



2022 Regional Transportation Improvement Program

Fiscal Years 2022/23 through 2026/27

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, 2021

Mr. Mitch Weiss
Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

Subject: SJCOG 2022 Regional Transportation Improvement Program Submittal

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TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Dear Mr. Weiss:

The San Joaquin Council of Governments (SJCOG) is pleased to submit its 2022 Regional Transportation Improvement Program (RTIP) as adopted by the SJCOG Board of Directors on December 9, 2021. The 2022 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 2022 RTIP are consistent with SJCOG's adopted 2018 Regional Transportation Plan/Sustainable Communities Strategy and the Conformity Analysis for the 2021 Federal Transportation Improvement Program, as amended.

If you have any questions regarding the 2022 RTIP, please contact Ryan Niblock, Deputy Director of Programming and Project Delivery, at (209) 235-0600.

Sincerely,

DIANE NGUYEN
Executive Director

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**2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2022 RTIP)
San Joaquin Council of Governments**

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

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

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.

2022 Regional Transportation Improvement Program

The 2022 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 2022 STIP covering the five-year period from Fiscal Year 2022/23 to 2026/27. 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. Per the California Transportation Commission's adopted 2022 STIP Fund Estimate, the San Joaquin region has

between \$3,709,000 and \$8,756,000 in potential new programming. Advanced Project Development Element shares are not available to the San Joaquin region in STIP cycle.

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 2022 RTIP Project Summary, including \$48,894,000 in existing RIP projects and \$8,756,000 in potential new programming. The California Department of Transportation (Caltrans), District 10, has not proposed IIP funding for transportation projects in San Joaquin County for inclusion in the 2022 Interregional Improvement Program (ITIP). Thus, no IIP funding commitments are reflected for any projects in SJCOG’s 2022 RTIP.

Table 1: 2022 RTIP Project Summary (\$1,000s)

Project Name	Project Sponsor	RIP Total
SR 99/120 Connector Project Phase 1A	Caltrans	\$13,550,000
SR 99/120 Connector Project Phase 1B	Caltrans	\$13,125,000
I-205 Managed Lanes Project	SJCOG/Caltrans	\$26,000,000
Highway 101 4D North ¹	SBCAG/Caltrans	\$2,665,000
Planning, programming, and monitoring	SJCOG	\$1,439,000

¹ Project from Santa Barbara County is included as part of a loan repayment, based on a previous agreement between SJCOG and the Santa Barbara County Association of Governments.

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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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 master transportation 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 4 to 5 years, the RTP is developed through an extensive public participation process in the region 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 2021, SJCOG staff announced the process for developing the 2022 RTIP, and in August and September met with jurisdictions to discuss project nominations as well as regionwide priorities. Throughout September and October, SJCOG's technical committees provided direction that allowed a set of guiding principles to be developed:

1. Project Programming and Monitoring (PPM)
2. State Route 99/120 is a high priority for the region due to its safety and mobility benefits as well as a next-year construction date
3. Projects leveraging Proposition 1B discretionary funding or other State/Federal discretionary funds
4. Measure K/Measure K Renewal funded projects as identified in the Measure K Renewal Strategic Plan where the use of STIP funds could allow other projects to be funded directly with Measure K funds
5. "Construction ready" is a reasonable priority as compared to projects in early phases of project development (e.g., environmental, design)
6. Projects eligible for federal funds

These priorities were used to guide the recommendation of approximately \$8,756,000 of RTIP funds that were available for programming new projects in the SJCOG region for the 2022 RTIP. Similar to the 2020 RTIP, SJCOG staff analyzed candidate projects to receive funding the 2022 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 was determined to be the highest priority project for new funding. Programming recommendation for the 2022 RTIP was confirmed by the SJCOG committees and the SJCOG Board in December 2021.

