



# 2024 Regional Transportation Improvement Program

Fiscal Years 2024/25 through 2028/2029

Submitted and Prepared by the

**San Joaquin Council of Governments**

555 E. Weber Avenue  
Stockton, CA 95202  
[www.sjcog.org](http://www.sjcog.org)





## SAN JOAQUIN COUNCIL OF GOVERNMENTS

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December 15, 2023

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
Mail Station 52  
1120 N Street  
Sacramento, CA 95814

**Subject: SJCOG 2024 Regional Transportation Improvement Program Submittal**

*David Bellinger*  
CHAIR

*Diane Lazard*  
VICE CHAIR

*Diane Nguyen*  
EXECUTIVE  
DIRECTOR

*Member Agencies*

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

Dear Ms. Taylor:

The San Joaquin Council of Governments (SJCOG) is pleased to submit its 2024 Regional Transportation Improvement Program (RTIP) as adopted by the SJCOG Board of Directors on November 30, 2023. The 2024 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 2024 RTIP are consistent with SJCOG's adopted 2022 Regional Transportation Plan/Sustainable Communities Strategy and the Corresponding Conformity Analysis.

If you have any questions regarding the 2024 RTIP, please contact Ryan Niblock, Deputy Director of Programming and Project Delivery, at (209) 235-0600.

Sincerely,

A handwritten signature in blue ink that reads "Diane Nguyen".

DIANE NGUYEN  
Executive Director

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**2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
(2024 RTIP)  
San Joaquin Council of Governments**

**Table of Contents**

	<b><u>Page Number</u></b>
<b>A. <u>Overview and Schedule</u></b>	
Section 1. Executive Summary	1
Section 2. General Information	4
Section 3. Background of Regional Transportation Improvement Program	5
Section 4. Completion of Prior RTIP Projects	5
Section 5. RTIP Outreach and Participation	6
<b>B. <u>2024 STIP Regional Funding Request</u></b>	
Section 6. 2024 STIP Regional Share and Request for Programming	10
Section 7. Overview of Other Funding Included in Delivery of RIP Projects	11
Section 8. Interregional Improvement Program (ITIP) Funding	12
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	12
<b>C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u></b>	
Section 10. Regional Level Performance Evaluation	15
Section 11. Regional and Statewide Benefits of RTIP	18
<b>D. <u>Performance and Effectiveness of RTIP</u></b>	
Section 12. Evaluation of the Cost Effectiveness of the RTIP	18
Section 13. Project Specific Evaluation	20
<b>E. <u>Detailed Project Information</u></b>	
Section 14. Overview of Projects Programmed with Regional Funding	21
<b>F. <u>Appendices</u></b>	
Section 15. Project Fact Sheet	
Section 16. Project Programming Request (PPR) Forms	
Section 17. SJCOG Board Resolution of 2024 RTIP Approval	
Section 18. Detailed Project Programming Summary Table	
Section 19. Project Study Reports	

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# **A. OVERVIEW AND SCHEDULE**

## **Section 1. Executive Summary**

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

As both the MPO and RTPA for the region, SJCOG is responsible for developing and implementing the Regional Transportation Plan (RTP), which is a 24-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.

## **2024 Regional Transportation Improvement Program**

The 2024 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 2024 STIP covering the five-year period from Fiscal Year (FY) 2024/25 to 2028/29. 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**

The California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE) on August 16, 2023. From the 2022 STIP FE, San Joaquin Region's Target Share (programming capacity) is **\$44,617,000**.

Included in the 2024 STIP FE Target Share is **\$2,028,000** available for work associated with Planning, Programming, and Monitoring (PPM).

	Year 1	Year 2	Year 3	Year 4	Year 5
2024 RTIP	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29

### 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 Transportation Improvement Program (RTIP)

The SJCOG 2024 RTIP includes the following RIP programming requests:

- To cover the funding shortfall for construction of SR 99/120 Connector Project Phase 1A, which also has \$32,036,000 SHOPP Mobility programmed, SJCOG includes the additional \$6,177,000 RIP as part of the CTC allocation for construction funding in early 2024.
- For construction of the SR 99/120 Connector Project Phase 1B, SJCOG requests the additional programming of \$37,271,000 RIP to the prior-STIP programming of \$13,125,000 RIP in FY 25/26. Phase 1B design and right-of-way will be completed during the Phase 1A construction period allowing Phase 1B to enter into construction seamlessly upon the completion of Phase 1A.
- SJCOG requests the available \$2,028,000 for Planning, Programming, and Monitoring (PPM): \$482,000 for FY 24/25 to FY 26/27, \$195,000 in FY 27/28; and \$387,000 in FY 28/29.

Table 1 summarizes the 2022 STIP carryover programming.

**Table 1: 2022 STIP Carryover Summary (\$1,000s)**

Project Name	Project Sponsor	RIP Total
SR 99/120 Connector Project Phase 1A	Caltrans	\$10,142,000
SR 99/120 Connector Project Phase 1B	Caltrans	\$13,125,000
Planning, programming, and monitoring (PPM)	SJCOG	\$859,000

Table 2 summarizes SJCOG’s 2024 RTIP requests.

**Table 2: 2024 RTIP Programming Summary (\$1,000s)**

Project Name	Project Sponsor	RIP Total
SR 99/120 Connector Project Phase 1A	Caltrans	\$6,177,000
SR 99/120 Connector Project Phase 1B	Caltrans	\$37,271,000
Planning, programming, and monitoring (PPM)	SJCOG	\$1,169,000
<b>SJCOG STIP Target Share</b>	<b>Total</b>	<b>\$44,617,000</b>

## **Interregional Transportation Improvement Program (ITIP)**

The California Department of Transportation (Caltrans), District 10, has not proposed any new IIP funding for projects proposed in SJCOG's 2024 RTIP. However, District 10 has financially partnered with SJCOG on safety and operational improvements for the SR 99/120 Connector Project Phase 1A with SHOPP funds.

