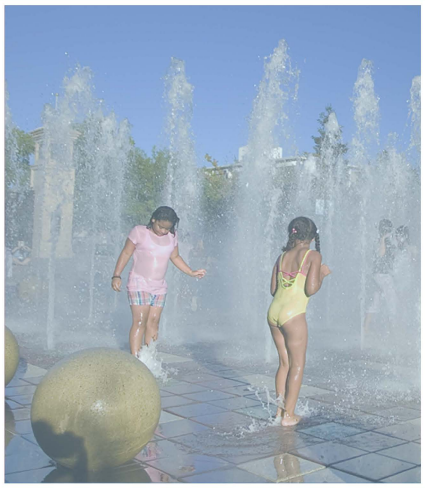
SAN JOAQUIN COUNCIL OF GOVERNMENTS

REGIONAL TRANSPORTATION PLAN

2014-2040

SUSTAINABLE COMMUNITIES STRATEGY

FOR SAN JOAQUIN COUNTY



ADOPTED JUNE 26TH, 2014

SAN JOAQUIN COUNCIL OF GOVERNMENTS

BOARD OF DIRECTORS

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EXECUTIVE SUMMARY

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

EXECUTIVE SUMMARY

The 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents a new chapter in the development of the San Joaquin region's transportation system. Referred to as "The Plan," the Plan incorporates the clear mandate from the citizens of San Joaquin County who succeeded in 2006, with 78 percent of the vote, to extend Measure K an additional 30 years. It is comprehensive in its response to new federal statutes embodied in the MAP-21 (Moving Ahead for Progress in the 21st Century) and state statutes including Senate Bill (SB) 375. The Plan continues to provide a "sustainability vision" for 2040 that recognizes the significant impact the transportation network has on the region's public health, mobility, and economic vitality. As the region's comprehensive long-range transportation planning document, the Plan serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements.

Senate Bill 375

With the passage of SB 375 in 2008, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. These targets, set by the California Air Resources Board, call for the region to reduce per capita emissions 5 percent by 2020 and 10 percent by 2035. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy must be developed which demonstrates how targets could be achieved.

As the metropolitan planning organization and the regional transportation planning agency for San Joaquin County, the San Joaquin Council of Governments (SJCOG) has developed its first RTP that incorporates an SCS. It is important to note while the RTP builds the SCS as a new element along with the traditional policy element, action element, and financial element, this is not the first plan with sustainability features. San Joaquin's RTP has always embodied policies and strategies committed toward sustainability through air quality measures, environmental preservation and conservation objectives, and growth management strategies.

What is the RTP/SCS (The Plan)?

The Plan reflects a region-specific, balanced multimodal plan that not only achieves the intent and promise of SB 375, but can be implemented through existing and planned programs or policies. In fact, the development of the Plan began from extensive work already rooted in existing plans and programs. The Plan foundation comprises recent household and job growth forecasts, market demand and economic studies, and transportation studies including SJCOG's Smart Growth Transit Oriented Development Plan, Goods Movement Study, and Regional Bike/Pedestrian/Safe Routes to School Master Plan. The achievements of the plan are summarized in Figure ES.1

Civic Engagement

This Plan embodies local visions through local input. Local experts in the fields of housing, land use, environment, and public works participated in the RTP/SCS development through a formal advisory committee or through other avenues of public feedback (e.g., workshops, online input through social media or web surveys, and public comment opportunities at SJCOG committees and board meetings).

Figure ES.1 What's in it for me?

These interests provided perspectives on economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversation/preservation which all helped to reshape existing RTP goals, policies, and objectives. A series of public workshops to get feedback from the public also guided the direction of transportation investments for the region within the context of San Joaquin's future population, employment, and housing growth.

Policies and Supportive Strategies

The Plan can be considered the San Joaquin region's "statement of priorities" for the future transportation system from 2012 through 2040. Therefore, at the highest level, the policies, supportive strategies, and performance indicators for this document are all designed to articulate: (1) what the region wants the future transportation system to look like; (2) what types of decisions will help the region attain its vision; and (3) the performance measures or indicators by which the region can assess its progress. In fact, establishing clear linkages between the broad, value-laden goals and the more specific performance indicators helps to provide a tangible path toward feasible implementation. The policies and supportive strategies are identified in Figure ES.2

Figure ES.2

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

- Strategy #1: Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
- Strategy #2: Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
- Strategy #3: Improve Air Quality by Reducing Transportation-Related Emissions

Policy: Maximize Mobility and Accessibility

- Strategy #4: Improve Regional Transportation System Efficiency
- Strategy #5: Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
- Strategy #6: Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
- Strategy #7: Provide Transportation Improvements to Facilitate Non-Motorized Travel
- 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

Policy: Preserve the Efficiency of the Existing Transportation System

- Strategy #12: Optimize Existing Transportation System Capacity through Available and/or Innovative Strategies
- Strategy #13: Support the Continued Maintenance and Preservation of the Existing Transportation System
- Strategy #14: Encourage System Efficiency with Transportation Improvements that Facilitate an Improved 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

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

Strategy #19: Provide Equitable Access to Transportation Planning

Strategy #20: Engage the Public Early, Clearly, and Continuously

Strategy #21: Use a Variety of Methods to Engage the Public, Encouraging Representation from Diverse Income and Ethnic Backgrounds

Policy: Maximize Cost-Effectiveness

Strategy #22: Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region

Strategy #23: Support Projects that Maximize Cost Effectiveness

Strategy #24: Maximize Funding of Existing Transportation Options

Policy: Improve the Quality of Life for Residents

Strategy #25: Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels

Strategy #26: Improve the Connection Between Land Use and Transportation

Strategy #27: Enhance Public Health through Active Transportation Projects

Financial Plan

The investment strategy is a balanced approach to multimodal development intended to fulfill the objectives and performance indicators which guide the Plan and move toward achievement of the long-term transportation goals for the region. The transportation investments in the Plan are based on an estimate of available funding through 2040 including reasonably expected federal, state, and local revenue sources. In total, the Plan assumes $11 billion in projected revenues to be available within the time period to 2040, from sources as illustrated in Figure ES.3

Figure ES.3: Revenue Forecast by Fund Source (years 2014-2040)

Some features of the financial plan are:

- Provides $3.52 billion to transit including bus and passenger rail. This represents a 28.1 percent increase in transit funding over the 2011 RTP.
- Reduces investment in roadway capacity expansion by $3.27 billion, a 26.3 percent decrease from the 2011 RTP which directly translates into major reductions in vehicle emissions.
- Over $7 billion of the $11 billion in RTP/SCS investments are for state highway and regional roadway maintenance and expansion.
- Provides investments in active transportation that fosters walking and biking. The total investment in active transportation infrastructure provides for over 822 miles of new Class 1, 2, and 3 bicycle lanes throughout San Joaquin County. An additional 6 percent of the funds are identified for active transportation non-infrastructure investments. These projects include education, encouragement, and enforcement programs in support of walking and bicycling as well as planning and transit integration projects.
- The revenues established for community enhancements within the Plan are based upon a target to fund 75 percent (45 miles) of the roadway frontages adjacent to the infill "opportunity areas" identified in the 2012 SJCOG Regional Smart Growth and Transit-Oriented Development Plan and a cost per mile average of current streetscape projects.
- Invests $282 million in active transportation and community enhancements, a 78 percent increase from the 2011 RTP.

Plan Performance

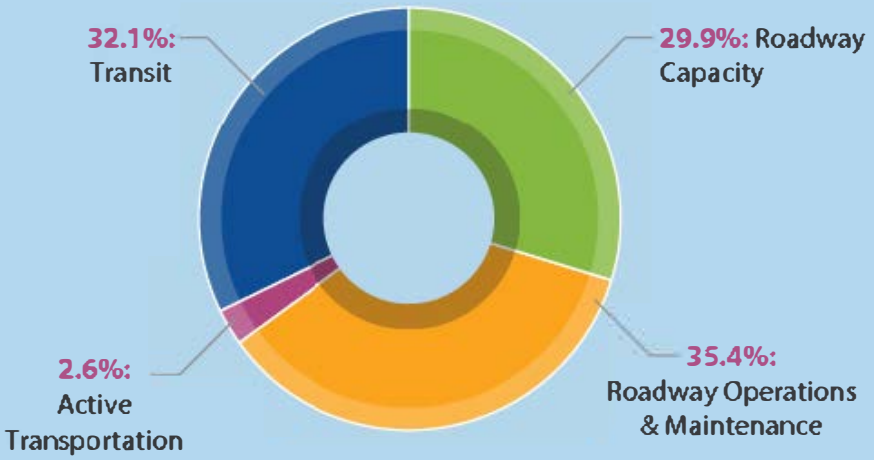
Some key performance results of the Plan are summarized in Figures ES.4 and ES.5.

Figure ES.4

San Joaquin County ValleyVisions
People Choices Community

Sustainable Communities Strategy

Transportation Investments by Mode
(years 2014-2040)



Reduced Greenhouse Gases

-24.4% by **2020** & **-23.7%** by **2035**

from 2005 baseline

Enhancing the Environment

- **10,707 fewer** acres of Prime Farmland Developed
- Average residential household energy use decreases **45%**
- **193 gallons** of water per household saved every day

Preserving Efficiency of Transportation System

- **24%** of all Households and **39%** of all Jobs will be in a High Quality Transit Area by 2040
- Carpool lanes on I-5 and I-205
- Crosstown Freeway extension to Port of Stockton

Maximizing Mobility & Accessibility

- Expansion of Bus Rapid Transit
- Increased bus service frequency
- Altamont Corridor Express service to Ripon and Modesto
- New ACE Lathrop and Tracy alignment
- Decrease in congested travel time

Supporting Economic Vitality

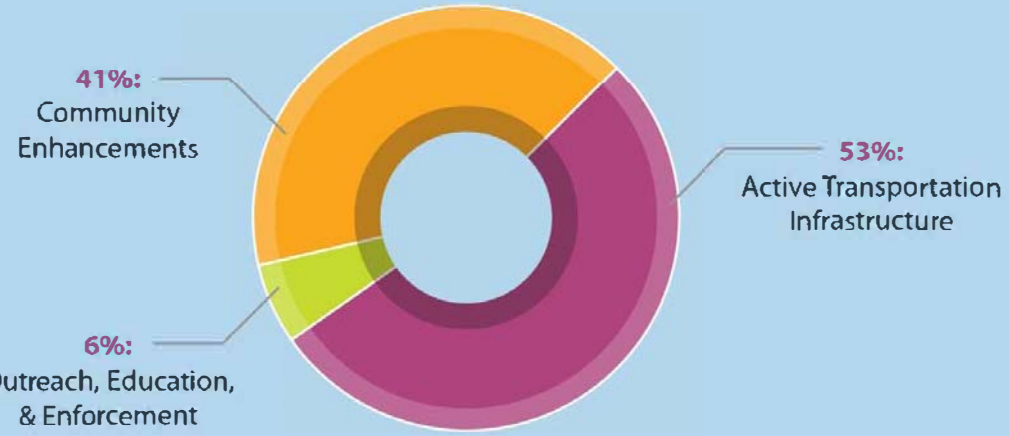
- Average of **4,833** full time equivalent **jobs created** by RTP projects annually
- Infrastructure improvements streamline goods movement

Figure ES.5

San Joaquin County ValleyVisions
People Choices Community

Sustainable Communities Strategy

Active Transportation Investments
(years 2014-2040)



45,000 fewer solo auto trips daily

858 more bike and walk trips daily

Increasing Safety & Security

- **$190 Million** for railroad grade separations
- Modified interchange ramps
- Improved shoulders
- Electronic message boards, CCTV, synchronized traffic signals

Expanding Active Transportation

- Near term and long term bicycle, pedestrian, and Safe Routes to School capital projects
- **78% more** invested in Active Transportation over 2011 RTP
- **822 miles** of new Class I, II, and III bike lanes

Improving Public Health & Building Communities

Housing density increases from **4.4** to **9** units per acre

Transit Oriented Development and Smart Growth community enhancements:

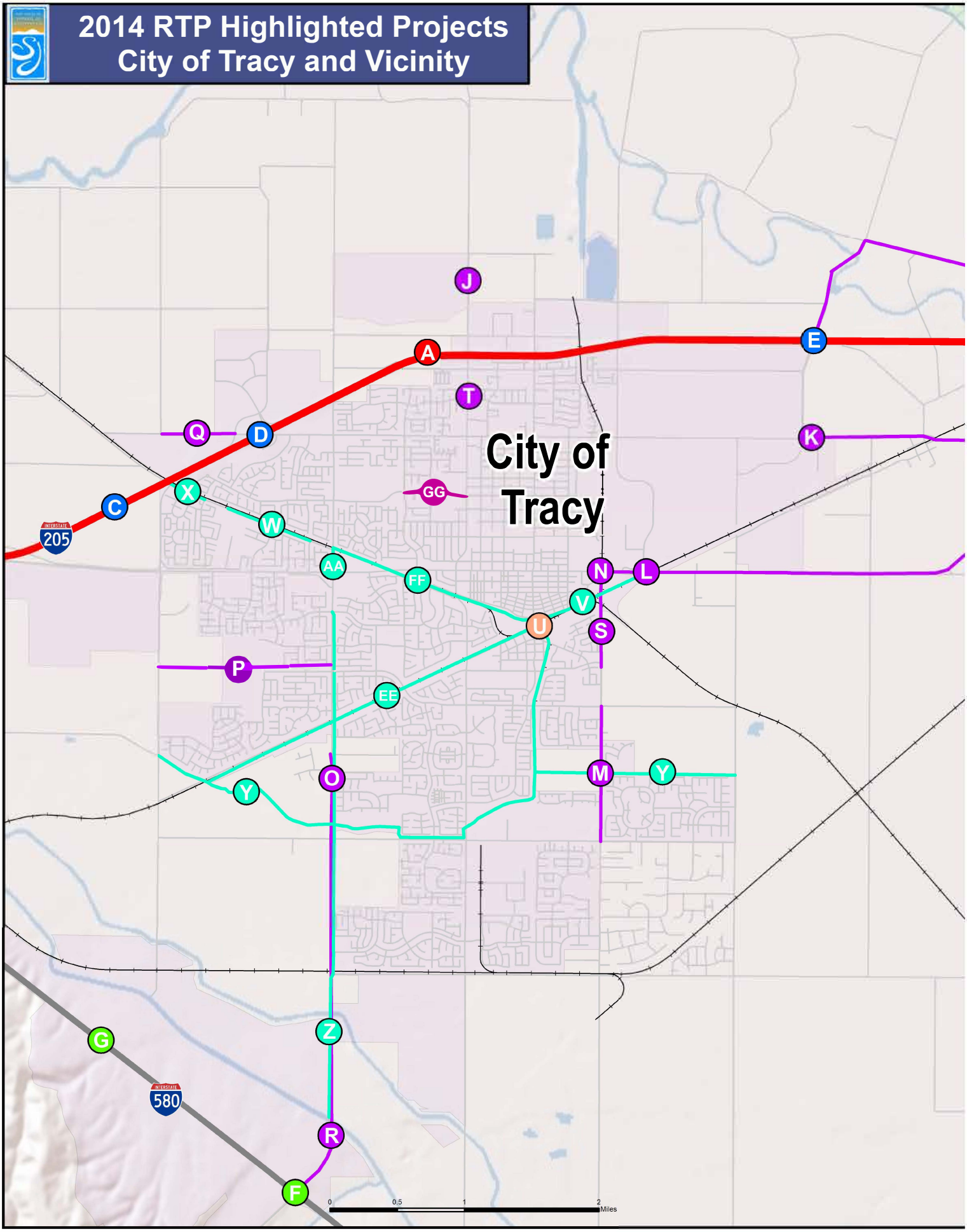
- Improved Sidewalks
- Pedestrian Street Lighting
- Traffic Calming
- Landscaping

Ensuring Social Equity

- **6.5% higher** transit accessibility for communities of concern for routes with at least 2 buses per hour
- **0.26% decrease** in income spent on Transportation
- Increased variety of housing choices

Highlighted Projects

The following maps highlight a selection of projects contained in the Plan. These include projects in Tracy, Lathrop, Manteca, Ripon, Escalon, Stockton, Lodi, and the unincorporated San Joaquin County. Further information on each project may be found in the Project List contained in Appendix F of the Technical Appendices.