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

Between the adoption of the 2022 RTIP and the adoption of the previous 2020 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, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 1, 2021
SJCOG adopts 2022 RTIP	December 9, 2021
SJCOG submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

The projects previously selected for funding in the 2022 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 2021, SJCOG staff received a finalized set of guidance from committees and the Policy Board, which allowed it to develop a programming recommendation. This recommendation was posted to the SJCOG website 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 2022 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 jointed funded with IIP and RIP.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2018 STIP Fund Estimate

According to the adopted Fund Estimate, the San Joaquin region has up to \$8,756,000 in potential additional programming capacity in the 2022 STIP through Fiscal Year 2026/27.

B. Summary of Requested Programming

Per the adopted 2022 STIP fund estimate, San Joaquin County may potentially program between \$3,709,000 and \$8,756,000 in new funds. However, it should be noted that in November 2012, the SJCOG Board approved an agreement with the Santa Barbara County Association of Governments (SBCAG), which allowed SJCOG to use \$8,853,000 in STIP shares from SBCAG in exchange for a dollar-for-dollar repayment at a later date. Through this exchange, SJCOG was able to immediately advance \$8,853,000 in funds to the State Route 99 South Stockton Widening project, allowing the project to proceed on an accelerated schedule. SJCOG's repayment to SBCAG was programmed in the 2018 STIP document for SBCAG's US-101 improvements project. SBCAG has utilized only a portion of the \$8,853,000 and the remainder of \$2,665,000 must be accounted for in the 2022 STIP programming.

Accounting for this commitment, and in an effort to meet the programming requirements of the 2022 STIP, SJCOG staff met with sponsors for each project programmed in the initial draft of 2022 RTIP. Agency staff provided details related to project status and confirmed scope and cost details. Details related to each project are provided below:

- **Planning, Programming and Monitoring:** The CTC establishes amounts for the purposes of "planning, programming and monitoring" by SJCOG. These dollar amounts are accounted for in SJCOG's overall work program for the purpose of administering the RTIP, the development of project study reports, and regional transportation planning. As part of the 2022 STIP fund estimate, \$859,000 was identified for this purpose.
- **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 2020 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 2022 State Highway Operations and Protection Program (SHOPP) for the remaining funding needed to complete construction through the related project EA 10-1E74U.
- **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 2020 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 2020 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).

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.

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 99/120 Connector Project Phase 1A	\$13,550	-	\$1,800	-	\$6,079	\$3,408	\$29,019	\$53,856
SR 99/120 Connector Project Phase 1B	\$13,125	-	-	-	\$20,196	-	-	\$28,089
I-205 Managed Lanes Project	\$26,000	-	\$8,523	-	\$4,000	-	-	\$38,523
Highway 101 4D North ¹	\$2,665	-	-	-	-	-	-	\$2,665
Planning, programming, and monitoring	\$1,439	-	-	-	-	-	-	\$1,439
Totals (\$1,000s)	\$56,779	-	\$10,323	-	\$30,275	\$3,408	\$29,019	\$124,572

Notes: ¹ Project from Santa Barbara County is included as part of a loan repayment, based on a previous agreement between SJCOG and the Santa Barbara County Association of Governments

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 2022 RTIP furthers the policies and supportive strategies of SJCOG's adopted 2018 RTP and Sustainable Communities Strategy (2018 RTP/SCS). The table below, SJCOG's 2018 RTP/SCS Policy and Supportive Strategies, provides an overarching framework of which the 2022 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 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.

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 2022 RTIP is consistent with the policies, procedures, and funding capacity established in the RTP/SCS and in the 2022 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

Policy and Supportive Strategies	
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
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	

Policy and Supportive Strategies

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

Section 11. Regional and Statewide Benefits of RTIP

The projects programmed in the 2022 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 2022 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 land consumed by development are not changed with the implementation of the RTIP projects showcase a cost-effective regional plan. These indicators demonstrate an effort to hold firm on the land use and transportation strategies as adopted in the

2022 Regional Transportation Plan and Sustainable Communities Strategy. This shows the investments programmed in the 2022 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 2022 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)	Y				
	Default = Y				
2) Vehicle Operating Costs? (y/n)	Y				
	Default = Y				
3) Accident Costs? (y/n)	Y				
	Default = Y				
4) Vehicle Emissions? (y/n)	Y				
	includes value for CO ₂ e				
	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 2022 RTIP. Each project’s overview identifies the project’s location, scope of work, purpose/needs and benefits.