District 10 has proposed carrying over several important 2022 STIP projects in our region:

- San Joaquin Street Station Layover Track, \$7,000,000 IIP;
- Philips Siding Rehabilitation, \$6,509,000 IIP; and
- Elk Grove to Philips Siding Rail Operational and Capacity Improvements, \$5,846,000 IIP.

**Section 2. General Information**

- **Regional Agency Name:** San Joaquin Council of Governments

**SJCOG Website Link:** <http://www.sjcog.org/>

**RTIP document link:** <http://www.sjcog.org/RTIP>

**RTP link:** <http://www.sjcog.org/275/RTP-Sustainable-Communities-Strategy>

**Executive Director Contact Information**

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- **RTIP Staff Contact Information**

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

#### **A. What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated 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 every STIP cycle, the guiding principles have been:

- Consideration of funding shortfalls on existing (programmed) STIP Projects.
- Consideration of SJCOG regional priorities including One Voice and Measure K.
- Due to the CTC's strict timely use of funds ("use it or lose it") policy, consideration of the project's ability to utilize the funds in the year of programming.

These were used to guide the programming recommendation of approximately \$44,617,000 for the SJCOG 2024 RTIP.

Based on the guiding principles, the SR 99 / SR 120 Connector Project Phases 1A and 1B were determined by the SJCOG Board to be the highest priority projects for funding. Programming recommendation for the 2024 RTIP was confirmed by the SJCOG committees and the SJCOG Board in November 2023.

SJCOG wants to see many years of planning and investments come to fruition. In prior RTIPs, investments have been made to move the SR 99 / SR 120 Connector Project Phases 1A and 1B to construction. With this 2024 RTIP proposal, SJCOG wants to get these projects to that end goal, which will then meet our region's needs of addressing frequent, serious accidents and detrimental congestion.

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

Between the adoption of the 2024 RTIP and the adoption of the previous 2022 RTIP, no RTIP projects were completed in the San Joaquin Region. SR 99/120 Connector Project Phase 1A will begin construction in 2024.

## Section 5. RTIP Outreach and Participation

### A. RTIP Development and Approval Schedule

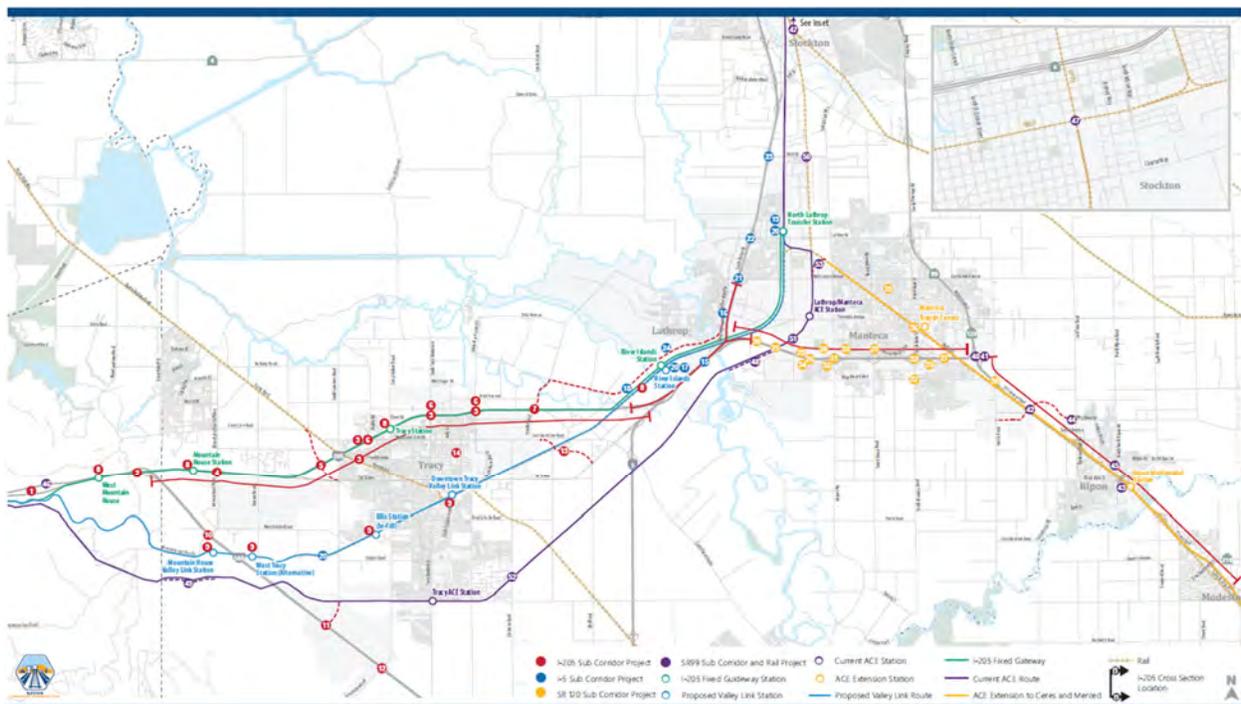
Action	Date
CTC adopts Fund Estimate and Guidelines	August 16, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
SJCOG adopts 2024 RTIP	November 30, 2023
SJCOG submit RTIP to CTC (postmark by)	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

### B. Public Participation/Project Selection Process

#### Outreach Efforts for Identification and Prioritization of RTIP Projects

In 2020, SJCOG had partnered with Caltrans and local agencies to develop the Congested Corridors Plan (CCP) for the I-205, I-5, SR 120, and SR 99 Corridors.