2014 RTP Highlighted Projects
City of Tracy and Vicinity
City of Tracy
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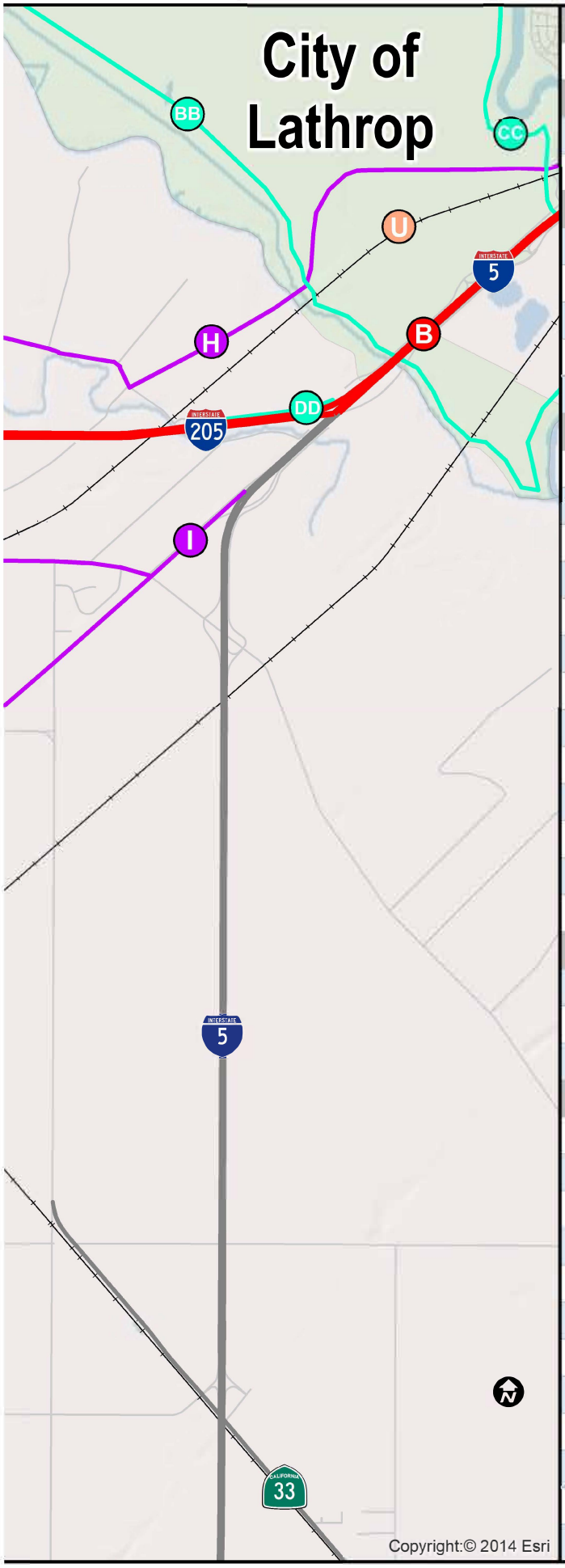
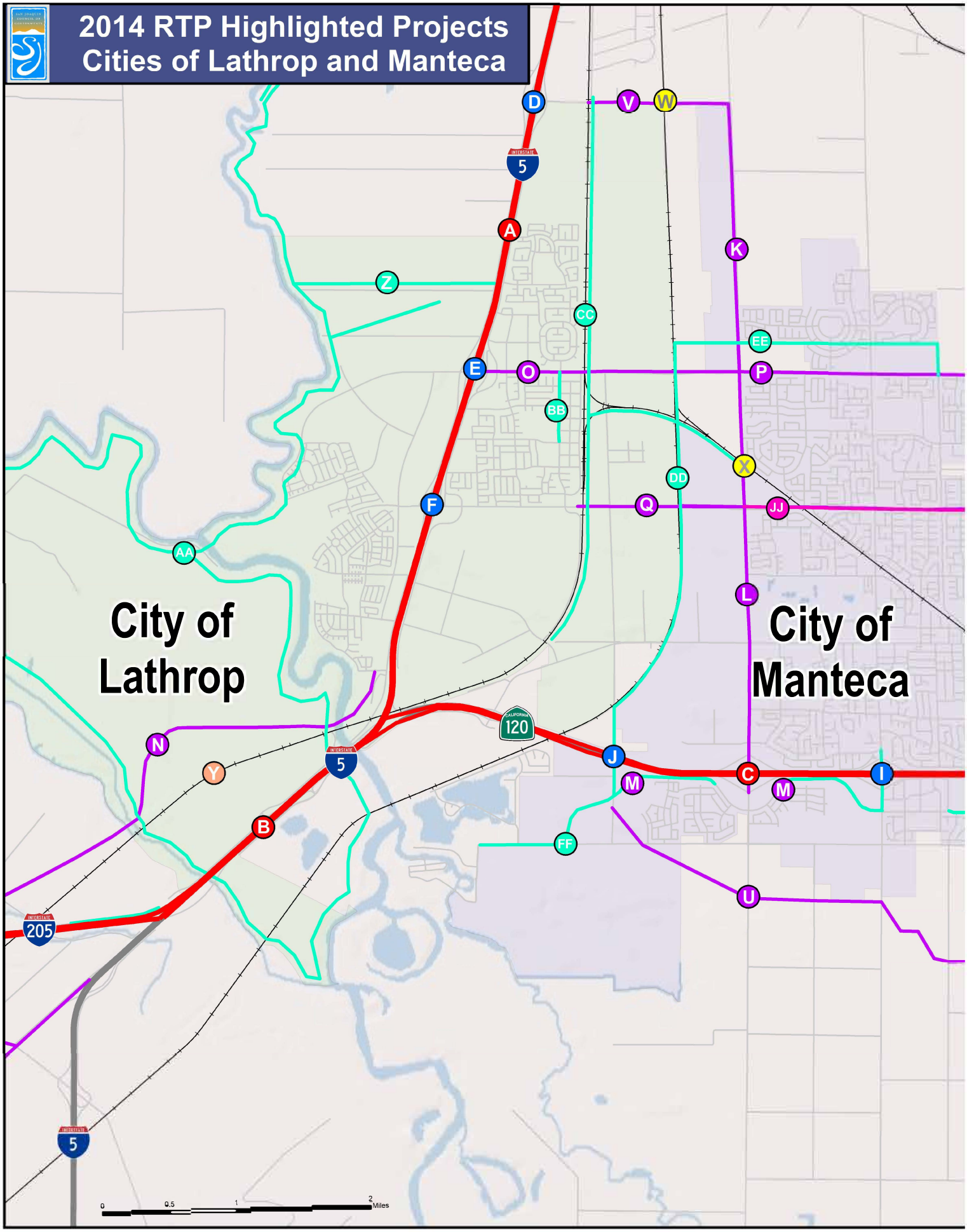


Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	I-580 to I-5
B	I-5 HOV	Widen from 9 to 12 lanes (inside/outside)	I-205 to SR 120
Interchanges			
C	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh	Construct Interchange I-205 at Eleventh street realign and widen
D	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road
E	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman
F	I-580 at Corral Hollow Road	Modify existing interchange - ENVIRONMENTAL ONLY	I-580 at Coral Hollow Road
G	I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road
Regional Roadways			
H	Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise	Along Northwest side of I-5 from Stewart Road to Paradise Road
I	Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5
J	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road
K	Grantline Road	Widen from 2 to 4 lanes	Tracy City Limits to 11th Street
L	Eleventh Street Bridge	Replacement of existing Tracy East Overhead Bridge at UPRR	East Eleventh Street Bridge at UPRR
M	MacArthur Drive	Widen 2 to 4 lanes (Valpico Road to Schulte Road)	MacArthur Drive from Valpico Road to Schulte Road;
N	Eleventh Street Improvements and MacArthur Dr. Intersection	Installation of traffic signal and/or roundabout improvements at	Eleventh Street Improvements and MacArthur Dr. Intersection
O	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road
P	Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road
Q	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road
R	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580
S	MacArthur Drive	Extend 4 lane roadway (Mt. Diablo Road to Eleventh Street)	Mt. Diablo Road to Eleventh Street
T	Tracy Blvd.	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street
Transit			
	Enhanced TRACER Operations		
	TRACER Vehicle Storage and Maintenace Facility		(Project site to be determined)
U	ACE through Lathrop River Islands and Downtown Tracy		
Active Transportation			
V	6th Street Path	Construct Class I Bike Path	Central Avenue to N. MacArthur Drive
W	Byron Road Path	Construct Class I Bike Path	UPRR Trail to UPRR Trail
X	Byron Road Trail	Construct Class I Bike Path	S. Lammers Road to Lankershire Road
Y	Canal Trail	Construct Class I Bike Path	S. Lammers Road to Chrisnan Road
Z	Corral Hollow Path	Construct Class I Bike Path	Cypress Drive to California Aqueduct
AA	Corral Hollow Path	Construct Class I Bike Path	UPRR Trail to W. 11th Street
BB	Paradise Cut Trail	Construct Class I Bike Path	Old River to San Joaquin River
CC	San Joaquin River Greenbelt	Construct Class I Bike Path	Thomas Paine Slough to Paradise Cut
DD	Toleri/Manthey Multi-Use Connector	Construct Class I Bike Path	Toleri Rd to Manthey Rd
EE	UPRR Rail Trail	Construct Class I Bike Path	Central Avenue to Canal Path
FF	UPRR Trail	Construct Class I Bike Path	Corral Hollow Road to Holly Drive
GG	Lowel Ave	Sidewalk Improvements	Lincoln Blvd to Tracy Blvd


2014 RTP Highlighted Projects
Cities of Lathrop and Manteca
City of Lathrop
City of Manteca
INTERSTATE 5
CALIFORNIA 120
INTERSTATE 205
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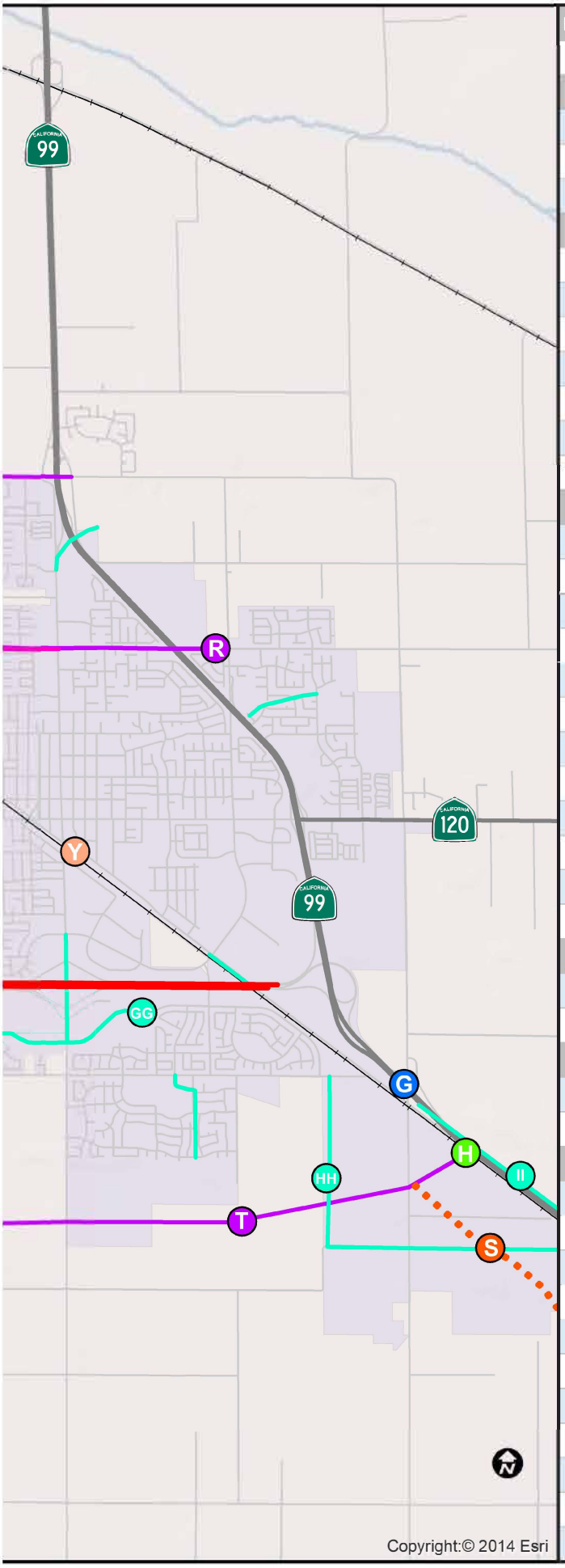
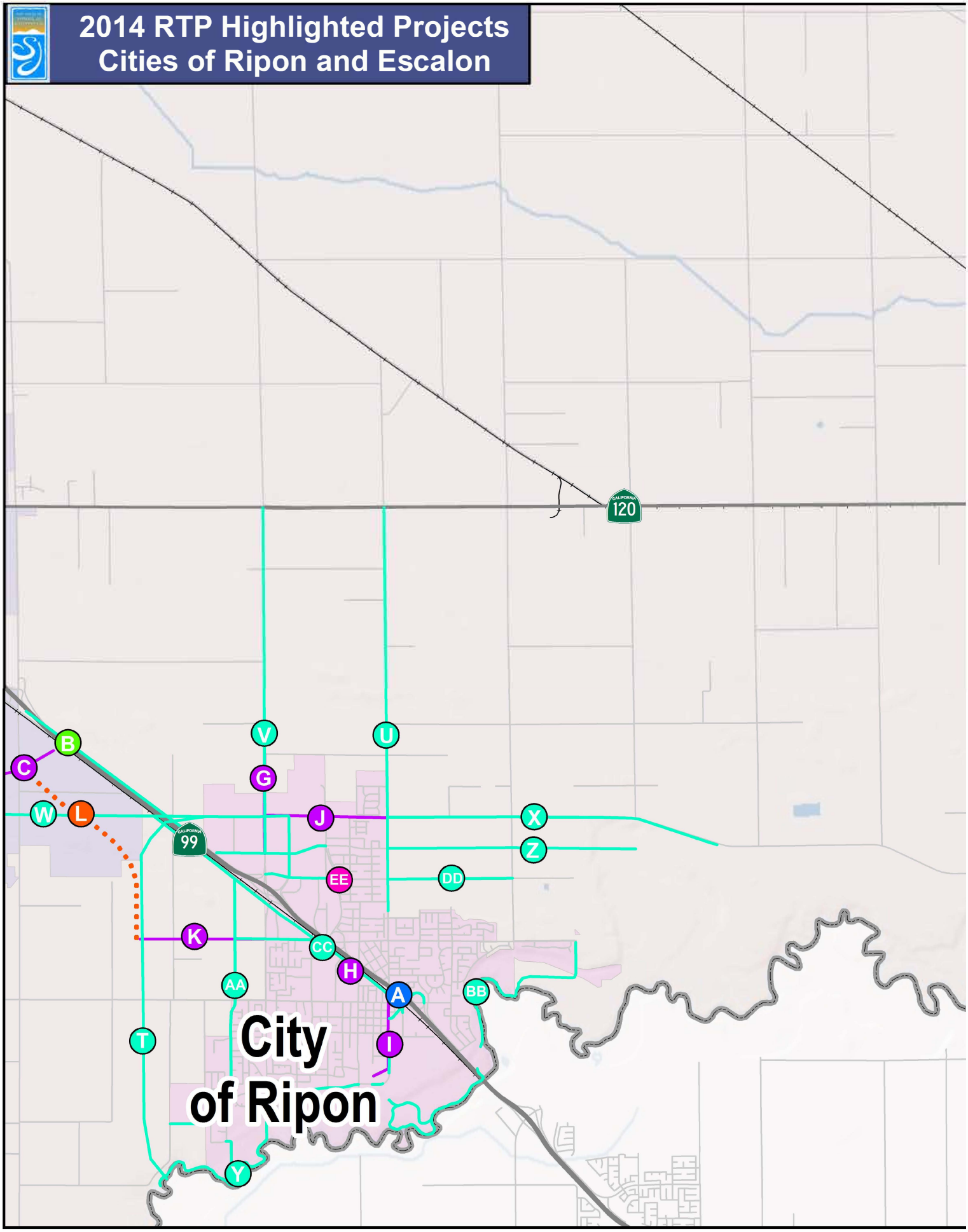


Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-5 HOV	Widen from 6 to 8 lanes (inside/outside)	French Camp Road to SR 120
B	I-5 HOV	Widen 9 to 12 through lanes	SR 120 to I-205
C	SR 120 widening	Widen 4 to 6 lanes (inside)	I-5 to SR 99
Interchanges			
D	I-5 at Roth Road	Reconstruct interchange	I-5 at Roth Road
E	I-5 at Lathrop Road	Reconstruct interchange	I-5 at Lathrop Road
F	I-5 at Louise Avenue	Reconstruct interchange	I-5 at Louise Avenue
G	SR 99 at Austin Road	Modify existing interchange	SR 99 at Union Road
H	SR 99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR 99 at Raymus Expressway
I	SR 120 at Union Road	Reconstruct interchange	SR 120 at Union Road
J	SR 120 at McKinley Avnue	Construct new interchange	SR 120 at McKinley Avenue
Regional Roadways			
K	Airport Way	Widen from 2 to 4 lanes	SR-120 to Roth Road
L	Airport Way	Widen from 4 to 6 lanes (2036)	SR-120 to Lathrop Road
M	Atheron Drive	Construct new 4 lane roadway and Class I Bike Path	From Airport Way east to Union Road and west to McKinley Ave
N	Golden Valley Parkway	Construct new road along I-5, 4 lanes from Brookhurst Blvd to Paradise Road	Along Northwest side of I-5 from Brookhurst Blvd to Paradise Road
O	Lathrop Road	Widen from 2 to 4 lanes	I-5 to east of UPRR
P	Lathrop Road	Widen from 2 to 4 lanes	From east of UPRR to SR-99
Q	Louise Avenue	Widen 2 lane to 4 lane	Lathrop SPRR to east side UPRR
R	Louise Avenue	Widen from 2 to 4 lanes	Manteca SPRR to east of SR-99
S	Olive Expressway	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway
T	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99
U	Raymus Expressway	Construct new 2 lane expressway	SR-120 to Main Street
V	Roth Road	Widen from 2 to 4 lanes with shoulders)	UPRR to Airport Way
Railroad Grade Separations			
W	Roth Road Grade Separation (Easterly)	Construct 4 lane grade separation between Roth Road and Railroad	East of the Army Depot and west of the UPRR Intermodal Terminal
X	Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Lathrop Road
Transit			
	Enhanced Manteca Transit Operations		
Y	ACE through Downtown Manteca and Lathrop River Islands		
Active Transportation			
Z	De Lima Trail	Construct Class I Bike Path	Manthey Rd to San Joaquin River
AA	San Joaquin River Greenbelt	Construct Class I Bike Path	Paradise Cut Trail to Thomas Paine Slough
BB	5th Street	Construct Class I Bike Path	Lathrop Road to Thomsen Road
CC	7th Street Trail	Construct Class I Bike Path	Roth Road to D'Arcy Parkway
DD	Union Pacific RR Right of Way	Construct Class I Bike Path	Lathrop Road to McKinley Avenue
EE	Tidewater Bikeway (Lathrop Loop)	Construct Class I Bike Path	Lathrop Rd to Tidewater Bike Path
FF	Atherton Drive West Extension	Construct Class I Bike Path	Woodward Ave to Airport Way
GG	Atherton Drive	Construct Class I Bike Path	Tinnin Road to east of S. Main Street
HH	Manteca-Ripon Connector (Manteca)	Construct Class I Bike Path	Woodward Road to planned River Road Bikeway
II	Frontage Road Rail Trail	Construct Class I Bike Path	Austin Road to Ripon City Limits
JJ	Louise Avenue Enhancements	Raised landscape median, enhanced ped/bike crossing, Class 2 bike lanes	Airport Way to Main Street


2014 RTP Highlighted Projects
Cities of Ripon and Escalon
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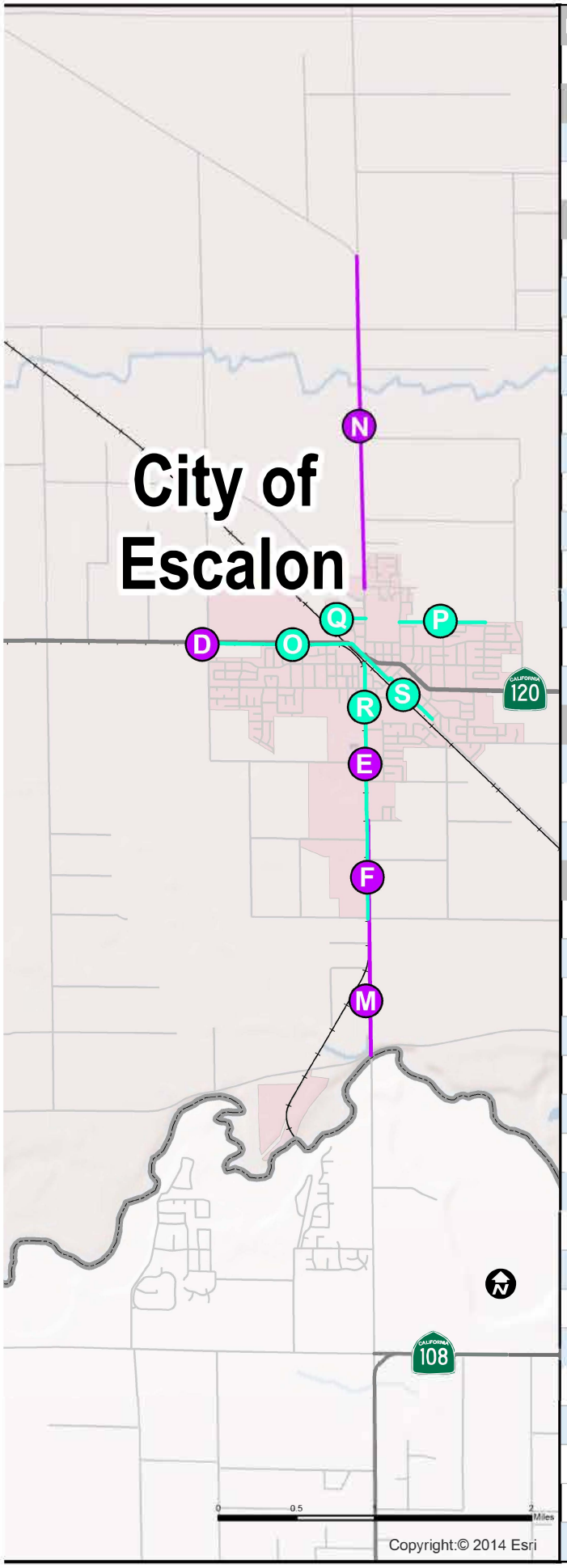
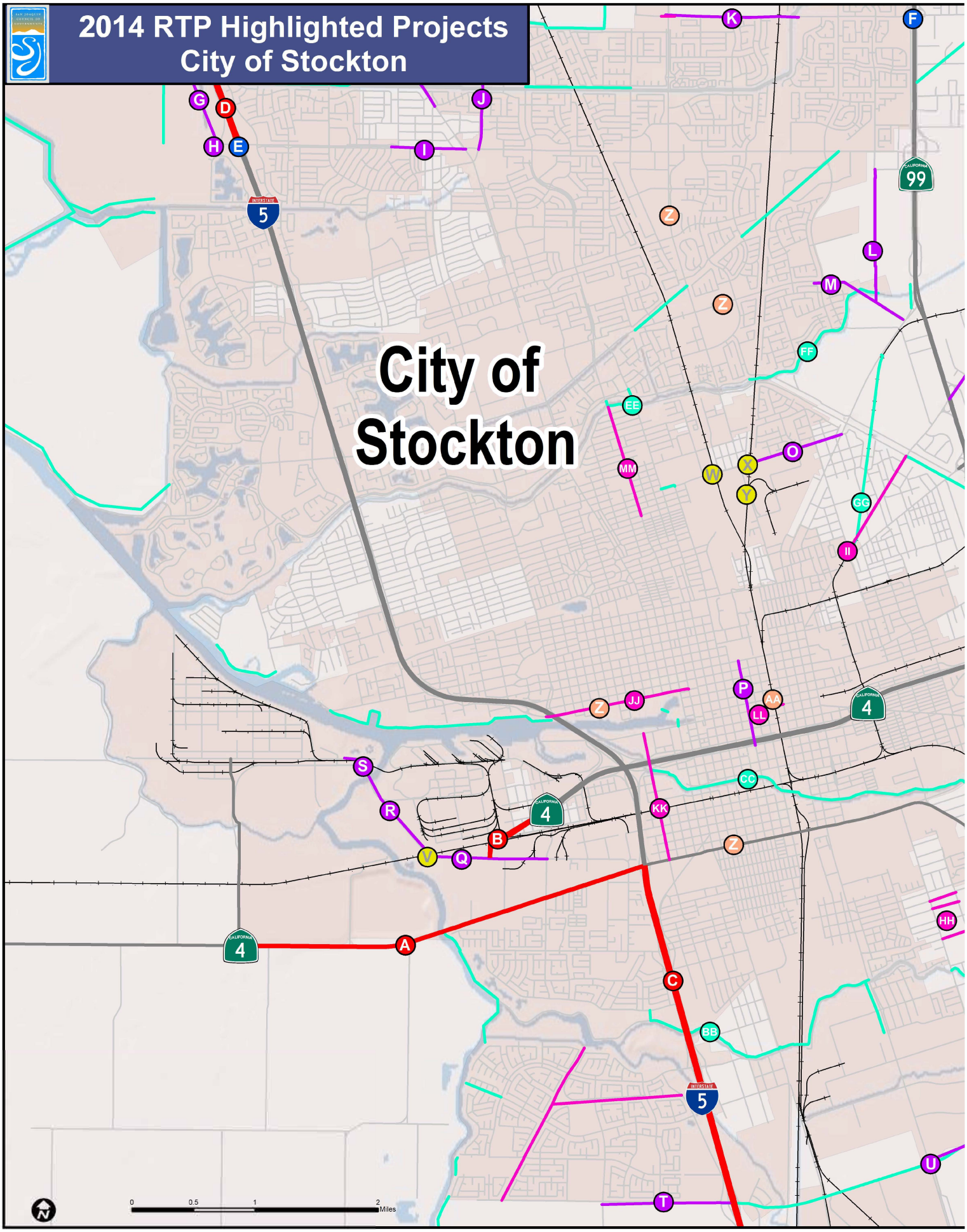


Map Key	Project Name	Description	Project Limits
	Interchanges		
A	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of	SR-99 at Main Street/UPRR Interchange (Ripon)
B	SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Raymus Expressway
	Regional Roadways		
C	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99
D	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue
E	Ullrey Avenue/McHenry Avenue Intersection	Reconstruct intersection, including addition of turn pockets, improvement	Intersection of Ullrey Avenue and McHenry Avenue including UPRR
F	McHenry Avenue	Reconstruct to include center turn lane, bike lane, graded shoulders.	Narcissus to Jones Road
G	Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue
H	Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue
I	Stockton Avenue	Rehabilitate and widen roadway from 2 to 4 lanes	Second Street to Doak Boulevard
J	River Road, Phase 1	Widen from 2 to 4 lanes	North Ripon Road to Jack Tone Road
K	Canal Boulevard Extension	Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway
L	Olive Expressway	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway
M	McHenry Avenue Improvements & Bridge Replacement	Widening McHenry Avenue to install a two-way left turn lane and replacing	Stanislaus River Bridge to Jones Avenue
N	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road
	Transit		
	Enhanced eTrans Operations		
	Enhanced Ripon Blossom Operations		
	Caltrans Intercity Rail	Construct double main track, turnouts, realign existing trackage.	San Joaquin County between Escalon and Stockton
	Active Transportation		
O	Yosemite Ave	Construct Class I Bike Path	Brennan Rd to 1st St
P	Multi-Use Trail N of Mission St.	Construct Class I Bike Path	Stanislaus St to Justin Dr.
Q	Multi-Use Path N of La Mesa St.	Construct Class I Bike Path	Escalon Ave to W City Limits
R	McHenry Ave.	Construct Class I Bike Path	Jones Rd-S City Limits to California St
S	Main St.	Construct Class I Bike Path	1st St to 5th St
T	River Road Extension	Construct Class I Bike Path	Hoff Drive to Stanislaus River
U	N. Ripon Road Path	Construct Class I Bike Path	Yosemite Avenue to E. Boesch Drive
V	Jack Tone Road	Construct Class I Bike Path	Yosemite Ave to Santos Avenue
W	Manteca-Ripon Connector(Ripon)	Construct Class I Bike Path	River Road to Kamps Way
X	E. River Road	Construct Class I Bike Path	N. Ripon Road to 0.7M East of Wagner Road
Y	West Stanislaus River Trail	Construct Class I Bike Path	Jacktone Driving Range to Austin Road
Z	E. Santos Avenue	Construct Class I Bike Path	N. Ripon Road to Wagner Road
AA	Highland Avenue	Construct Class I Bike Path	Highway 99 to Doak Boulevard
BB	East Stanislaus River Trail	Construct Class I Bike Path	Laurelwood Lane to Proposed Spring Creek Path
CC	Highway 99 Parallel Path	Construct Class I Bike Path	Kamps Road to Main Street
DD	N. Ripon Road	Construct Class I Bike Path	N. Ripon Road to S. Murphy Rd
EE	Fulton Avenue	Crosswalks, LED in-pavement crosswalk lights, signage, bulb-outs	Various roads


2014 RTP Highlighted Projects
City of Stockton
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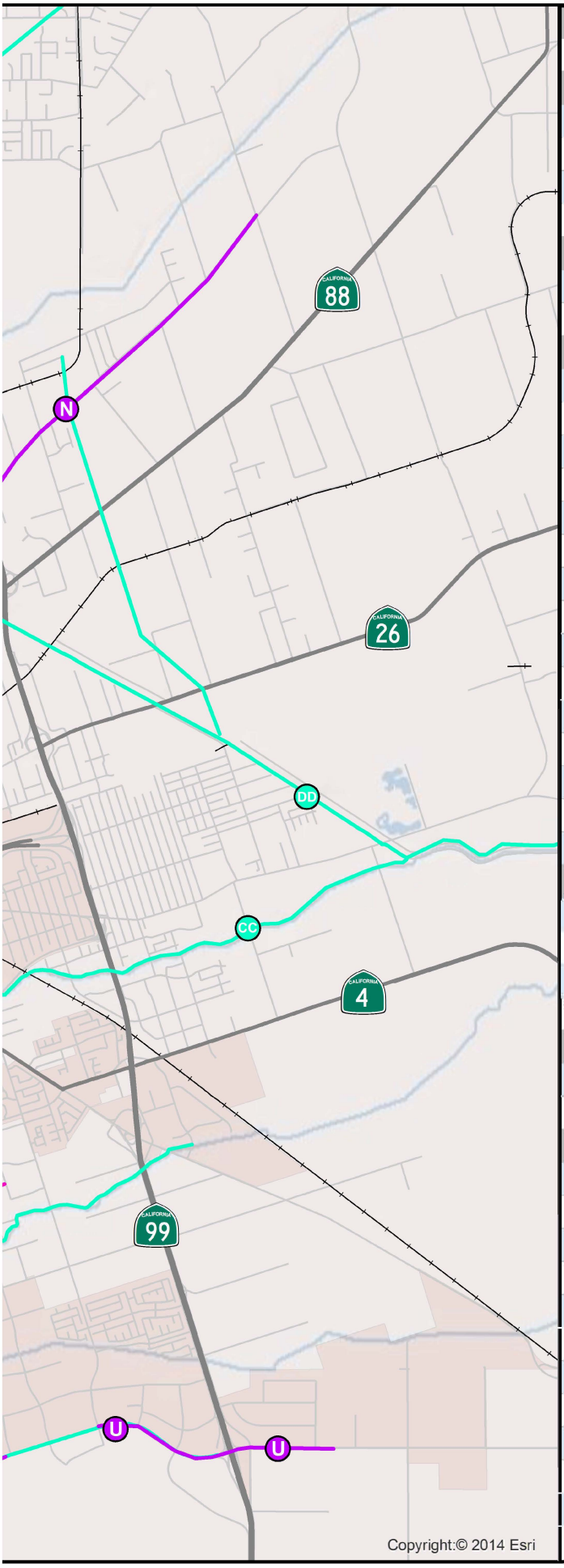
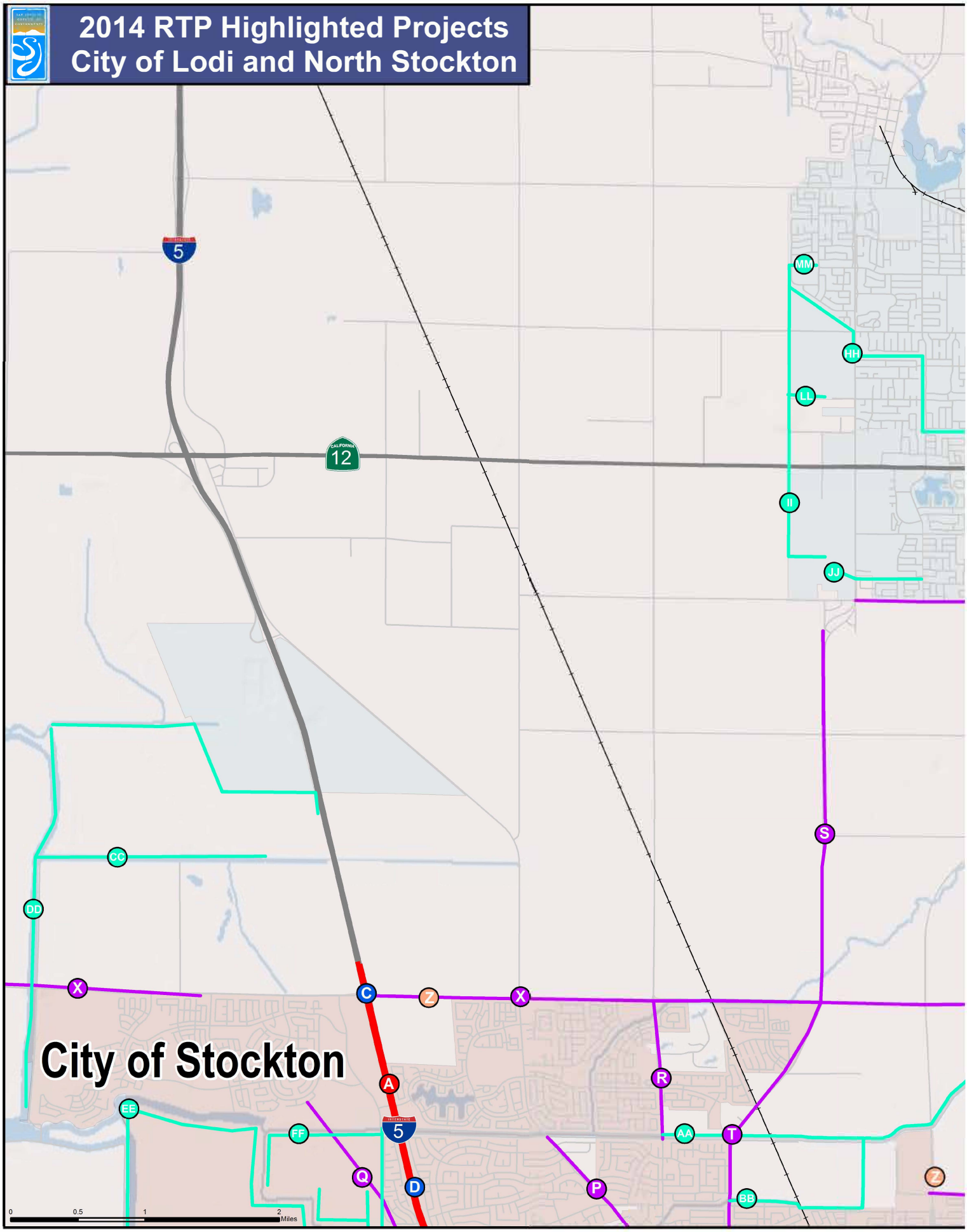


Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	SR 4	Improve intersections and operations	Daggett Road to I-5
B	SR 4 Extension	New alignment from Fresno Avenue to Navy Drive	Fresno Avenue to Navy Drive
C	I-5 HOV	Widen from 6 to 8 lanes (inside)	French Camp Road to Charter Way
D	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxilary lanes	Hammer Lane to north of 8 Mile Rd
Interchanges			
E	I-5 at Hammer Lane	Modify existing interchange	I-5 at Hammer Lane
F	SR 99 at Morada Lane	Reconstruct interchange	SR 99 at Morada Lane
Regional Roadways			
G	Trinity Parkway Extension	Construction of new 4 lane road	Bear Creek to Hammer Lane
H	Hammer Lane Extension	New Street	Mariners Drive to Trinity Parkway
I	Hammer Lane (Phase III)	Widen from 2 to 4 lanes	Alexandia Place to Thornton Rd including Pershing Ave intersection
J	Lower Sacramento Rdoad	Widen from 4 to 6 lanes	Morada Lane to Hammer Lane
K	Morada Lane	Widen from 3 to 6 lanes	West Lane to UPRR
L	Maranatha Drive	Construction of new 4 lane road	Wilson Way to Hammer Lane
M	March Lane Extension	Construction of new 8 lane road	Holman Road to SR 99
N	Cherokee Road	Widen from 2 to 3 lanes with shoulders	SR 99 to Ashley Road
O	Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. New curb, gutter sidewalks	UPRR (SPRR) to Wilson Way
P	Stanislaus Street	Widen from 2 to 4 lanes	Crosstown Freeway to Park Street
Q	Navy Drive	Widen from 2 to 4 lanes	BNSF RR to SR 4
R	Navy Drive	Widen from 2 to 4 lanes, improved signalization	Just east of BNSF RR to just north of Washington Street
S	Rough and Ready Island Bridge (Navy Dr Bridge)	Replace existing bridge (2 to 4 lanes)	Bridge at Navy Drive
T	French Camp Road	Widen from 2 to 6 lanes	Wolfe Road to Manthey Road
U	Arch-Airport Road	Widen from 4 to 6 lanes	Various segments
Railroad Grade Separations			
V	Navy Drive/BNSF Underpass	Replace existing underpass with a new underpass with four lane roadway.	Navy Drive at BNSF
W	Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements at railway	Alpine Avenue/UPRR (west)
X	Alpine Ave/UPRR (East)	Grade Separation	Alpine Avenue/UPRR (east)
Y	West Lane at UPRR	Construct a 6 lane overpass.	On West Lane between Alpine Ave & El Pinal Drive/Klinger Road
Transit			
Z	BRT on Arch-Sperry, MLK Jr. Blvd, Fremont St, March Lane, West Lane		
AA	Increased ACE Service		
Active Transportation			
BB	Walker Slough Path	Construct Class I Bike Path	Houston Avenue to O'Dell Avenue
CC	Mormon Slough Trail	Construct Class I Bike Path	S. Lincoln Street to S. Jack Tone Road
DD	Stockton Diverting Canal Path	Construct Class I Bike Path	Cherokee Road to Mormon Slough
EE	Calaveras South Levee Path	Construct Class I Bike Path	N. El Dorado Street to N. Sutter Street
FF	Calaveras River Path	Construct Class I Bike Path	N. Wilson Way to N. Ijams Road
GG	Railroad Bike Path	Construct Class I Bike Path	N. Wilson Way to Cherokee Road
HH	South Stockton Sidewalks Phase 2	Install drainage curb, gutter and sidewalks, modify for ADA	9th St, 10th St, and 13th St between B St and D St
II	Cherokee Road Sidewalk Improvements	Install Curb, gutter, and Sidewalks	Sanguinetti Lane to Diverting Canal
JJ	Fremont Street	ADA Accessibility Improvements	Pershing Avenue to El Dorado Street
KK	S. Lincoln Street	ADA Accessibility Improvements	Weber Avenue to Martin Luther King Blvd
LL	Weber Avenue	Beautification	Stanislaus Street to Union Street
MM	El Dorado Street Phase 2 (Street Beautification)	Street Beautification	Calaveras River to Mariposa Ave.


2014 RTP Highlighted Projects
City of Lodi and North Stockton
5
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City of Stockton
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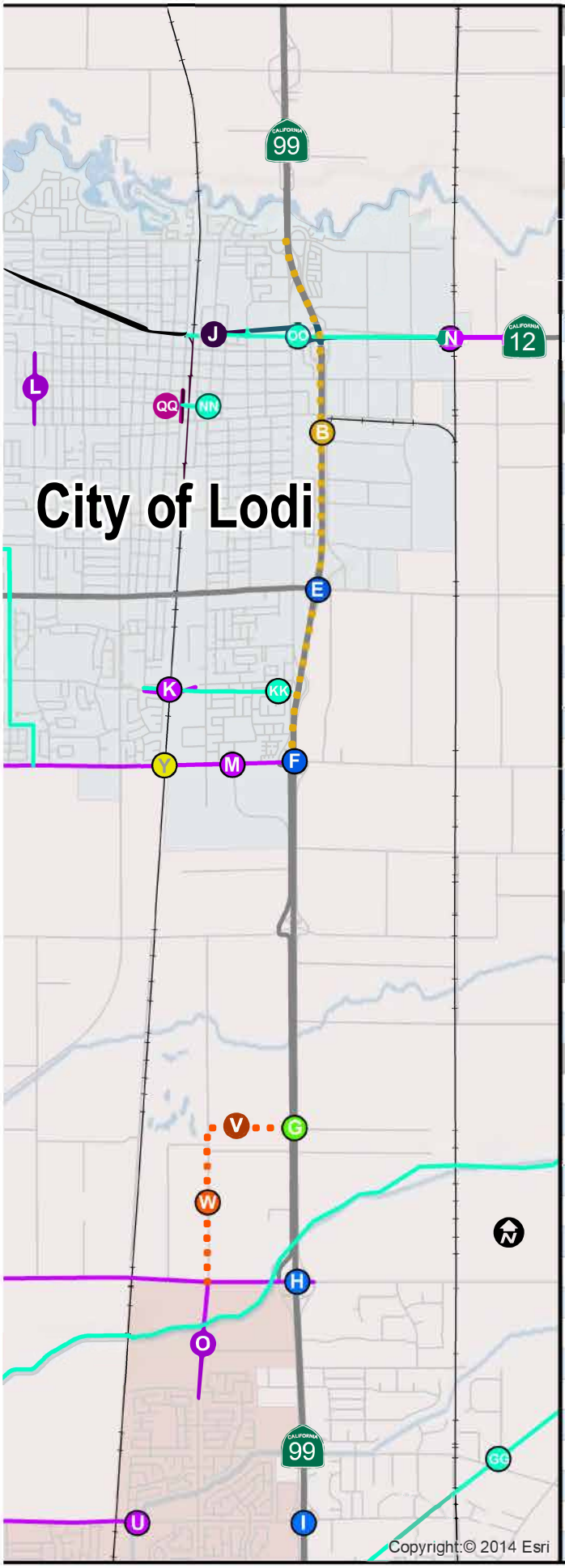


Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxilary lanes	Hammer Lane to North of 8 Mile Rd
B	SR 99 widening	Widen 4-6 lanes (inside) - ENVIRONMENTAL ONLY	Harney Lane to Turner Road
Interchanges			
C	I-5 at Eight Mile Road	Modify existing interchange	I-5 at Eight Mile Road
D	I-5 at Otto Drive	Construction of new interchange and auxilliary lanes	I-5 at Otto Drive
E	SR 99 at SR 12 W (Kettleman Ln)	Reconstruct interchange	SR 99 at SR 12 W (Kettleman Lane)
F	SR 99 at Harney Lane	Reconstruct interchange	SR 99 at Harney Lane
G	SR 99 at Gateway Boulevard	Construction of new interchange - ENVIRONMENTAL ONLY	SR 99 at Gateway Boulevard
H	SR 99 at Eight Mile Road	Reconstruct interchange	SR 99 at Morada Lane
I	SR 99 at Morada Lane	Reconstruct interchange	SR 99 at Morada Lane
Regional Roadways			
J	Lockeford Street	Widen 2 to 4 lanes	Stockton Street to Cherokee Lane
K	Century Boulevard Gap Closure	Construct new 2-lane roadway and at-grade crossing of UPRR	Church Street and Stockton Street
L	Ham Lane	Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street
M	Harney Lane	Widen from 2/3 lane collector to 4 lane divided arterial	SR 99 to Lower Sacramento Road (2.6 Miles)
N	Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at	Between SR 99 to Central California Traction railroad tracks.
O	Holman Road	Construction of new 6 lane road	Gary Galli Dr to Eight Mile Rd
P	Thornton Road	Widen from 2 to 6 lanes with center turn lane	Pershing Avenue to Bear Creek Bridge
Q	Trinity Parkway Extension	Construction of new 4 lane road	Bear Creek to Hammer Lane
R	Davis Road	Widen from 3 to 4 lanes	Eight Mile to Bear Creek
S	Lower Sacramento Road	Widen from 2 to 4 lanes and add shoulder	Pixley Slough Bridge to Harney Curve
T	Lower Sacramento Road	Widen to 6 lanes	Hammer Lane to Pixley Slough
U	Morada Lane	Widen from 3 to 6 lanes	West Lane to UPRR
V	Gateway Boulevard	Construct new 4 lane roadway - ENVIRONMENTAL ONLY	South of Live Oak Blvd, SR 99 to Micke Grove Road
W	Micke Grove Road	Widen from 2 to 4 lanes - ENVIRONMENTAL ONLY	Eight Mile Road to new Gateway Blvd
X	Eight Mile Rd	Widen various segments to 4 or 6 lanes	Various segments of Eight Mile Road
Railroad Grade Separations			
Y	Harney Lane at UPRR	4-lane railroad grade separation	Harney Lane at UPRR
Transit			
	BRT Routes on West Lane & Eight Mile Road		
	Enhanced Lodi Grapevine Operations		
Active Transportation			
AA	Bear Creek Path	Construct Class I Bike Path	Davis Road to Live Oak Road
BB	South Bear Creek Path	Construct Class I Bike Path	Santa Maria Way to Bear Creek
CC	Telephone Cut Path	Construct Class I Bike Path	Bishop Cut to Rio Blanco Area
DD	Bishop Cut Path	Construct Class I Bike Path	Atherton Road to Interstate 5
EE	W. Rindge Road Path	Construct Class I Bike Path	Bear Creek to Fourteen Mile Slough
FF	Atlas Tract Path	Construct Class I Bike Path	Deep Water Lane to Otto Drive Extension
GG	NE/SW Bike Path	Construct Class I Bike Path	Highway 99 to Live Oak Road
HH	West Lodi Canal Path	Construct Class I Bike Path	Peterson Park to Harney Lane
II	Lodi Loop Trail	Construct Class I Bike Path	Applewood Dr to future Unnamed Street (N)
JJ	Lodi Loop Trail	Construct Class I Bike Path	Future Unnamed Street (S) to Mills Ave
KK	Century Blvd	Construct Class I Bike Path	Church Street to Cherokee Ln
LL	Vine Street Trail	Construct Class I Bike Path	Lower Sacramento Road to W City Limits
MM	Westgate Park Trail	Construct Class I Bike Path	Evergreen Dr to Applewood Dr.
NN	Walnut Street Crossing	Construct Class I Bike Path	S. Sacramento St to S. Main Street
OO	Victor Road	Construct Class I Bike Path	Sacramento Street to Central California Traction railroad
PP	Sacramento Street Enhancements	Install decorative sidewalk, lighting, and pedestrian amenities.	Between Lodi Avenue and Oak Street.

CHAPTER 1
INTRODUCTION

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

CHAPTER 1
INTRODUCTION

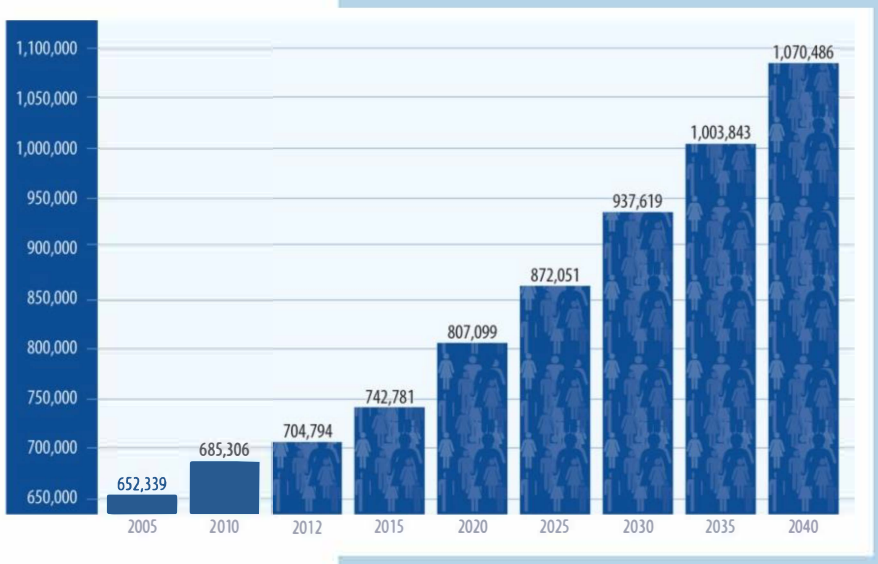
CREATING A SUSTAINABLE COMMUNITIES STRATEGY FOR THE SAN JOAQUIN REGION

This chapter describes the geographic and regulatory setting of the San Joaquin region. It provides projections on population, housing, and employment. It describes the region in terms of its transportation system and economic assets, including the movement of goods by roadways, water, air, and rail. It also gives a short overview of how the Regional Transportation Plan/Sustainability Communities Strategy (referred to as the Plan) achieves sustainability goals through regional collaborations on regional solutions.