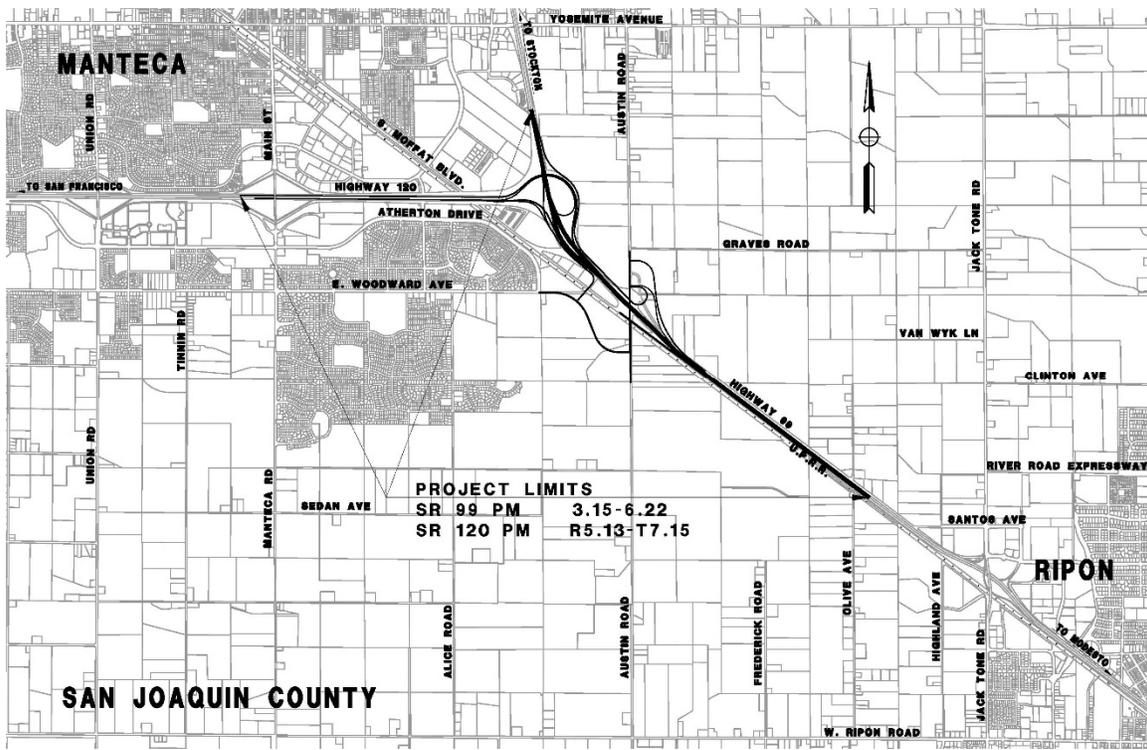
SR 99/120 Connector Project

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.