The Congested Corridor Plan was a comprehensive multi-modal study that assessed conditions along the I-205, I-5, State Route 120, and State Route 99 corridor, including parallel passenger rail, bus transit, and bicycle and pedestrian facilities. The plan identified short-term, mid-term, and long-term improvements that will help improve safety, congestion, accessibility, economic development, and air quality. There were fifty-three (53) projects in total.



Using regional benefit metrics, these projects were qualitatively and quantitatively analyzed and scored in order to determine the region’s priority projects.

The SR 120/99 Connector ranked second on the listing of recommended short-term projects.

Table 2. Recommended Short-Term (2025) Solutions for Congested Corridors Improvement Projects		
Improvement Project	Estimated Cost (Millions \$)	Expected Regional Benefit
1. Stockton Diamond Grade Separation (Project #47)	\$272.1 M	Improve passenger, commuter and freight rail mobility of heavily trafficked UPRR and BNSF mainlines
2. SR 99 / SR 120 Connector Phase 1B Project (Project #40)	\$34.9 M	Significantly reduce passenger hours of delay (30%) and increase throughput (45%). Improve safety and air quality
3. I-205 Sub-Area Integrated Corridor Management Plan (System Management, Traveler Information and Commercial Vehicle Operations) (Project #14)	\$48.0 M	Reduce congestion on I-205 and parallel City of Tracy, Mountain House, and San Joaquin County local roadways
4. SR 99 Sub-Area Integrated Corridor Management Plan (System Management, Traveler Information and Commercial Vehicle Operations) (Project #45)	\$21.5 M	Reduce congestion on SR 99 between SR 120 and the Stanislaus River
<b>Total Cost of Recommended Short-Term Solutions for Congested Corridors Improvement Projects</b>	<b>\$376.5 M</b>	<b>Or \$0.3765 Billion</b>

Table 3. Recommended Mid-Term (2030) Solutions for Congested Corridors Improvement Projects		
Improvement Project	Estimated Cost (Millions \$)	Expected Regional Benefit
1. I-205 High Occupancy Vehicle Lane (Carpool) and Express Lane from County Line to I-5 (Project #3)	\$500.0 M	Significantly reduce passenger hours of delay (65%) and increase in passenger throughput (40%). Improve safety and air quality
2. Valley Link track construction and stations at Mountain House and Downtown Tracy (Project #9) 2A. Altamont Corridor Vision Phase 1 (\$1.2 B)	\$1,590.0 M	Increase person throughput and reduce reliance on automobile traffic. Reduce congestion on I-205 and parallel City of Tracy, Mountain House, and San Joaquin County local roadways
3. SR 120 High Occupancy Vehicle Lane (Carpool) and Express Lane from I-5 to SR 99 (Project #28 and #29)	\$93.8 M	Significantly reduce passenger hours of delay (35%) and increase in passenger throughput (30%). Improve safety and air quality
<b>Total Cost of Recommended Short-Term Solutions for Congested Corridors Improvement Projects</b>	<b>\$2,183.8 M</b>	<b>Or \$2.1838 Billion</b>

During the development of the CCP, there were various outreach efforts to solicit feedback/comments from residents, business owners, and elected officials. The outreach included four (4) workshops:

- Lathrop, Manteca, Ripon, and unincorporated areas of San Joaquin County at the City of Manteca Transit Center;
- Tracy and unincorporated areas of San Joaquin County at the City of Tracy Transit Center;
- Mountain House at the Mountain House Community Services District Board Room; and
- SJCOG Citizen Advisory Committee at the SJCOG Board Room in Stockton.

At the workshops, staff gave PowerPoint presentations, which provided an overview of the CCP, addressed major elements, and highlighted corridor projects. The proposed projects were displayed on stands for the attendees to review, ask questions, and provide their thoughts on.



The outreach also included presentations at other venues:

- November 5, 2019 – Summit on the Summit Meeting
- November 20, 2019 – San Joaquin Council of Governments Goods Movement Task Force
- November 8, 2019 – Rotary Club of Manteca
- January 31, 2020 - Delta College South Campus

During the SJCOG 2022 RTP/SCS outreach process, staff did PowerPoint presentations, which highlighted key regional projects that address future traffic and travel needs. These presentations revisited the priority projects identified in the CCP. There were no project-oriented concerns that needed to be addressed.

### **Current Process for 2024 RTIP**

The SJCOG Board directed staff to solicit feedback from the member agencies on potential projects.

While partner agencies were able to highlight multiple project needs, only a few met the intent of the guiding principles, as discussed in Section 3B, and have a completed Project Study Report (or equivalent). Specifically, those projects include:

- **I-205 / Mountain House Interchange Project** – The project proposes to improve the I-205 / Mountain House/International Parkway Interchange between post miles 0.8 and 2.0 on I-205. The project will convert the existing hybrid tight- diamond/loop interchange into a partial cloverleaf interchange (Type L-9). The project completed its PA&ED Phase on April 15, 2022. This project has been part of the city’s One Voice applications in previous years and is not on the recent 2023 Board adopted One Voice list.
- **I-5 / Louise Interchange Improvement Project** – Project would widen Louise Avenue to three through lanes in each direction, accommodating a new left turn onto the northbound on-ramp and a new loop on-ramp to southbound I-5. All on- and off-ramps would be widened with new signalized intersections. The project will regionally benefit the operational capacity of Interstate 5 and the surrounding road network, support goods movement travel and improve safety for multiple modes of travel through the area. This project has been part of the city’s One Voice applications in previous years and is not on the recent 2023 Board adopted One Voice list.
- **SR 99/120 Connector Project** – Project will widen connector ramps between SR 99 and SR 120 from one lane to two lanes, replace the Austin Road overcrossing and replace with a new 4-lane structure spanning SR 99 and UPRR, and 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. This project will improve safety and general circulation, clear out goods movement bottleneck, reduce truck VMT regionally, reduce truck cut-through traffic on city streets, support potential continuation of HOV/HOT lanes, and support the expansion of parallel regional transit service. The project has been the region’s top One Voice priority given the broad, region-wide benefits it offers – including safety. To deliver Phase 1A and Phase 1B of the project through construction, the region will need to address a funding shortfall.

