane and Harney Lane/East SR 99 Frontage Road. The interim improvements were completed in 2012. While the interim improvements are expected to function at an acceptable level for many years, by the time the ultimate interchange improvements are ready for construction (2030) that will not be the case. 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 SR 99. The combination of these expressway and interchange facilities create the functional equivalent to a State Route 12 bypass; thereby, improving existing operations on that state route and extending the acceptable operation for potentially a decade, or longer.

Project:	CUFC – Washington Street Widening Project
Agency:	Port of Stockton
Request:	$10,700,000
Thematic Element(s):	Trade Corridors
Description:	Funds requested are for preliminary/final design, environmental documentation, and construction. The CUFC project consists of widening Washington Street from 2-4 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.

Project:	Broadband Infrastructure Project
Agency:	City of Lodi
Request:	$44,000,000
Thematic Element(s):	Innovation and Technology Social Equity and Mobility
Description:	Over 3,000 cities throughout the country own some form of municipal fiber and have used it for decades to support their communities. These networks are becoming increasingly important to cope with the rapid growth in connected devices, from utility assets, to streetlights, to traffic signals, to surveillance cameras. Cities that maintain these networks are able to accommodate "Smart City" technologies that make them more efficient, reduce costs and increase the value they deliver to their constituents. The City of Lodi Broadband Infrastructure Project includes: • Upgrading the existing fiber backbone to support the City's growing needs across many departments and applications. • Developing a public-private partnership with a broadband provider that is aligned with the City's goals and leveraging the fiber backbone to bring new fiber connectivity to residential and/or business communities. • Deployment of new fiber directly around the backbone, in cost-effective and incremental ways. Within 1,500 feet of the backbone, the City could reach nearly 10,000 homes and businesses, creating an opportunity to build additional fiber into these areas with a lower cost structure than without the fiber backbone. • A broader deployment of fiber to all homes and businesses within the City, building on the prior Phases' successes.