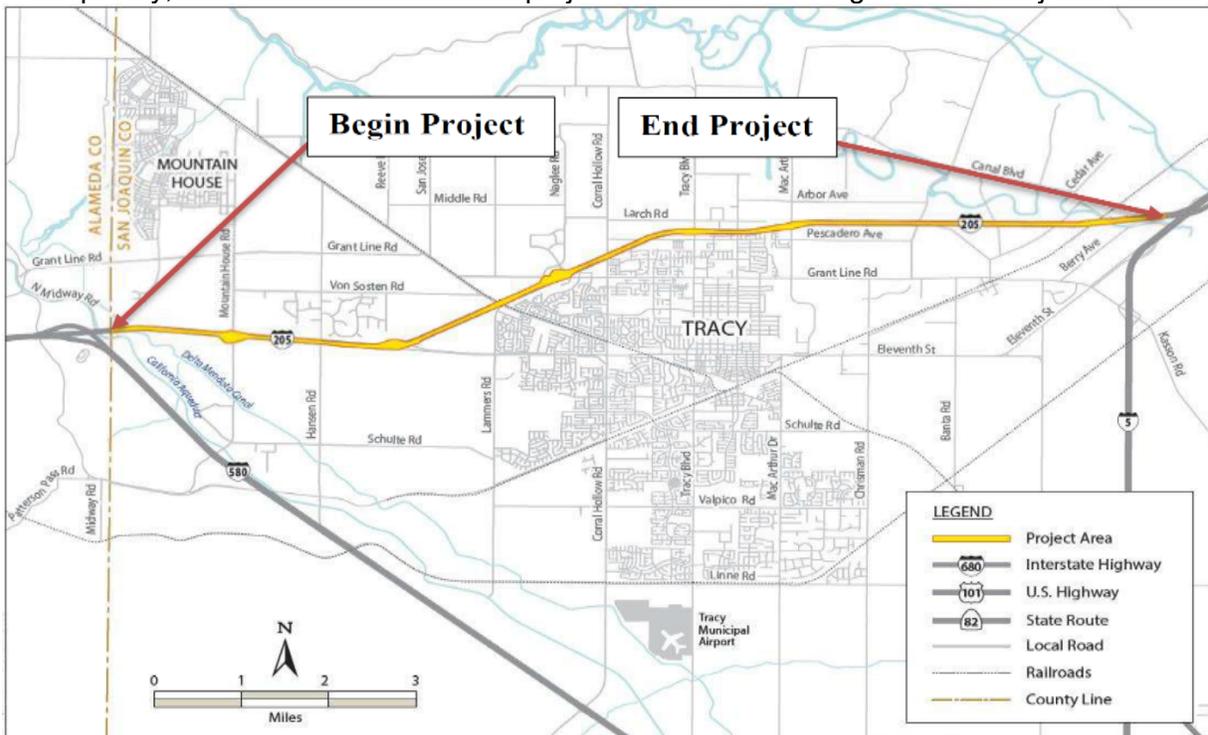
The project is needed because traffic congestion and delay have increased significantly during both AM and PM peak periods over the last few years. The peak periods have extended up to five hours during each peak. The worsening of congestion and commuter delay is expected to

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. 2022 RTIP SJCOG Board Adoption Resolution

Section 17. Detailed Project Programming Summary Table

**Appendices
Section 15
Project Programming Request Forms**

Amendment (Existing Project) YES NO Date 12/02/2021 18:42:17

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
10	1E740	1016000038	3162A	San Joaquin Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Joaquin	99	3.100	6.200		
San Joaquin	120	5.100	T 7.200	MPO	Element
				SJCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Ryan Niblock			209-235-0588	niblock@sjcog.org	

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 District 10
Construction	Caltrans District 10

Legislative Districts

Assembly: 12 Senate: 5 Congressional: 10

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/03/2016
Circulate Draft Environmental Document Document Type (ND/MND)/CE		04/26/2019
Draft Project Report		04/26/2019
End Environmental Phase (PA&ED Milestone)		09/25/2019
Begin Design (PS&E) Phase		09/26/2019
End Design Phase (Ready to List for Advertisement Milestone)		12/15/2021
Begin Right of Way Phase		10/09/2019
End Right of Way Phase (Right of Way Certification Milestone)		12/14/2021
Begin Construction Phase (Contract Award Milestone)		06/22/2022
End Construction Phase (Construction Contract Acceptance Milestone)		10/15/2024
Begin Closeout Phase		12/15/2026
End Closeout Phase (Closeout Report)		09/15/2027

Date 12/02/2021 18:42:17

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 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.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	2
Operational Improvement	Auxiliary lanes	Miles	1.5
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	1
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
10	San Joaquin, San Joaquin	99, 120	1E740	1016000038	3162A