In reviewing the guiding principles (consideration of funding shortfalls on existing STIP Projects, consideration of SJCOG regional priorities such as One Voice), SJCOG staff suggests prioritizing the SR 99/120 Connector Project for STIP programming. This project is considered the region’s highest priority project, has been featured on One Voice trips, is partially funded, and is ready for construction. The following three programming options were presented to the SJCOG standing committees and to the SJCOG Board for staff direction.

- **Programming Option #1** – Nominate the SR 99/120 Connector Project to receive \$17,448,000 in STIP programming for Construction and do not advance any future STIP shares. Should the CTC program these funds, it would reduce the shortfall of \$55 million by \$17.448 million. This programming option does not preclude the project from requesting future share STIP funds in the 2026 STIP cycle.

- Programming Option #2 – Nominate the SR 99/120 Connector Project to receive \$17,448,000 in STIP programming for Construction. Also, reprogram the \$26,000,000 award of STIP funds from the I-205 Managed Lanes project to the SR 99/120 Connector Project. Such an action would put \$43.448 million toward the \$55 million shortfall. It would give the region the opportunity to close the remaining shortfall from other state/federal funding pursuits and the Measure K Program’s State Highway category. Like Option #1, this programming option would not seek to advance future STIP shares but does not preclude the project from requesting future share STIP funds in the 2026 STIP cycle.
- Programming Option #3 – Determine a larger package of projects for funding, including 99/120, and advance future STIP shares.

Following a comprehensive presentation, sharing input from the committees, and addressing Board member questions, the SJCOG Board selected Programming Option #2 and directed staff to prepare the Final 2024 RTIP for their adoption at the November 30, 2023 meeting.

#### 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 (ITIP), and proposes projects that could be jointed funded with IIP and RIP.

Seeing the critical need, District 10 has financially partnered with SJCOG on the SR 99/120 Connector Project Phase 1A by providing \$32,036,000 SHOPP Mobility funding for construction.

## **B. 2024 STIP Regional Funding Request**

### **Section 6. 2024 STIP Regional Share and Request for Programming**

#### **A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate**

According to the adopted Fund Estimate, the San Joaquin region has up to \$44,617,000 in potential programming capacity in the 2024 STIP through Fiscal Year 2028/29.

#### **B. Summary of Requested Programming**

Per the adopted 2024 STIP fund estimate, San Joaquin County may potentially program \$44,617,000.

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 2024 STIP fund estimate, \$2,028,000 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. There is also \$32,079,000 of State Highway Operations and Protection Program (SHOPP) Mobility funding programmed for construction of the project (EA 10-1E74U). As part of the CTC allocation request for construction funding in early 2024, an additional \$6,177,000 of RIP funding is requested to cover expected funding shortfall.
- **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 westbound 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. For construction, \$37,271,000 of RIP funding is being requested to be added to the prior-programmed \$13,125,000 RIP in Fiscal Year 2025/26.

Again, Phase 1B design and right-of-way will be completed during the Phase 1A construction period allowing Phase 1B to enter into construction seamlessly upon the completion of Phase 1A.

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

<b>Proposed 2024 RTIP</b>	<b>2022 STIP RIP</b>	<b>2024 STIP RIP</b>	<b>SHOPP</b>	<b>Other Funds</b>	<b>Phase Total Cost</b>
SR 99/120 Connector Project Phase 1A (CON)	\$10,142	<b>\$6,177</b>	\$32,079	\$13,322	\$61,720
SR 99/120 Connector Project Phase 1B (CON)	\$13,125	<b>\$37,271</b>	-	\$5,949	\$56,345
Planning, programming, and monitoring: PPM	\$859	<b>\$1,169</b>	-	-	\$2,028
<b>Totals (\$1,000s)</b>	<b>\$24,126</b>	<b>\$44,617</b>	<b>\$32,079</b>	<b>\$19,271</b>	<b>\$120,093</b>