San Joaquin County remains one of the fastest-growing regions in California (Figure 1.4). The County's geographical advantages and quality of life contribute to the growth. San Joaquin County ranks within the top nine of the fastest-growing regions within the state's 58 counties. As compared to the nation's growth rate of 0.9 percent, San Joaquin County's population will grow approximately 1.5 percent annually.

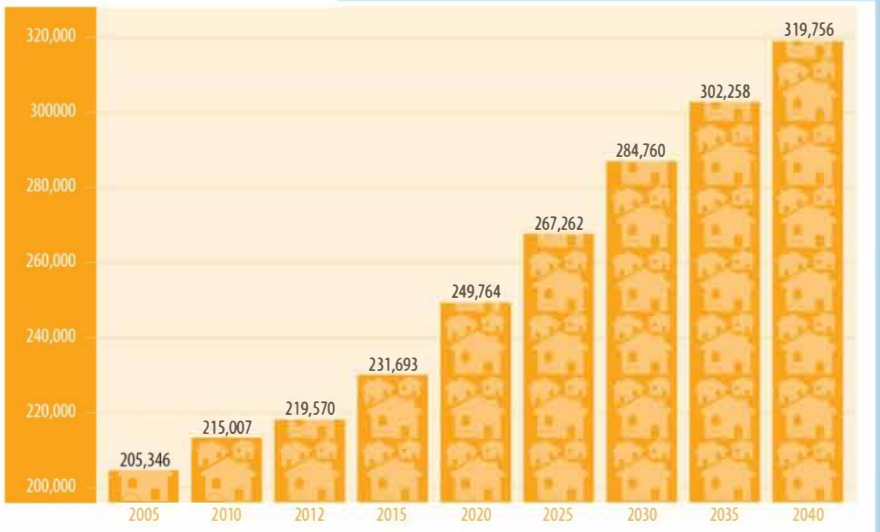
Figure 1.4 Projections

Population Projections



Employment Projections

Household Projections



San Joaquin County encompasses approximately 921,600 acres and is the home of 702,600 residents. In addition to the unincorporated area, the region's incorporated cities are Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. The county seat is the City of Stockton with a current population of 297,984.

Economically, San Joaquin County continues to grow in many segments of its economy. Downtown revitalization efforts in Stockton, Big League Dreams in Manteca, and the Lodi area's success in producing world-class wines are shaping San Joaquin County into a destination for tourism and entertainment.

The region also continues to be an attractive location for new warehousing and distribution centers that serve Northern California, the Bay Area, and the West Coast. A centralized and diverse network of highway, rail, air and seaport facilities support the continued development of San Joaquin County into a major goods movement region.

There are approximately 207,000 jobs in San Joaquin County. Job creation will continue at a steady pace where San Joaquin County will be supporting nearly 300,000 jobs by the year 2040. With over $2 billion in gross value of production in 2011, agriculture continues to be one of the largest-producing industries in San Joaquin County. Additional examples of economic growth include the City of Stockton's downtown revitalization efforts and the emergence of anchor retailer stores such as Bass Pro Shop in Manteca and Costco in Lodi. The new Amazon Fulfillment Center in the City of Tracy is also representative of the future economic potential in San Joaquin County.

Due primarily to the availability of housing at lower costs than surrounding communities to the north and to the west of San Joaquin County, the county is a place where many residents travel long distances for employment outside the county. Of the 233,200 residents representing the employed workforce, approximately 114,610 commute outside of the region to their employment sites. The future housing market will continue to grow at a stable rate to accommodate future growth. Currently, the region supports an estimated 219,500 households. Forecasts suggest that by 2040 the housing market will need to grow to accommodate just over 100,000 additional households. As San Joaquin County transforms, these growth factors have profound effects on the ability to finance, deliver, and maintain the transportation infrastructure.

Due to its strategic location, maintaining and improving the operational integrity of San Joaquin County's centralized and diverse network of highway, rail, air, and seaport is essential.

San Joaquin County's roadway network currently includes 7,114 lane miles. On a north–south axis, this includes State Route 99, the "Main Street" of the San Joaquin Valley, and Interstate 5 (I-5), a corridor of statewide and national significance. Within the last 10 years, each route has experienced dramatic traffic growth and levels of congestion. Each route also carries truck traffic at volumes much higher than the statewide average for the highway system, making them vital to goods movement.

State Route 132 handles major east-west movement at the southern tip of the county. Other highway corridors that facilitate goods movement include Interstates 580 (I-580) and 205 (I-205) in the southwest region of the county, as well as State Route 120, State Route 4, and State Route 12. Interstates 205 and 580 serve as the gateway connection between the San Joaquin Valley and the Bay Area, and are critical to interregional travel and commerce. Each, however, has experienced increased travel movement much beyond the statewide average. I-205 in particular remains one of the most impacted travel routes in the county. State Routes 4 and 12 are primarily two-lane conventional highways linking the east and west sides of the county. SR 4 operates as a freeway segment for a brief but important segment between State Route 99 and I-5. Both routes also connect with Bay Area counties across the San Joaquin Delta and carry significant commuter and interregional traffic.

Highways 26 and 88 in the central and northeast portion of the county are two-lane rural highways that link to Calaveras and Amador Counties. Each roadway has also experienced significant traffic volume increases, partly due to recreational traffic but also resulting from rapid growth occurring in these neighboring counties to the east.

By the year 2040, an additional 594 lane miles will be essential additions to the roadway system, along with non-capacity increasing operational improvement strategies.

The Altamont Corridor Express (ACE), formerly the Altamont Commuter Express, is a commuter rail service in California connecting Stockton with San Jose. The service name came from the Altamont Pass, the area through which it travels. The service commenced on October 19, 1998, with two trains daily in each direction (weekdays only).

The frequency increased in November 2009 to three trains daily in each direction and then increased to four trains daily in each direction in September 2012. There are ten stops along its 86-mile route; present travel time is about 2 hours and 10 minutes from end-to-end. The ACE transit service uses Bombardier Bilevel coaches and MPI F40PH-3C locomotives, which run on tracks owned by Union Pacific Railroad (UPRR). The San Joaquin Regional Rail Commission manages ACE; it is exploring the possibility of expanding service into the central valley between Modesto and Sacramento as well as Stockton and Pittsburg.

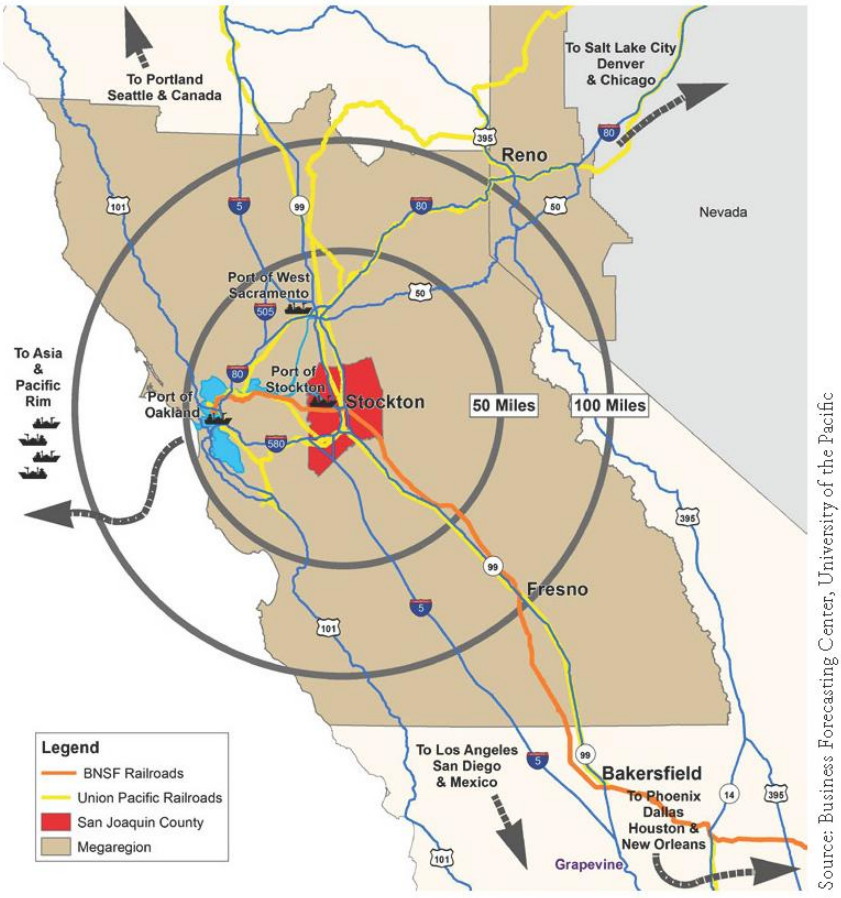
Bus-related transit services in San Joaquin County have grown dramatically over the past 20 years. The region is currently served by the San JoaquinRegional Transit District, Lodi's Grapeline, the Tracy Tracer,

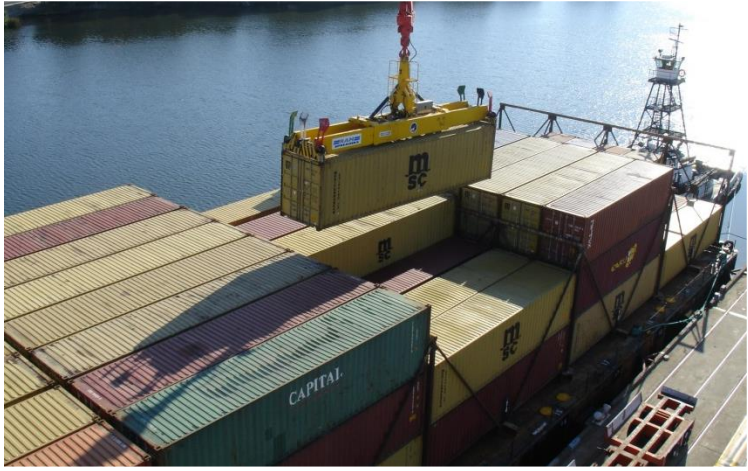
Manteca Transit, and smaller transit services in the cities of Escalon (eTrans) and Ripon (Blossom Express). The combination of services supports local transit systems, bus rapid transit, intercity and interregional bus transit services, and needed services such as demand response for both those who are in need of transit for medical purposes and those in the rural areas of the county.

Goods Movement

The movement of goods and people is the primary function of a highly accessible highway and regional roadway transportation system that links San Joaquin County to major destinations (Figure 1.5). The region is a major Northern California transition point where two primary north–south highways, I-5 and State Route 99, run through the county. These major highways are joined by the Stockton Crosstown Freeway (State Route 4) and State Route 120 through Manteca. I-5 is the main north-south route for transportation along the west coast from Canada to Mexico. State Route 99 is the main inland route through California connecting the major cities in the San Joaquin Valley. This highway infrastructure positions San Joaquin County as a cost-effective location for large companies interested in operating west coast distribution centers. Interstates 580 and 205 provide direct access to the Bay Area and connections to I-5 and State Route 99.

Figure 1.5 San Joaquin County is central in the Northern CA Megaregion





Truck traffic in the county is concentrated along the I-5 and State Route 99 north–south corridors. I-5 between Tracy and Lathrop averages 40,000 trucks per day, by far the most truck traffic in the county. North of Lathrop up through Stockton, I-5 averages between 25,000 and 30,000 trucks per day. State Route 99 follows a comparable pattern with traffic at its greatest, around 11,000 average trucks per day, in the region from Stockton south to the Stanislaus County line. The I-205 and I-580 corridors are also principal areas of truck traffic in the county, with average daily truck traffic around 12,000 and 5,000 on these routes, respectively.

The region's economic assets include but are not limited to the following:

Movement of Goods by Water

The Port of Stockton is 72 nautical miles due east of the Golden Gate Bridge on the Stockton Deepwater Shipping Channel. The port's operations span 2,000 acres, including 11,000 lineal feet of waterside docking with shipside rail, 1.1 million square feet of dockside transit sheds, and 7.7 million square feet of warehousing. It is categorized as one of the principal ports of the United States by the US Army Corps of Engineers. In the past decade, the port's commodity tonnage has averaged nearly 2.5 million annually of which more than 95 percent was in overseas trade.

The Port of Stockton boasts first class warehouse storage and handling facilities for both dry and liquid bulk materials, facilities and equipment to handle break-bulk, and containerized cargoes by land or sea. The Port of Stockton is situated in the hub of four major freeways, two transcontinental railroads, an international waterway, and a regional airport; it is centrally located to provide the optimum service for shipment and storage of product and cargo. All of these components place the port in an ideal position for domestic and international distribution.

Movement of Goods by Air

The Stockton Metropolitan Airport supports passenger, private, military, and air cargo operations (Figure 1.6). It is located on the southern boundary of the City of Stockton in the heart of California's Central Valley. Situated on 1,449 acres of land, the Stockton Metropolitan Airport has an 8,650-foot-long, 150-foot-wide primary ILS runway, with a takeoff distance available of 11,037 feet. The Stockton Metropolitan Airport also has a 4,458-foot-long, 75-foot-wide general aviation runway. Six air carrier gates adjoin the 44,355-square-foot terminal building.

Movement of Goods by Rail

Rail is a critical link to the full-service transportation network available in San Joaquin County. The network includes approximately 200 miles of Class I railroads owned by UPRR and Burlington Northern Santa Fe (BNSF). San Joaquin County also features approximately 50 miles of short-line railroads, the Stockton Terminal and Eastern Railroad and the Central California Traction Company (CCT). Additionally, the California Northern Railroad (CFNR) operates the former Southern Pacific West Side line between Tracy and Los Banos in Merced County.

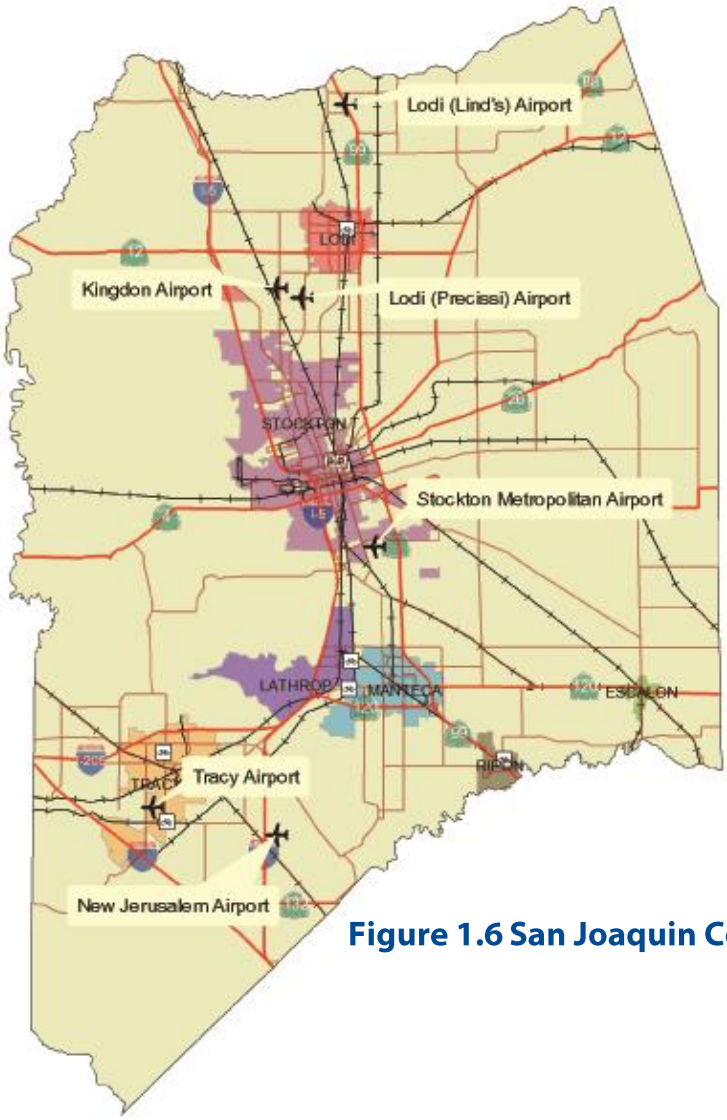


Figure 1.6 San Joaquin County Airports

Regulatory Setting

A number of state and federal requirements govern the Plan. A few of the major requirements are summarized below.

MAP-21

MAP-21 requires the federally designated metropolitan planning organizations (which is San Joaquin Council of Governments (SJCOG) for the San Joaquin region) to develop regional planning documents that incorporate the metropolitan planning process and consider the following eight federal planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2) Increase the safety of the transportation system for motorized and non-motorized users.
3) Increase the security of the transportation system for motorized and non-motorized users.
4) Increase the accessibility and mobility of people and for freight.
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6) Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7) Promote efficient system management and operation.
8) Emphasize the preservation of the existing transportation system.