Project Title
 SR 99/120 Connector Project Phase 1A

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									San Joaquin Council of Governments
R/W SUP (CT)									Caltrans District 10
CON SUP (CT)									Caltrans District 10
R/W									Caltrans District 10
CON									Caltrans District 10
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	2,063							2,063	
PS&E	2,870							2,870	
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	53,856							53,856	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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	13,550							13,550	

Fund #4:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	850							850	
CON SUP (CT)									
R/W	2,558							2,558	
CON									
TOTAL	3,408							3,408	
Fund #5:	Local Funds - SJ County Measure K (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,850							2,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,850							2,850	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/02/2021 18:50:57
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
10	1M300	1020000156	3162B	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Joaquin	120	5.100	T 7.200			
San Joaquin	99	3.100	6.200	MPO	Element	
				SJCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Ryan Niblock			209-235-0588	niblock@sjcog.org		

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 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 HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	12	Senate:	5	Congressional:	10
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/03/2016	06/03/2016
Circulate Draft Environmental Document Document Type	04/26/2019	04/26/2019
Draft Project Report	04/26/2019	04/26/2019
End Environmental Phase (PA&ED Milestone)	09/15/2019	09/15/2019
Begin Design (PS&E) Phase	04/01/2022	04/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	02/01/2024	02/01/2024
Begin Right of Way Phase	07/01/2022	07/01/2022
End Right of Way Phase (Right of Way Certification Milestone)	01/15/2024	01/15/2024
Begin Construction Phase (Contract Award Milestone)	06/22/2024	06/22/2024
End Construction Phase (Construction Contract Acceptance Milestone)	10/15/2025	10/15/2025
Begin Closeout Phase	12/15/2027	12/15/2027
End Closeout Phase (Closeout Report)	09/15/2028	09/15/2028

Date 12/02/2021 18:50:57

Purpose and Need

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 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.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	2.75
Operational Improvement	Interchange modifications	EA	1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
10	San Joaquin, San Joaquin	120, 99	1M300	1020000156	3162B

Project Title
 SR 99/120 Connector Project Phase 1B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	100							100	San Joaquin Council of Governments
PS&E		1,030						1,030	San Joaquin Council of Governments
R/W SUP (CT)		200						200	Caltrans HQ
CON SUP (CT)				2,950				2,950	Caltrans HQ
R/W		125						125	Caltrans HQ
CON				23,684				23,684	Caltrans HQ
TOTAL	100	1,355		26,634				28,089	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
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				28,916				28,916	
TOTAL	100	1,355		31,866				33,321	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governments
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	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				1,475				1,475	
R/W									
CON				11,650				11,650	
TOTAL				13,125				13,125	

Fund #2:	Local Funds - SJ County Measure K (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	100							100	San Joaquin Council of Governments
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	
Proposed Funding (\$1,000s)									
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	

Complete this page for amendments only

Date 12/02/2021 18:50:57

District	County	Route	EA	Project ID	PPNO
10	San Joaquin, San Joaquin	120, 99	1M300	1020000156	3162B

SECTION 1 - All Projects

Project Background

In and near the City of Manteca, improve the connector from 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.

Programming Change Requested

Seeking additional STIP programming

Reason for Proposed Change

Seeking additional STIP programming

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Seeking additional STIP programming

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/02/2021 19:09:29
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10	1H170	1017000116	3260	San Joaquin Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Joaquin	205	L 0.000	R 13.400		
			MPO	Element	
			SJCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Ryan Niblock			209-235-0588	niblock@sjcog.org	

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	San Joaquin Council of Governments
PS&E	San Joaquin Council of Governments
Right of Way	Caltrans District 10
Construction	Caltrans District 10

Legislative Districts

Assembly:	13	Senate:	5	Congressional:	9,10
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		10/14/2019
Circulate Draft Environmental Document	Document Type	06/01/2021
Draft Project Report		04/01/2021
End Environmental Phase (PA&ED Milestone)		10/01/2022
Begin Design (PS&E) Phase		02/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		03/31/2026
Begin Right of Way Phase		02/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		02/01/2026
Begin Construction Phase (Contract Award Milestone)		10/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		10/01/2029
Begin Closeout Phase		11/01/2029
End Closeout Phase (Closeout Report)		12/01/2030