## **Section 8. Interregional Improvement Program (ITIP) Funding**

The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

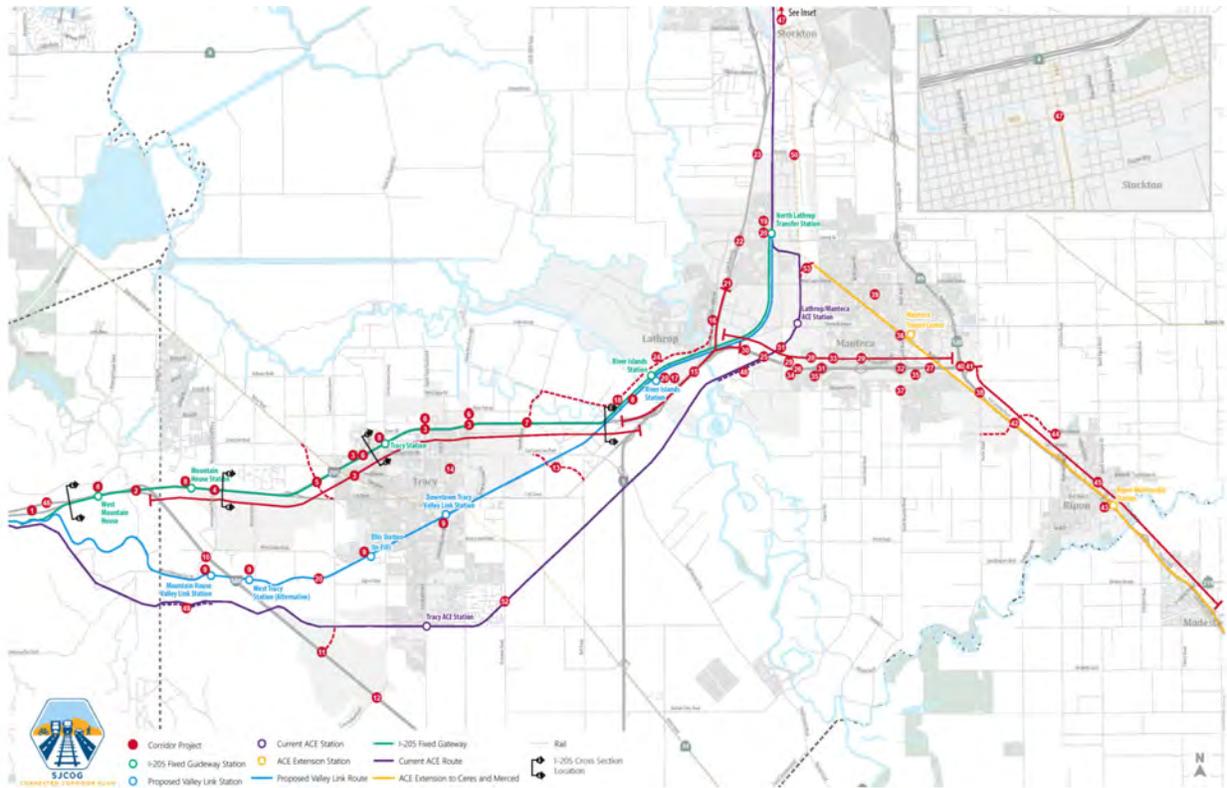
Caltrans, District 10, has not proposed any new IIP funding for projects proposed in SJCOG's 2024 RTIP. However, District 10 has financially partnered with SJCOG on safety and operational improvements for the SR 99/120 Connector Project Phase 1A with SHOPP funds.

District 10 has proposed carrying over several important 2022 STIP projects in our region:

- San Joaquin Street Station Layover Track, \$7,000,000 IIP;
- Philips Siding Rehabilitation, \$6,509,000 IIP; and
- Elk Grove to Philips Siding Rail Operational and Capacity Improvements, \$5,846,000 IIP.

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

SJCOG participates in a wide range of regional and project level planning activities, including preparing corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. In conjunction with other Caltrans, and local jurisdictions, SJCOG participates as a member of Project Development Teams that work towards improving transportation and mobility in the region. SJCOG has prepared a Congested Corridor Plan for southern San Joaquin County. The following is an analysis of projects programmed in the 2024 RTIP and their impact on other projects planned or underway.



### 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.

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

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

The 2024 RTIP furthers the policies and supportive strategies of SJCOG's adopted 2022 RTP and Sustainable Communities Strategy (2022 RTP/SCS). The table below, SJCOG's 2022 RTP/SCS Policy and Supportive Strategies, provides an overarching framework, which aligns with the 2024 RTIP.

The 2024 RTIP funds projects that 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 2024 RTIP are consistent with the coordinated transportation and land use scenario adopted in the RTP/SCS.

The SR 99/120 Connector Project improves operational and safety improvements for vehicles merging from SR 120 onto SR 99.

The SR 99/120 Connector Project Phases 1A and 1B directly address the safety of the transportation network (strategy 10); maximize mobility and accessibility (strategies 8 and 9); and preserve the efficiency of the existing system (strategy 12).

The SR 99/120 Connector Project helps relieve congestion and improves the economic vitality in the movement of goods to regional and statewide markets consistent with RTP/SCS strategies 8, 9 and 17. 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 (strategies 7 and 30). 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 of consistency with the adopted RTP/SCS.

The programming of the SJCOG 2024 RTIP is consistent with the policies, procedures, and funding capacity established in the RTP/SCS and in the 2024 STIP Guidelines.

## Policy and Supportive Strategies

### **Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy**

- Strategy #1: Encourage efficient development patterns that maintain agricultural viability and natural resources.
- Strategy #2: Encourage preservation of natural resources.
- Strategy #3: Enhance the connection between land use and transportation choices through projects supporting energy and water efficiency.
- Strategy #4: Improve air quality by reducing transportation-related emissions.

### **Policy: Maximize Mobility and Accessibility**

- Strategy #5: Optimize public transportation system to provide efficient and convenient access for users at all income levels.
- Strategy #6: Encourage infill development and development near transit, including 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 freight access to key strategic economic centers.
- Strategy #9: Promote safe and efficient strategies to improve the movement of goods by air, water, rail, and roadway.

### **Policy: Increase Safety and Security**

- Strategy #10: Facilitate projects that reduce the number of and severity of traffic incidents.
- Strategy #11: Support local and state efforts for transportation network resiliency, reliability, and climate adaptation.

### **Policy: Preserve the Efficiency of the Existing Transportation System**

- Strategy #12: Prioritize projects that make more efficient use of the existing road network.
- Strategy #13: Support the continued maintenance and preservation of the existing transportation system.
- Strategy #14: Promote electric power, alternative fuels and autonomous technologies for freight and agriculture.
- Strategy #15: Manage the adoption of electric vehicles and private connected and autonomous vehicles.
- Strategy #16: Promote electric power, alternative fuels and autonomous technologies for public transit.

### **Policy: Support Economic Vitality**

- Strategy #17: Support transportation improvements that improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities.
- Strategy #18: Support workforce training across industries, particularly transportation-related industries.
- Strategy #19: Encourage and/or strengthen small business while supporting large employer recruitment.
- Strategy #20: Invest in high-speed internet infrastructure to support e-business and reduce commuting.