BNSF's Stockton and UPRR's Lathrop intermodal freight transfer terminals are two of only 12 such facilities in California and two of only three inland facilities in the Central Valley.

Federal Clean Air Act

The act provides regulations for air emissions from stationary and mobile sources. The law authorizes the US Environmental Protection Agency to establish National Ambient Air Quality Standards (NAAQS) to protect public health and welfare and to regulate emissions of hazardous air pollutants. The Plan must forecast transportation emissions and must demonstrate emissions are within the established State Implementation Plan (SIP) budget limits for ozone, PM2.5, PM10, and carbon monoxide. The Plan's compliance with these requirements is documented in the Regional Transportation Plan/Sustainable Communities Strategy Air Quality Conformity Determination.

Title VI of the Civil Rights Act of 1964

This law set a standard that authoritatively outlawed discrimination in the conduct of all federal activities. It reads as follows: "No person in the United States shall, on the ground of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program of activity receiving Federal financial assistance."

People concerned that everyone within the US deserves equal protection under the country's federal laws created the term "environmental justice." President Clinton issued Executive Order 12898 in 1994 in response to this concern. The order directs each federal agency to review its procedures and to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations.

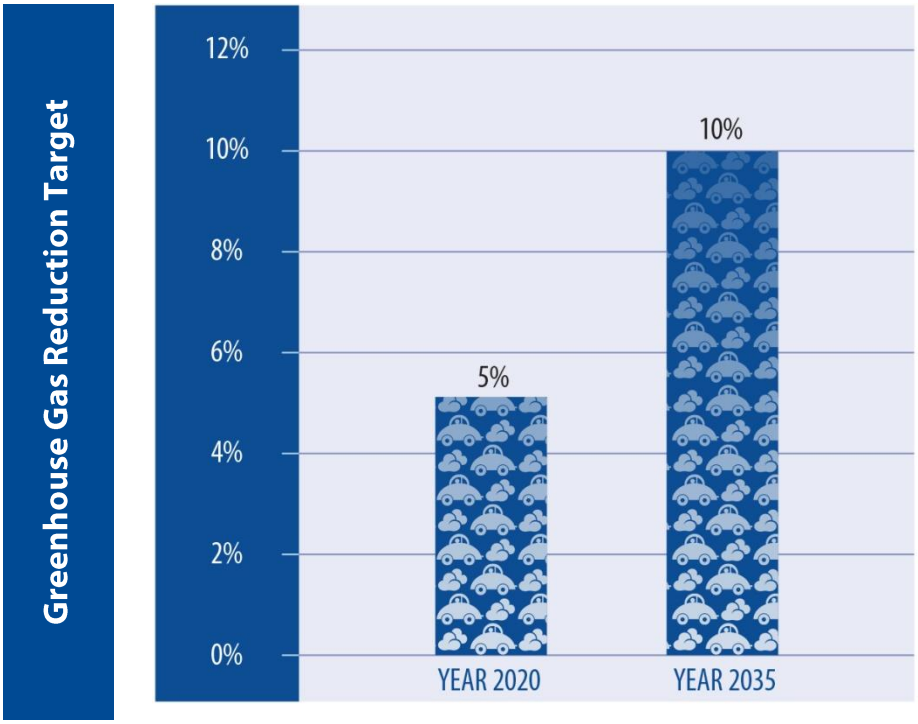
The Federal Highway Administration (FHWA) has set policies for integrating environmental justice principles into existing operations to address disproportionate, adverse effects on low-income and minority populations.

All federally funded transportation plans, projects, and decisions must involve an environmental justice assessment process that explicitly considers adverse effects or the potential of adverse effects on the environmental justice population. The Plan has an environmental justice analysis that documents the degree to which, to the extent possible, all people, regardless of race, color, national origin, or income, are protected from disproportionate negative or adverse impacts due to the program of projects listed in the Plan. In addition, this analysis also describes whether all neighborhoods have reasonable shares of the benefits from the proposed program.

Senate Bill 375

With the passage of Senate Bill (SB) 375 in 2008, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emissions reduction targets for cars and light trucks. These targets set by the California Air Resources Board call for the region to reduce per capita emissions 5 percent by 2020 and 10 percent by 2035. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy demonstrating how targets could be achieved must be developed.

As the metropolitan planning organization for San Joaquin County, the SJCOG has developed its first Regional Transportation Plan (RTP) that incorporates an SCS. This document refers to the San Joaquin RTP/SCS simply as “the Plan” throughout.



It is important to note that while the RTP builds the SCS as a new element along with the traditional policy element, action element, and financial element, this is not the first plan with sustainability features. San Joaquin's RTP has always embodied policies and strategies committed toward sustainability through air quality measures, environmental preservation and conservation objectives, and growth management strategies. The Plan will guide the San Joaquin region toward a more sustainable future by integrating land use, housing, and transportation planning to build more sustainable communities. Some characteristics of these communities include location in compact development with a focus on infill development, and access to travel options including transit and bike/pedestrian facilities. Sustainability also requires efficiently located communities to better utilize public infrastructure and resources while minimizing impacts to prime farmland.

The most significant change resulting from SB 375 is the creation of California Environmental Quality Act (CEQA) streamlining incentives to assist and encourage residential and mixed-use housing projects consistent with the SCS and, in particular, in transit priority areas. CEQA benefits available under SB 375 are for residential and residential mixed-use projects that are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCS.

California Environmental Quality Act

The Plan must also comply with CEQA, which requires that governmental agencies consider the cumulative regional impact and analyze the environmental consequences of the project. Recognizing the Plan is a program-level EIR which comprises a package of projects within a single program, the SJCOG is responsible as the lead agency to prepare the environmental review of the program of projects.

Delta Reform Act

Enacted in November 2009, this act created the Delta Stewardship Council charged with developing, adopting, and implementing the Delta Plan. This plan serves to address strategies of providing reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystems. The Delta Stewardship Council is also responsible for advising local and regional agencies regarding consistency of their planning documents to the

Delta Plan. The act requires that "covered actions," as defined by the act, and which include plans, programs, or projects within the primary or secondary zones of the Delta, be consistent with the Delta Plan. The SJCOG is required to ensure consistency of the Plan to the adopted Delta Plan. Local project exemptions from Delta Plan requirements are possible if there is a determination that they are consistent with the Plan.

A Regional Plan with Local Input

This Plan embodies local visions through local input and a highly collaborative approach. Local experts in the fields of housing, land use, environment, and public works participated in the Plan development through a formal advisory committee or through other avenues of public feedback (e.g., workshops, online input through social media or web surveys, public comment opportunities at SJCOG committees and Board meetings). These interests provided perspectives on economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversation/preservation that all helped to reshape existing RTP goals, policies, and objectives. A series of public workshops to get feedback from the public also guided the direction of transportation investments for the region within the context of San Joaquin's future population, employment, and housing growth. All of this feedback helped shape the transportation vision of the future.

The San Joaquin Council of Governments does not have local land use authority nor does the Plan mandate any changes to local zoning or general plans.

In addition, emphasis on local land use control surfaced throughout the civic engagement process. The Plan is a transportation investment strategy through 2040, identifying transportation needs to keep pace with anticipated growth and development as well as advancing various sustainability goals. It identifies the funding for these transportation projects in its financial element. While conceptual land use scenarios are essential in building the transportation system and then determining reasonable funding expectations, the Plan does not permit or deny any development projects currently under review or future proposals.

The elements of that vision for sustainability helped to refine the following overarching goals that guide the Plan:

A. Enhance the Environment for Existing and Future Generations and Conserve Energy

B. Maximize Mobility and Accessibility

C. Increase Safety and Security

D. Preserve the Efficiency of the Existing Transportation System

E. Support Economic Vitality

F. Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts

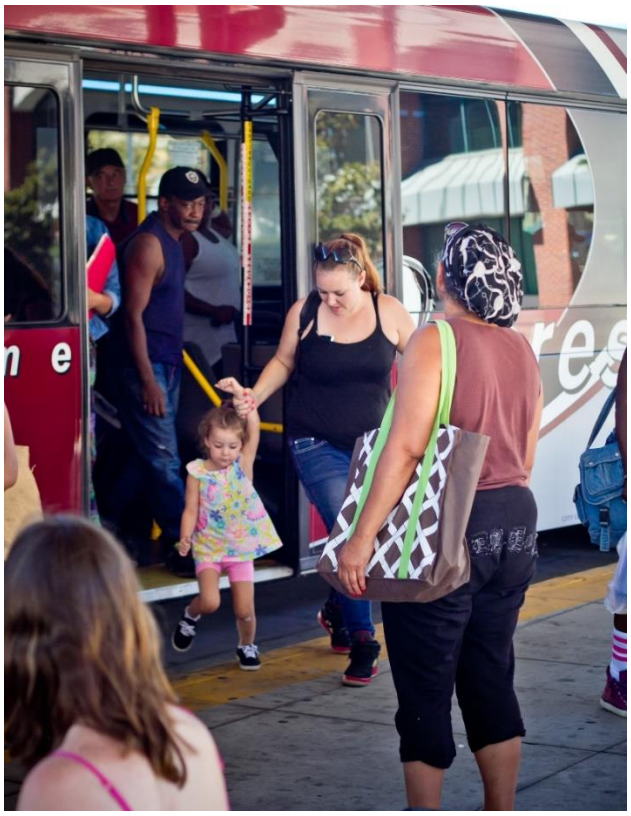
G. Maximize Cost-Effectiveness

H. Improve the Quality of Life for Residents

Aligning Sustainability Goals with a Transportation Investment Strategy

The Plan aligns the sustainability goals with transportation investment strategies by focusing on the following building blocks:

- Identifies land use patterns that encourage infill development and compact development.
- Makes provisions for new residential development growth that makes shifts from single-family development to more multi-family development.
- Emphasizes focus on a multimodal strategy of investments that de-emphasizes highway or roadway expansion but still delivers a system to reduce vehicle miles travelled and peak hour traffic congestion.
- Provides specifically a multimodal transportation network of bus and rail transit, freeway/highway/local roadways, bikeways, walkways, and streetscape projects within available financial resources.
- Increases transit operational efficiency through investments in bus and rail transit service that includes more frequency of transit service for all income levels as well as expanded transit service.
- Promotes transit-oriented development and, furthermore, provides for intermodal connections near or within transit-oriented development such as park-and-ride lots and bicycle lanes/paths.
- Invests in high-tech applications or projects that allow motorists to choose travel options and allow local and state agencies to more quickly respond to incidents on the roadway.
- Underscores the importance of maintenance through recognition that routine and preventative maintenance is an integral piece toward transportation efficiency.
- Increases active transportation project investments to facilitate public health and active communities.
- Encourages new housing and jobs in urbanized areas to better integrate housing, land use, and transportation facilities.
- Creates and sustains jobs, both directly and indirectly.
- Invests in infrastructure that improves access to intermodal facilities, airports, the Port of Stockton, and commercial hubs key to goods movement.



Regional Collaboration Leads to Regional Solutions

The Plan demonstrates that the region can meet and exceed the greenhouse gas targets imposed under SB 375. It further shows that those targets can be achieved with land use patterns focused on compact development that more effectively link transportation systems.

Just as importantly, the Plan is one of place-making. It harnesses the region's collaborative spirit to create places that enable people to live close to where they work. It encourages healthy and active communities, and at the same time, attracts and maintains businesses that can rely on an optimized transportation system to move and receive goods.

Through extensive civic engagement and involvement of local jurisdictions, businesses, environmental, and housing experts, the Plan builds a transportation future where transportation infrastructure can coexist with the goals of habitat conservation, farmland preservation, efficient energy consumption, and economic vitality.

CHAPTER 2
CIVIC ENGAGEMENT

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

CHAPTER 2
CIVIC ENGAGEMENT

INTRODUCTION

This chapter describes the public involvement during the development of the Plan (Regional Transportation Plan/Sustainable Communities Strategy). Public participation is essential to an effective planning process. The approval of Senate Bill (SB) 375 fundamentally changed the Regional Transportation Plan (RTP), and the public outreach component was no exception. The legislation mandated several requirements for the public outreach process in addition to what was already required under federal and state processes. Building upon previous RTP outreach efforts and those of the Regional Blueprint Planning process, the San Joaquin Council of Governments (SJCOG) attempted to exceed public participation requirements by providing a full suite of opportunities for the public and interested stakeholder groups to be a part of the Plan's planning process.

Outreach efforts for the Sustainable Communities Strategy (SCS) started well before development of the plan. Efforts were focused through presentations at stakeholder group meetings, listening sessions, regional workshops, online surveys, and presentation to SJCOG standing committees. A newly created RTP/SCS Advisory Committee was a key advisory body for technical and policy considerations for the plan. In keeping with the interconnected transportation and land use connectivity focus that is the foundation of SB 375, the Plan was developed in close coordination with SJCOG's member agency professional staffs from both the planning and public works departments. The result is a carefully coordinated set of demographic, economic, land use, and transportation investment assumptions that were clearly communicated through the public outreach process.

Guiding the Way — SJCOG Public Participation Plan

The purpose of SJCOG's Public Participation Plan is to inform and involve citizens in SJCOG's various programs, projects, and work activities. Among those included in this outreach effort were lower-income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies. In May 2011, the SJCOG Policy Board approved the 2011 Public Participation Plan (PPP), a major update from the previous plan. The document includes an appendix outlining the public outreach process specific to SB 375—an important aspect of the first RTP to incorporate an SCS.

The PPP also assists in identifying and addressing environmental justice and social equity issues. Citizen participation objectives include involvement of interested citizens, stakeholders, and representatives of community organizations in agency work through timely workshops on topical issues, fully noticed public hearings, and ongoing broad citizen/organization involvement in the planning and decision processes.

Getting Started

Even as the 2011 RTP was being adopted, the SJCOG was laying the foundation for the Plan, San Joaquin's first-ever SCS. SB 375 had been signed into law in 2008, and SJCOG's Regional Blueprint Document had been approved by the SJCOG board in January 2010. While SB 375 provided the legislated impetus in the development of the San Joaquin County SCS, the Blueprint planning process and its extensive outreach plan provided the jump-start to the long-range vision and conceptual framework upon which the SCS would be built. The following list outlines some of the early outreach efforts:

The SJCOG Public Participation Plan

The PPP is Built Upon Five Guiding Principles:

- Public participation is dynamic and requires teamwork at all levels of the organization.
- One size does not fit all—diverse perspectives are critical—with SJCOG's Citizen Advisory Committee being the standing committee through which various public outreach activities can be initiated.
- Effective public outreach involves relationship building with local governments, stakeholders, and advisory groups.
- Engage the public by making transportation planning relevant, removing barriers to participation, and saying things simply.
- Being open and transparent empowers low-income communities and communities of color to participate in decisions as they are being made.