Date 12/02/2021 19:09:29

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.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	26.8
Other	Sound wall miles constructed	Miles	1.3

Date 12/02/2021 19:09:29

Additional Information

DRAFT

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
10	San Joaquin	205	1H170	1017000116	3260

Project Title
 I-205 Managed Lanes

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									San Joaquin Council of Governments
R/W SUP (CT)									Caltrans District 10
CON SUP (CT)									Caltrans District 10
R/W									Caltrans District 10
CON									Caltrans District 10
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	12,523							12,523	
PS&E		26,000						26,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	12,523	26,000						38,523	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E		26,000						26,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		26,000						26,000	

Fund #4:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governments
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	

Fund #5:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,000							4,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/02/2021 19:17:32
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10		1018000235	7952	San Joaquin Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Joaquin					
				MPO	Element
				SJCOG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Ryan Niblock			209-235-0588	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
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document		
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)		

Date 12/02/2021 19:17:32

Purpose and Need

Planning, Programming, and Monitoring

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
10	San Joaquin			1018000235	7952

Project Title

Planning, Programming, and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									San Joaquin Council of Governments
R/W SUP (CT)									San Joaquin Council of Governments
CON SUP (CT)									San Joaquin Council of Governments
R/W									San Joaquin Council of Governments
CON									San Joaquin Council of Governments
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		290	290	286	286	287		1,439	
TOTAL		290	290	286	286	287		1,439	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		290	290	286	286	287		1,439	
TOTAL		290	290	286	286	287		1,439	

**Appendices
Section 16
2022 RTIP
SJCOG Board Adoption Resolution**



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-22-40

RESOLUTION ADOPTING THE 2022 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 18, 2021 the California Transportation Commission adopted the 2022 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 2022 Regional Transportation Plan and Sustainable Communities Strategy, and the Conformity Analysis for the 2021 Federal Transportation Improvement Program, as amended; 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) 2022/23 through FY 2026/27.

PASSED AND ADOPTED this 9th day of December 2021, by the following vote of the Board of the San Joaquin Council of Governments.

AYES:

NOES:

ABSENT:

LEO ZUBER
Chair

**Appendices
Section 17
Detailed Project Programming
Summary Table**

Summary of 2022 STIP Projects
San Joaquin Council of Governments
2022 Regional Transportation Improvement Program
Project and Funding Summary

Existing 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
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	1,451	0	290	290	290	290	291	0	0	0	0	0	1,451
Totals			48,894	3,408	290	10,432	26,290	8,183	291	0	26,000	850	2,558	6,675	12,811

Proposed 2022 Regional Improvement Program (\$1,000s)															
PPNO	Title	Sponsor	TOTAL	PRIOR	2022/23	2023/24	2024/25	2025/26	2026/27	PA&ED	PS&E	R/W SUP	RW	CON SUP	CON
3162A	SR 99/120 Connector Project Phase 1A	Caltrans/SJCOG	13,550	13,550	0	0	0	0	0	0	0	850	2,558	5,200	4,942
3162B	SR 99/120 Connector Project Phase 1B	Caltrans/SJCOG	13,125	0	0	13,125	0	0	0	0	0	0	0	1,475	11,650
3260	I-205 Managed Lanes Project	SJCOG/Caltrans	26,000	0	26,000	0	0	0	0	0	26,000	0	0	0	0
7101W	Highway 101 4D North	SBCAG	2,665	0	2,665	0	0	0	0	0	0	0	0	0	2,665
7952	Planning, programming and monitoring	SJCOG	1,439	0	290	290	286	286	287	0	0	0	0	0	1,439
Totals			56,779	13,550	28,955	13,415	286	286	287	0	26,000	850	2,558	6,675	20,696

 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***