### **Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts**

- Strategy #21: Provide equitable access to transportation planning.
- Strategy #22: Engage the public early, clearly, and continuously.
- Strategy #23: Use a variety of methods to engage the public and encourage representation from diverse income and ethnic backgrounds.

Policy and Supportive Strategies	
<b>Policy: Maximize Cost-Effectiveness</b>	
Strategy #24:	Support efforts to streamline the development process.
Strategy #25:	Support the use of state and federal grants to supplement local funding and pursue discretionary grant funding opportunities from outside the region.
Strategy #26:	Support projects that maximize cost-effectiveness.
Strategy #27:	Maximize funding of existing transportation options.
<b>Policy: Improve the Quality of Life for Residents</b>	
Strategy #28:	Promote a broader range of housing types.
Strategy #29:	Support the development a regional trust fund dedicated to addressing housing issues.
Strategy #30:	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:

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 <sub>2</sub> emissions reduction per capita	15.1	15.7

## **Section 11. Regional and Statewide Benefits of RTIP**

The projects programmed in the 2024 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 2024 RTIP will help maximize mobility and accessibility, improve 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 improve the mobility for travelers, commuters, and the flow of goods on the regional and state transportation systems. These indicators 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 are heavily reliant on the warehousing and transporting of goods and agricultural products 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. This shows the investments programmed in the 2024 RTIP by SJCOG are a cost-effective approach to achieving and furthering economic vitality and environmental sustainability for San Joaquin County.

<b>Table B2 Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollar invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (2042)</b>
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 <sub>2</sub> 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 2024 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) v. 8.1.

District: 10  
 PROJECT: SJCOG SR99/120 Connector Interchange Phase 1A & 1B  
 EA: 1M290 & 1M300  
 PPNO: 3162A & 3162B

INVESTMENT ANALYSIS		SUMMARY RESULTS																																															
<table border="1"> <tr> <td>Life-Cycle Costs (mil. \$)</td> <td>\$111.0</td> </tr> <tr> <td>Life-Cycle Benefits (mil. \$)</td> <td>\$1,969.2</td> </tr> <tr> <td>Net Present Value (mil. \$)</td> <td>\$1,858.2</td> </tr> <tr> <td>Benefit / Cost Ratio:</td> <td>17.74</td> </tr> <tr> <td>Rate of Return on Investment:</td> <td>50.4%</td> </tr> <tr> <td>Payback Period:</td> <td>4 years</td> </tr> </table>		Life-Cycle Costs (mil. \$)	\$111.0	Life-Cycle Benefits (mil. \$)	\$1,969.2	Net Present Value (mil. \$)	\$1,858.2	Benefit / Cost Ratio:	17.74	Rate of Return on Investment:	50.4%	Payback Period:	4 years	<table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$1,879.8</td> <td>\$94.0</td> </tr> <tr> <td>Travel Time Reliability Benefits</td> <td>-\$1.3</td> <td>-\$0.1</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>-\$4.3</td> <td>-\$0.2</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$92.4</td> <td>\$4.6</td> </tr> <tr> <td>Emission Cost Savings</td> <td>\$2.7</td> <td>\$0.1</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$1,969.2</b></td> <td><b>\$98.5</b></td> </tr> </tbody> </table>				ITEMIZED BENEFITS (mil. \$)	Total Over 20 Years	Average Annual	Travel Time Savings	\$1,879.8	\$94.0	Travel Time Reliability Benefits	-\$1.3	-\$0.1	Veh. Op. Cost Savings	-\$4.3	-\$0.2	Accident Cost Savings	\$92.4	\$4.6	Emission Cost Savings	\$2.7	\$0.1	<b>TOTAL BENEFITS</b>	<b>\$1,969.2</b>	<b>\$98.5</b>											
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The Cal-B/C analysis is available for review online at [www.sjco.org/RTIP](http://www.sjco.org/RTIP).

## **E. Detailed Project Information**

### **Section 14. Overview of projects programmed with RIP funding**

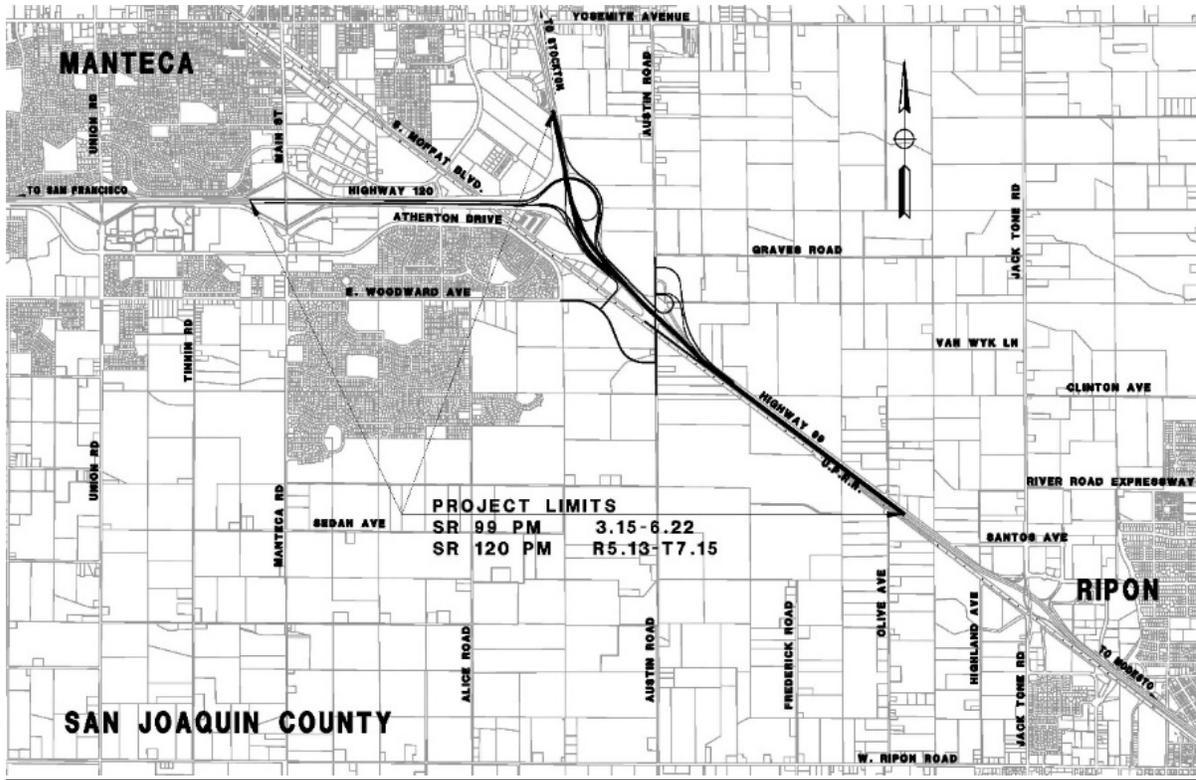
This section provides an overview of the project programmed in the 2024 RTIP. Each project's overview identifies the project's location, scope of work, purpose/needs and benefits.