Five Strategies to Implement the Guiding Principles:

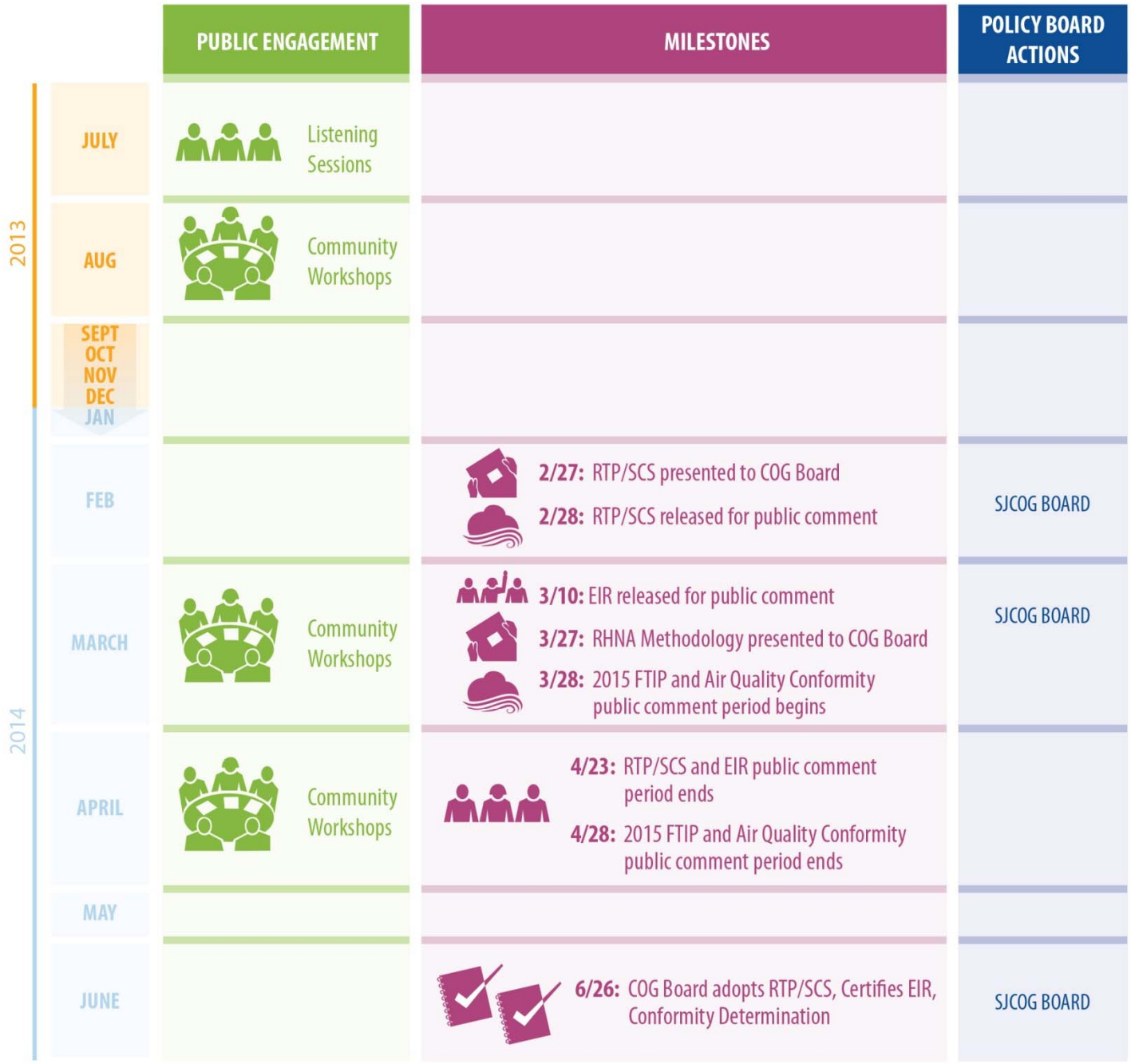
- Early engagement
- Access to all
- Response to written comments
- Keep the public and the SJCOG board members aware of areas of agreement and disagreement
- Notify the public of proposed or final actions

- April 2009: The SJCOG hosted a public workshop on Assembly Bill (AB) 32 and SB 375 to help stakeholders, elected officials, and the public understand the laws as they relate to the RTP and the Regional Blueprint.
- May 2011: The SJCOG hosted a workshop for the Blueprint Planners Roundtable on the requirements of SB 375 and ongoing Valleywide Blueprint work, deliverables, and studies.
- August 2012: The SJCOG hosted a public workshop on SB 375, greenhouse gas emissions targets, and scenario planning.
- August 2012: Presentations to Smart Valley Places Community Leadership Groups on public participation opportunities for the 2014 RTP.

Community Voices on Transportation Choices

In addition to these early efforts, the SJCOG launched an extensive civic engagement strategy made up of many elements. A timeline/schedule of the process is shown in Figure 2.1. The intent was to ensure that the Plan was a regional plan with local input. The civic engagements components are described in the following sections.

Figure 2.1
Timeline/Schedule for RTP/SCS Adoption



RTP/SCS Advisory Committee

In mid-2012, the SJCOG began work on establishing the advisory committee that would be instrumental in informing the development of the Plan and SCS. Many of the committee members had also served on either the Blueprint Planners Roundtable or the Blueprint Leadership Group and so were already familiar with SB 375 and its relationship to the RTP. The group represented diverse interests, including local agency planners, transit agencies, environmental groups, low-income housing advocates, real estate development representatives, business interests, economic development, and civic engagement advocacy. The following groups were represented on the committee:

- City of Escalon
- City of Lathrop
- City of Lodi
- City of Manteca
- City of Ripon
- City of Stockton
- City of Tracy
- San Joaquin County
- San Joaquin Regional Rail Commission
- San Joaquin Regional Transit District
- Campaign for Common Ground
- Sierra Club
- League of Women Voters
- Business Council, Inc. of San Joaquin County
- Visionary Homebuilders
- San Joaquin Partnership
- Building Industry Association of the Delta
- San Joaquin Farm Bureau

The committee began meeting in October 2012, meeting a total of 10 times between October 2012 and December 2013. This committee was the main advisory committee for the technical work surrounding scenario development, as well as weighing in on the goals and objectives for the RTP and assisting in the development of performance indicators. The committee meetings were held in the SJCOG board room, was open to the public, and was available by WebEx to participants or members of the public who could not attend in person.

Although not officially represented on the RTP/SCS Advisory Committee, several stakeholder groups were actively engaged with the advisory committee and regularly attended the meetings either by person or on the phone to provide additional input on items under consideration by the committee. Those in regular attendance at the advisory committee meetings included representatives from the San Joaquin Public Health Department, Environmental Justice Program of Catholic Charities (Stockton Diocese), American Lung Association, and ClimatePlan among others. SJCOG staff met with these and other interested stakeholder groups, upon the request of these stakeholder groups, several times during the development of the Plan.

Valley Visions — the Valley-wide Public Outreach Efforts

In 2010, SJCOG joined the other seven San Joaquin Valley Metropolitan Planning Organizations (Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) in a joint grant proposal to the California Strategic Growth Council for Proposition 84 funding. One of the tasks identified in the successful grant proposal was enhancement of the eight COGs' individual public outreach efforts with a valley-wide campaign. The project scope for this task included templates/written materials for customization, a media campaign to engage residents and publicize outreach efforts (social media, newspapers, radio and/or TV), and to assist with the development of SB 375 required workshops and hearings.

Of particular note here is an informational video on the SCS process provided in three languages—English, Spanish, and Hmong—and the media campaign that was active during the months of August, September, and October 2013.

The videos were made available on YouTube, with links on the SJCOG Valley Visions web page. The links were widely distributed to SJCOG's outreach mailing lists. The valley-wide media campaign included ad, banner, and audio placement on Pandora; ad tiles on Facebook; Google Adwords; and banner/ad placement on Google Display network. Online newspaper ad placement appeared in the San Joaquin County newspapers in Stockton (Recordnet.com), Lodi (Lodinews.com), and Manteca (Mantecabulletin.com).

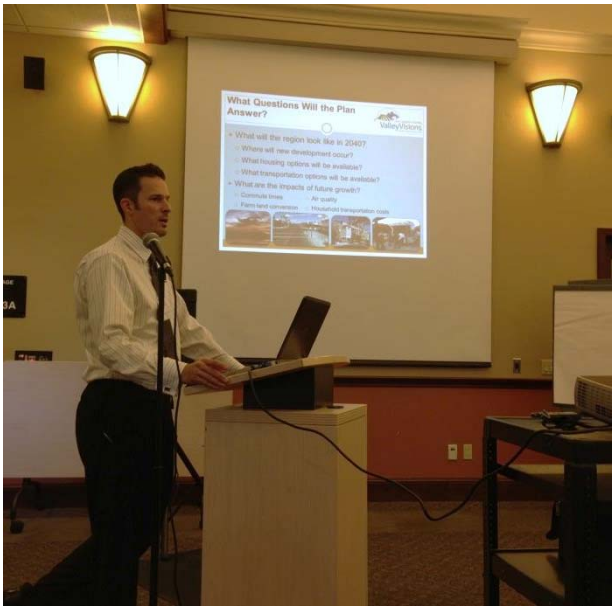
We want to hear from you – The Public Listening Sessions

Billed as Part 1 of a two-part series of community meetings, SJCOG staff conducted a series of listening sessions around the county in late July and early August 2013. Six total meetings were held in Ripon, Escalon, Lodi, Tracy, Manteca, and Stockton. Notices for these listening sessions were sent out to over 550 individual e-mail addresses including SJCOG's outreach databases, members of SJCOG's standing committees, members of the SJCOG board, and those opting in to receive regular communication from the SJCOG website. Flyers were also posted in advance at the various meeting locations and at various SJCOG meetings during July.

These early sessions were designed to gauge public opinion on the various elements that made up the foundation for the four RTP/SCS scenarios (as shown in Figure 2.2). After a short presentation from SJCOG staff, the sessions were interactive, employing "clicker" technology to gather responses and provide instant feedback to each group for discussion. Spanish translation services were provided at the Manteca and Stockton locations, and were available upon advance request at the remaining locations.

In addition to the in-person sessions, SJCOG made the presentation and interactive survey available online in both English and Spanish. More than twice the number of respondents participated in the online survey when compared to the in-person sessions. In total, between 169 and 181 responses were received.

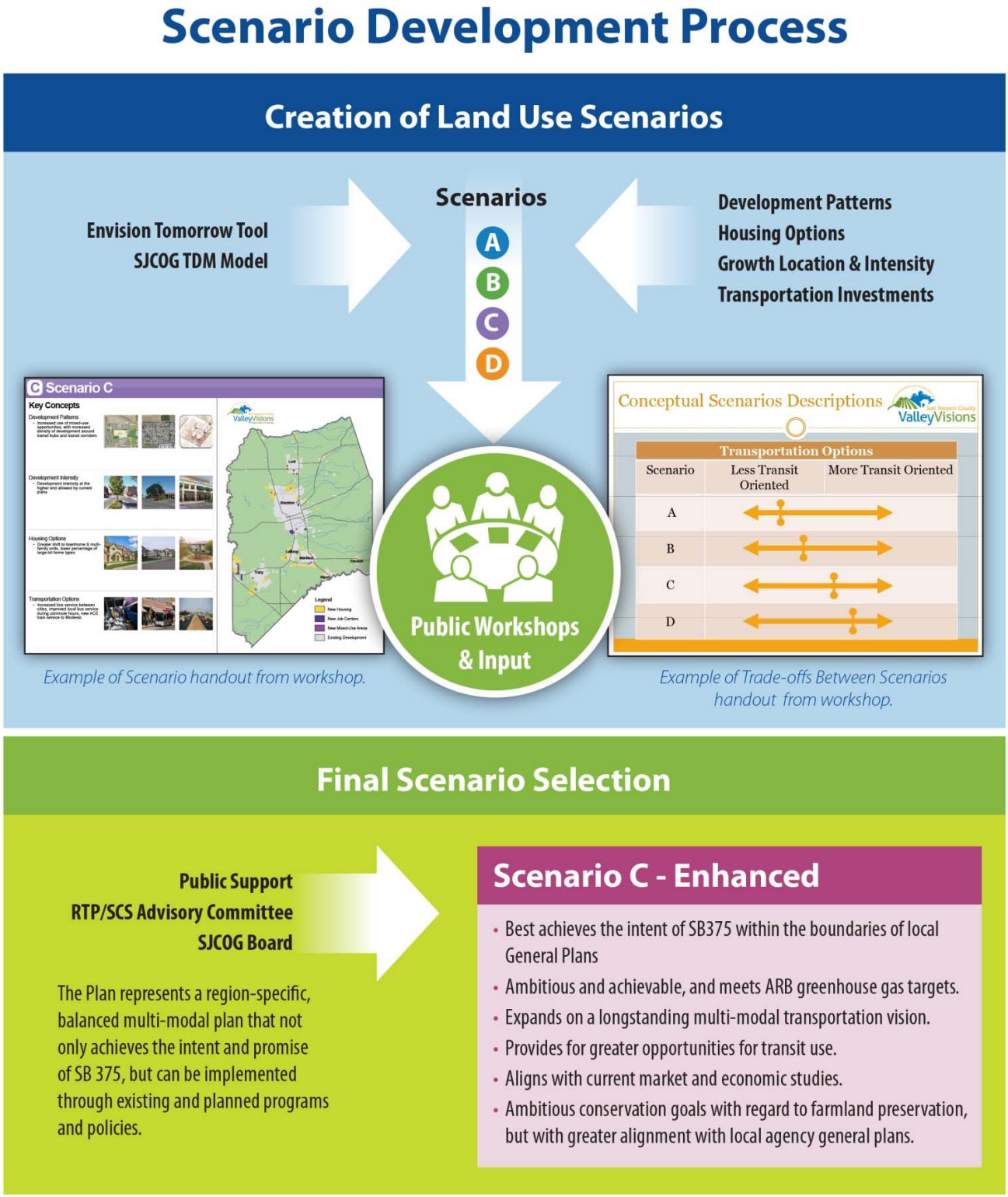
Highlights of the session demographics revealed that 48 percent of respondents were familiar with SJCOG and had attended previous meetings, while 19 percent were participating in a meeting for the first time. As expected, Stockton, as the regional population center, had the largest number of participants (approximately 62 percent). Other areas of the county were reasonably well represented. While most age groups appear to be well represented in the data, as a percentage of the total population, the white, non-Hispanic group is somewhat over-represented in the data, at 66 percent of respondents; those commuting outside the county for work were underrepresented in the data, with only a 17 percent overall share. (Please refer to the technical appendix for full demographics).



Listening Session Highlights:

- A multimodal perspective on transportation improvements.
- Strong preference for funding bikeway improvements, but mostly for recreational purposes.
- Roadway widenings and construction of new roads was least favored.
- Preservation of farmland and revitalization of existing downtowns was important to residents.
- The region would be best served by concentrating future growth within existing cities.
- Locating housing and jobs in closer proximity would be the most effective way to reduce congestion.
- Although respondents favored growth in existing cities and co-location of uses, a majority expressed a desire to live in a single-family home.
- The biggest concerns for the overall process were:
  - Lack of funding for projects.
  - How public input would be incorporated into the plan.
  - The manner in which various projects would be prioritized.

Figure 2.2 RTP/SCS Scenario Building Process



RTP/SCS Scenario Workshops

In August 2013, SJCOG staff carried the work of the RTP/SCS advisory committee and other stakeholder groups forward in the form of four possible alternative scenarios for the future of San Joaquin County.

The workshops were held in five separate locations in San Joaquin County. Besides the e-mail notifications as described under ***Listening Sessions***, display ads were taken out in local print newspapers in Escalon, Ripon, Tracy, Stockton, Lodi, and Manteca. Additionally, an English/Spanish display ad was placed in Joaquin magazine (a locally produced monthly bilingual magazine for the San Joaquin Valley Latino population), and an online ad was placed with the Latino Times. A Spanish translator was available at all five locations.

Each workshop featured large-scale maps of the general land use pattern and identification of the components of each scenario relative to the four elements: development pattern, growth location, housing options, and transportation options. Residents were invited to look over the large-scale maps and ask any initial questions about the scenarios; staff then gave a short presentation and invited participants to discuss the presentation with other attendees and to build their own scenario relative to the four elements. Next, participants were asked a series of interactive questions about their overall support for various policies inherent in the scenarios. Finally, a series of questions asked San Joaquin County residents to share their opinions on which scenario (or scenario element) best achieved the plan goals and personal preferences, and could be implemented given the economic realities of available revenues and implementing mechanisms.


Welcome to the Valley Visions San Joaquin Scenario Workshop!

VOLUME I, ISSUE I

OUR SCHEDULE

NOW!

August 2013: SJCOG Holds Five Workshops to Present the Scenarios & gain feedback

September 2013: Presentations of Public Input to SJCOG Standing Committees & Policy Board

November 2013 to January 2014: Valley Visions San Joaquin Draft Documents released and available for Comment

December 2013: Public Hearings on the Draft Plan

March 2014: SJCOG Policy Board Considers Adoption of the final Regional Transportation Plan Document

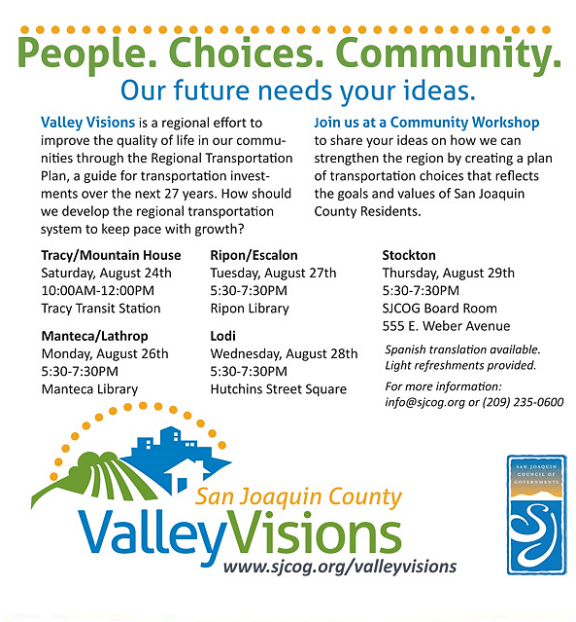
END!