#### **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 the partial closure of the Austin Road / SR 99 interchange, demolition of the existing overcrossing, and construction of a wider structure to accommodate the auxiliary lanes while still providing the 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 Moffat Boulevard SR 99 on-ramp.

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) would 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.



**F. Appendices**

Section 15. Project Fact Sheet

Section 16. Project Programming Request Forms

Section 17. 2024 RTIP SJCOG Board Adoption Resolution

Section 18. Detailed Project Programming Summary Table

Section 19. Project Study Report.

**Appendices**  
**Section 15**  
**Project Fact Sheet**

# STATE ROUTE 99/120 CONNECTOR PROJECT PHASE 1A & 1B

San Joaquin Council of Governments



## ■ SCOPE OF WORK

The State Route (SR) 99/120 Connector Project Phases 1A and 1B (Project) implements the first two phases of the overall project to upgrade this freeway-to-freeway interchange in Manteca. The interchange complex has a high rate of collisions. Phase 1A has a collision rate six times greater than the statewide average. The Project addresses the history of collisions as well as the existing and future traffic congestion and goods movement needs.

## ■ PHASE 1A

Phase 1A will widen the Eastbound SR 120 to Southbound SR 99 connector ramp from one-lane to two lanes. The Austin Road Overcrossing will be replaced with a new 4-lane structure spanning SR 99 and Union Pacific Railroad (UPRR) and the Northbound on-ramp and Southbound off-ramp will be closed. A new connecting road from Austin Road to East Woodward Avenue and Moffatt Boulevard will be added and the existing UPRR gated crossing at East Woodward Avenue will be modified.



## ■ PHASE 1B

Phase 1B widens the Northbound SR 99 to Westbound SR 120 connector ramp to two lanes and adds a merge/weave lane on Westbound SR 120 between SR 99 and the Main Street Interchange. This includes widening the Moffatt Overhead at the UPRR line. The Eastbound SR 120 to Northbound SR 99 connector is replaced with a new structure to allow the existing SR 99/120 separation structure to be converted to two Westbound SR 120 lanes.



# STATE ROUTE 99/120 CONNECTOR PROJECT PHASE 1A & 1B

San Joaquin Council of Governments



## PHASE 1A

### COST

PA&ED	\$2,063,000
PS&E	\$4,531,000
Right of Way	\$6,816,000
Construction	\$61,720,000
<b>Total</b>	<b>\$75,130,000</b>

### SCHEDULE

PA&ED	June 2016 - September 2019
PS&E	September 2019 - December 2023
Right of Way	October 2019 - December 2023
Construction	April 2024 - November 2025

## PHASE 1B

### COST

PA&ED	\$100,000
PS&E	\$4,060,000
Right of Way	\$325,000
Construction	\$56,345,000
<b>Total</b>	<b>\$60,830,000</b>

### SCHEDULE

PA&ED	June 2016 - September 2019
PS&E	April 2022 - February 2024
Right of Way	July 2022 - January 2024
Construction*	June 2024 - December 2027

\* SJCOG may request advanced RIP allocation

## ■ OUTPUTS



2 Interchange Modifications



4.25 Miles of Auxiliary Lanes



5 Bridges



1 At-Grade Crossing Improvement



50,910 Square Feet of Soundwalls

## ■ OUTCOMES



Lower Number of Serious Injuries and Fatal Collisions



440,190 Truck Hours of Travel Saved Annually



43% Reduction in Vehicle Hours Traveled



9,000,000 Person Hours Saved Annually for Increased Economic Production

**Appendices**  
**Section 16**  
**Project Programming Request Forms**

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/14/2023 08:50:46
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 County	120	5.100	T 7.200			
San Joaquin County	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 <span style="float: right;">Document Type</span>	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	04/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	02/01/2024	02/01/2025
Begin Right of Way Phase	07/01/2022	07/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	01/15/2024	01/15/2025
Begin Construction Phase (Contract Award Milestone)	06/22/2024	01/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	10/15/2025	05/01/2027
Begin Closeout Phase	12/15/2027	06/30/2027
End Closeout Phase (Closeout Report)	09/15/2028	03/31/2028

Date 12/14/2023 08:50:46

**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 <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> 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 County, San Joaquin County	120, 99	1M300	1020000156	3162B

Project Title

SR 99/120 Connector Project Phase 1B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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		28,916						28,916	Caltrans HQ
<b>TOTAL</b>	<b>1,455</b>	<b>31,866</b>						<b>33,321</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	100							100	
PS&E	1,030							1,030	
R/W SUP (CT)	200							200	
CON SUP (CT)				8,324				8,324	
R/W	125							125	
CON				48,021				48,021	
<b>TOTAL</b>	<b>1,455</b>			<b>56,345</b>				<b>57,800</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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		11,650						11,650	
<b>TOTAL</b>		<b>13,125</b>						<b>13,125</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				2,875				2,875	
R/W									
CON				47,521				47,521	
<b>TOTAL</b>				<b>50,396</b>				<b>50,396</b>	

<b>Fund #2:</b>	Local Funds - SJ County Measure K (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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	1,455	18,741						20,196	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E	1,030							1,030	
R/W SUP (CT)	200							200	
CON SUP (CT)				5,449				5,449	
R/W	125							125	
CON									
TOTAL	1,455			5,449				6,904	

<b>Fund #3:</b>	Federal Disc. - FY23 omnibus spending package (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Federal Highway Administration
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				500				500	
TOTAL				500				500	

**Complete this page for amendments only**

Date 12/14/2023 08:50:46

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

**SECTION 1 - All Projects**

**Project Background**

Project will 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. This "Phase 1B" project is meant to begin construction immediately on the heels of the completion of "Phase 1A."

**Programming Change Requested**

Adds 2024 RTIP

**Reason for Proposed Change**

Agreements with UPRR and PG&E have been long, as many new utility relocations have been requested by these agencies. This has delayed securing ROW certification for the Phase 1A portion of the project. This "Phase 1B" project is meant to begin construction immediately on the heels of the completion of "Phase 1A." As such, the schedule has been updated to reflect this change. It should be noted that cost increases are being accounted for - and a new federal earmark has been secured to help close that gap.

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)

Request is to shift the existing STIP construction programming in FY23/24 to FY25/26

**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

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2023 13:47:20
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 County					
				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:	9,12,13	Senate:	5	Congressional:	9,13
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>		
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 12/13/2023 13:47:20

**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

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

Project Title  
 Planning, Programming, and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	580	482	482	482	195	387		2,608	
TOTAL	580	482	482	482	195	387		2,608	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	580	482	482	482	195	387		2,608	
TOTAL	580	482	482	482	195	387		2,608	

**Appendices  
Section 17  
2024 RTIP  
SJCOG Board Adoption Resolution**



**RESOLUTION  
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

**R-24-12**

**RESOLUTION ADOPTING THE  
2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)  
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 (RTIP) every two years; and

WHEREAS, on August 16, 2023, the California Transportation Commission adopted the 2024 State Transportation Improvement Program Fund Estimate (STIP FE); and

WHEREAS, the San Joaquin Council of Governments has prepared the 2024 RTIP that respects this STIP FE; 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 2023 Federal Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby endorse and adopt the five-year 2024 RTIP covering the fiscal years (FY) 2024/25 through FY 2028/29.

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG this 30<sup>th</sup> day of November 2023.

**AYES:**

Mayor Bellinger, Escalon; Supervisor Ding, SJ County; Mayor Lincoln, Stockton; Mayor Singh, Manteca; Vice Mayor Warmley, Stockton; Councilmember Wright, Stockton; Vice Mayor Zuber, Ripon; Vice Mayor Pro Tem Craig, Lodi; Supervisor Rickman, SJ County; Councilmember Lazard, Lathrop.

**NOES:**

**ABSENT:**

Supervisor Villapudua, SJ County; Mayor Young, Tracy.

  
\_\_\_\_\_  
DAVID BELLINGER  
Chair

**Appendices**  
**Section 18**  
**Detailed Project Programming**  
**Summary Table**

**Summary of 2024 STIP Projects**  
**San Joaquin Council of Governments**  
**2024 Regional Transportation Improvement Program**  
**Project and Funding Summary**

**Existing 2022 Regional Improvement Program (\$1,000s)**

PPNO	Title	Sponsor	TOTAL	PRIOR	2024/25	2025/26	2026/27	2027/28	2028/29	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
7952	Planning, programming and monitoring	SJCOG	859	0	286	286	287	0	0	0	0	0	0	0	859
<b>Totals</b>			<b>27,534</b>	<b>13,550</b>	<b>286</b>	<b>13,411</b>	<b>287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850</b>	<b>2,558</b>	<b>6,675</b>	<b>17,451</b>

**Proposed 2024 Regional Improvement Program (\$1,000s)**

PPNO	Title	Sponsor	TOTAL	PRIOR	2024/25	2025/26	2026/27	2027/28	2028/29	PA&ED	PS&E	R/W SUP	RW	CON SUP	CON
3162A	SR 99/120 Connector Project Phase 1A*	Caltrans/SJCOG	19,727	19,727	0	0	0	0	0	0	0	850	2,558	5,200	11,119
3162B	SR 99/120 Connector Project Phase 1B	Caltrans/SJCOG	50,396	0	0	50,396	0	0	0	0	0	0	0	2,875	47,521
7952	Planning, programming and monitoring	SJCOG	2,028	0	482	482	482	195	387	0	0	0	0	0	2,028
<b>Totals</b>			<b>72,151</b>	<b>19,727</b>	<b>482</b>	<b>50,878</b>	<b>482</b>	<b>195</b>	<b>387</b>	<b>0</b>	<b>0</b>	<b>850</b>	<b>2,558</b>	<b>8,075</b>	<b>60,668</b>

**\*NOTE:** As noted for Phase 1A in the adopted RTIP document, an additional \$6,177,000 RIP (from SJCOG's STIP Target Share) to be requested with prior-STIP programmed amount for CTC allocation in early 2024.

**Appendices  
Section 19  
Project Study Reports**

***The Project Study Report document for the  
SR 99/120 Connector Project  
is available for review online at [www.sjcog.org/RTIP](http://www.sjcog.org/RTIP)***