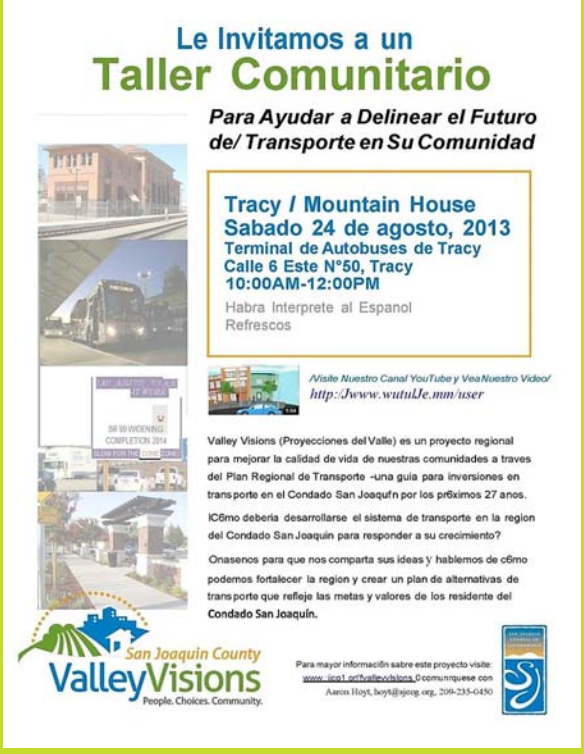
Workshop Objectives

- Introduce the Scenario Details
- Recap of the Round 1 Listening Sessions & The Connection to the Scenario Elements
- Evaluate Scenario Performance & Help Us Choose Scenario Components for Further Refinement
- Communicate Next Steps

Agenda

5:30 - 5:45	Meet & Greet / View Scenarios
5:45 - 6:00	Overview: Listening Sessions—What We Heard
6:00 - 6:30	Small Group Exercise: How Do I Choose A Scenario?
6:30 - 6:45	Short Break—Grab Refreshments / View Scenario Boards
6:45 - 7:15	Your Preferences: Interactive Session on Scenario Choices
7:15 - 7:30	Where Do We Go From Here?





Besides the in-person workshops, the presentations and survey questions were adapted to an online format and made available in both English and Spanish. There were approximately 85 participants between the in-person and on-line surveys. The results were tabulated as both as a weighted count and according to participant's first choice.

Highlights of the results indicated:

- When asked about scenario preferences for transportation investments given limited revenues, participants favored Scenario C, showing greater interest in enhanced bus, rail, and active transportation options.
- Participants favored Scenarios C and D with regard to the various regional growth concepts. There was an interest in compact development to foster and support non-automobile travel opportunities and to provide additional housing choices to accommodate changing demographics.

The opinions and preferences from both the Listening Sessions and the Scenario Workshops have been incorporated into final RTP scenario assumptions. The input from the public outreach process, the RTP/SCS advisory committee, SJCOG's other standing committees, and other interested stakeholder groups was communicated to the full SJCOG Board of Directors in September 2013. The SJCOG Board accepted the recommendations as communicated and directed staff to move forward with a land use and transportation scenario consistent with Scenario C, but with some important elements brought in from Scenario D and consistent with recommendations and preferences from the public workshops.

Mini-Presentations

In addition to the more formal listening sessions and scenario workshops, SJCOG staff provided a variety of short, educational presentations to various stakeholder groups.

Between the months of January and August 2013, SJCOG staff provided seven presentations, reaching over 200 participants. One presentation, in August 2013, to Commerciantes Unidos, was conducted with concurrent Spanish translation.

Retooling the Outreach Tools: Feedback on the Public Participation Process

Although the outreach activities for the Plan represent the most extensive outreach plan by SJCOG for an SJCOG RTP to date, some stakeholder groups, and in fact, SJCOG standing committee members expressed concern at the low turnout at some of the Listening Sessions and subsequent Scenario Workshops. To address these concerns, SJCOG staff met with various interest groups, consulted the Citizens Advisory Committee, and asked for assistance from the RTP/SCS Advisory Committee in reaching out to its constituents or members during January and February 2014, ahead of the release of the draft plan in late February 2014. The purpose of these additional outreach activities is to provide an overview of the RTP and SCS for those that may not have participated in previous outreach meetings and to provide a link between the long-range transportation plan and its impact in the daily lives of residents. The additional outreach included staff presentations and a toolkit of educational pieces (e.g., video, printed materials, enhanced online presence) for dissemination by both SJCOG and community groups. The presentations (in January and February 2014) included the City of Stockton Climate Action Plan Advisory Committee, Better Breathers Club, Hispanic Chamber of Commerce, Vietnamese Voluntary Foundation, and Downtown Comeback Club of Stockton. The success of these additional activities will be measured by increased attendance at post-draft Plan release workshops/hearings and/or comments received on the Plan from interested stakeholder groups and the public at large.

CONCLUSION

Overall, the responses, input, comments, and suggestions from the outreach efforts have had a profound influence on the strategies and package of transportation investments identified in the Plan. It directly resulted in a major shift in transportation investments among the different modes of travel. A comparison of the differences in investment strategies are shown in Figures 2.3 and 2.4.

Figure 2.3 2011 RTP Investments by Mode

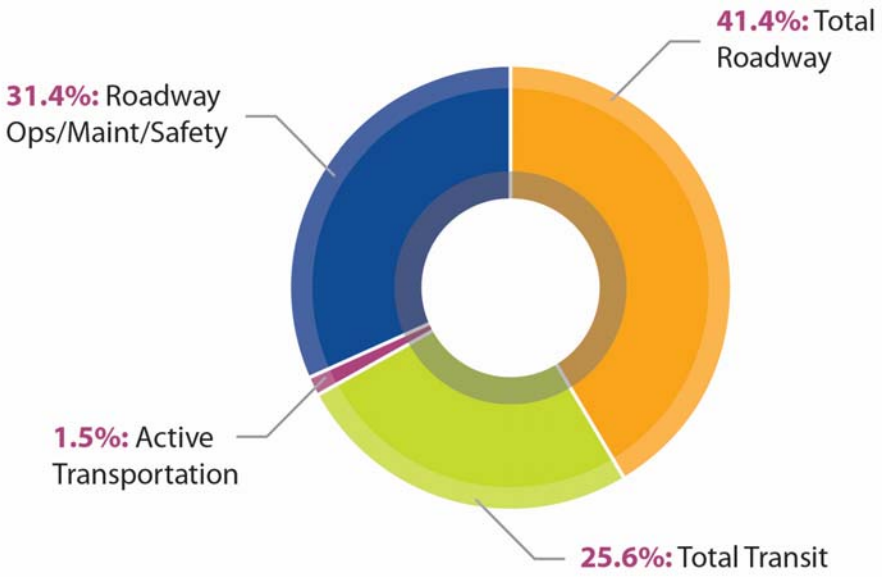
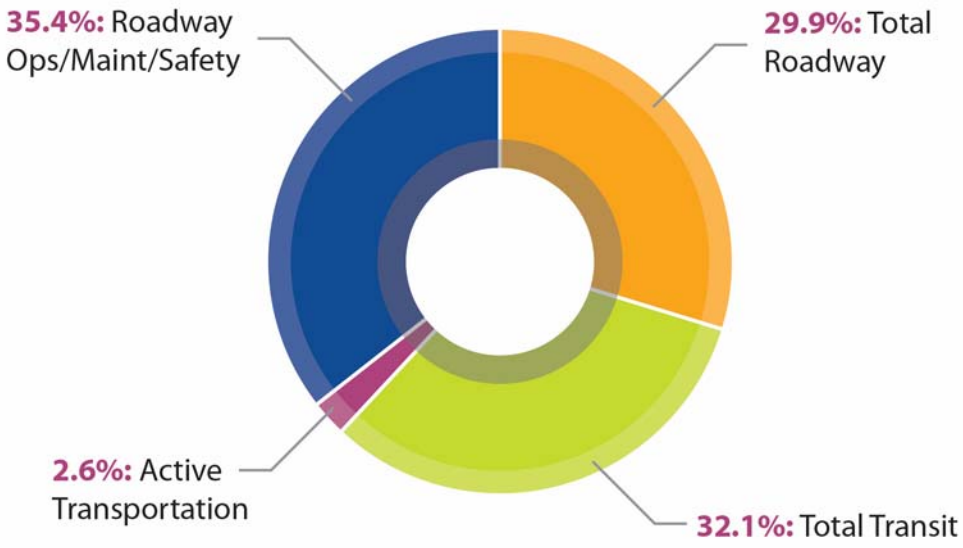


Figure 2.4 2014 RTP/SCS (The Plan) Investments by Mode



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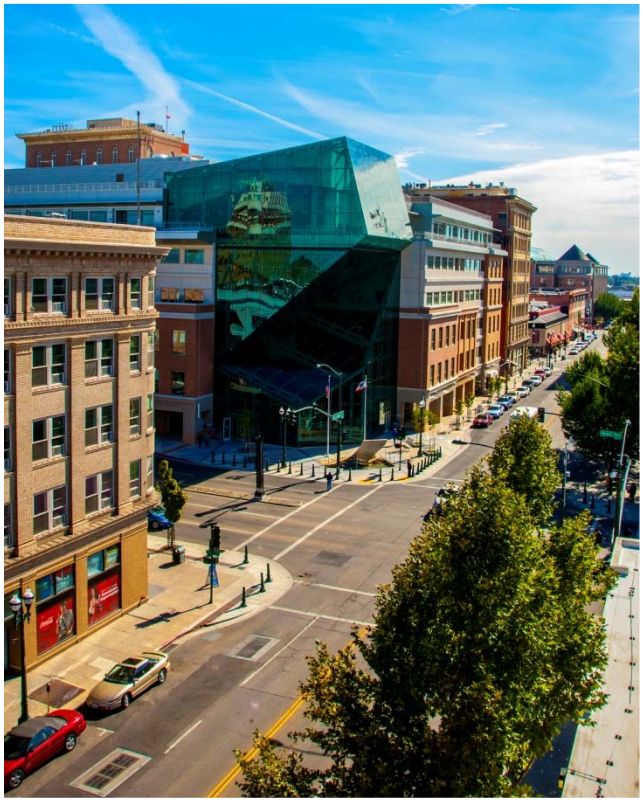
CHAPTER 3

THE BUILDING BLOCKS – POLICIES AND SUPPORTIVE STRATEGIES

CHAPTER 3
THE BUILDING BLOCKS – POLICIES AND SUPPORTIVE STRATEGIES

INTRODUCTION

The Plan policy framework is updated from previous plans to reflect changing priorities and practices at the regional, state, and federal levels. The policy element of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is required to address the transportation issues of the San Joaquin region and quantify regional needs in the 2014–2040 planning horizon. These policies serve as "the building blocks" in the Plan development and they also help to maintain internal consistency with other RTP/SCS elements.



The Policy Element

The policy element advances the requirements of what the Plan must include under Senate Bill (SB) 375. It has to:

- Identify existing and future land use patterns.
- Consider statutory housing goals and objectives.
- Identify areas to accommodate long-term housing needs.
- Identify areas to accommodate eight-year housing needs.
- Consider resource areas and farmland.
- Identify transportation needs and the planned transportation network.
- Set forth a future land use pattern to meet greenhouse gas emission reduction targets.
- Comply with federal law for developing the Regional Transportation Plan.

As stated in earlier chapters, the Plan cannot dictate local General Plan policies and related implementation. Rather, the SCS is intended to provide a regional policy foundation that local governments may build upon. The expectation, therefore, is that local jurisdictions may further sustainability through approving new development consistent with these growth strategies or by exceeding the goals through General Plan implementation of their own jurisdiction's strategies.

Foundational Elements in Policy Development Process

San Joaquin Valley Blueprint

In 2006, the eight counties which comprise the San Joaquin Valley secured funding from the California Department of Transportation to develop a valley-wide transportation, land use, and environmental Blueprint Vision to the year 2050. As a vision, the Blueprint recognizes that economic, environmental, and social issues are interdependent and only integrated approaches will effect needed changes. Addressing one topic without recognizing potential impacts in other areas will not be enough. As an example, the location of jobs, housing, and commerce affects the transportation system…the nature of the transportation system affects air quality...and likewise, air quality affects health outcomes.

After a series of community-based workshops conducted through the region in January 2010, the San Joaquin Council of Governments (SJCOG) board of directors adopted the San Joaquin County (SJC) Regional Blueprint Vision to the Year 2050. The primary purpose of SJC Regional Blueprint is to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective.

Building the SJC Regional Blueprint involved a bottom-up approach beginning with input at the community level.

This study laid the groundwork with regard to its technical analysis and public outreach efforts for the planning framework for the Plan. Many of the technical aspects of the scenario planning exercises were directly incorporated into the Sustainable Communities Strategy (SCS) scenarios, including attached/detached housing splits, and density estimates.

Congestion Management Program

The Congestion Management Program (CMP) is an essential component of the Plan process because it:

- Provides for safe and effective integrated management and operation of the entire multimodal transportation system.
- Provides the means to compile information for assessing the level of congestion on the regional transportation network.
- Includes a process that organizes and integrates strategies into the RTP.
- Uses performance measures to assess the benefits RTP strategies provide the region.
- Generates and collects data to be used to apply the performance measures for system monitoring.
- Implements a process that minimizes, to the extent possible, the extent of single-occupancy vehicle trips on the regional transportation system as a result of new development.

All highways and regionally significant arterials adopted by the SJCOG Board of Directors comprise the CMP program roadway network. The assessment and monitoring processes assist the decision-makers in prioritizing near-term, mid-term, and long-term projects. The CMP is an important tool for long-range planning to assist in determining priorities for project implementation and funding.

Measure K Expenditure Plan

In November 2006, the voters of San Joaquin County approved the renewal of Measure K for an additional 30 years beyond the original 2011 expiration date. The Measure K Expenditure Plan identifies the countywide transportation facility and service improvements, including highway, public transit, railroad grade crossing, passenger rail, and bicycle projects, to be delivered by a half-cent sales tax in San Joaquin County dedicated for transportation purposes. Additionally, the Expenditure Plan outlines the distribution of all categorical allocations between the local jurisdictions within the county. The sales tax revenues generated by the Measure K (Renewal) program along with the policies, projects, and programs identified in the Measure K (Renewal) Expenditure Plan have been incorporated into the Plan as appropriate.

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

SJCOG, Inc., a 501 (c)(3) nonprofit organization made of the SJCOG board members, administers the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The key purpose of the SJMSCP is to provide a strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); providing and maintaining multiple-use open spaces which contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to project proponents and society at large.

Regional Transit System Plan

In 2009, the SJCOG completed the San Joaquin County Regional Transit Systems Plan (RTSP) which presented recommendations for expanding the transit system components within the county to meet long-term travel demand needs. The RTSP identified strategies to reduce congestion through increased density developments, multimodal and commercial joint developments, transit expansions, and support for alternative modes.

As of the 2013 calendar year, the SJMSCP has 11,883 acres preserved; this includes approximately 1,977 acres of agricultural habitat, 6,459 acres of grasslands, and 75 acres of other habitat types.

In addition, six goals were identified, including:

- Implement effective ridership programs countywide such as continuing work toward the implementation of San Joaquin County's 511; incorporation of San Joaquin County transit routes into Google transit; and the addition of global positioning units on buses to enable real time transit information to be collected.
- Develop a transit system which addresses to the greatest extent possible the needs for air quality and congestion management.
- Provide for a transit system serving county residents which is efficient and cost-effective.
- Provide an emphasis on the multimodal nature and intermodal opportunities in San Joaquin County.
- Explore the opportunities for extending services into additional travel markets.
- Provide a mechanism whereby service is responsive to local needs to enhance the opportunities for all County riders.

Similar to the plans identified above, the goals of the RTSP are part of the framework in the development and refinement of the Plan policies.

Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan

This document was instrumental in developing the future bicycle infrastructure network and informed potential need for the allocation of plan revenues to the Active Transportation Element of the plan investments.

Higher Density Housing Study

This was also a product of the Valleywide Blueprint Effort. The study, completed by The Concord Group in June 2012, looked at a variety of current economic and demographic data, including PRIZM lifestage cohorts to produce a snapshot of both consumer-driven and viability-driven estimate of demand for various housing product types. The conclusions and results of this study were directly incorporated into the scenario planning exercises. The housing split goals of Scenario C were directly informed by this study.

Local Agency Climate Action Plans

Several local agency climate action plans were in progress during the scenario development process. Tracy had already adopted its Sustainability Action Plan and a draft of Stockton's Climate Action Plan was available for review. Late in the planning process, both the cities of Lodi and Manteca released drafts of their Climate Action Plans as well. These plans were taken into account with respect to any land use or transportation initiatives. This was particularly true of the Stockton plan, which had a direct influence on growth location in the final Plan scenario.

Regional Smart-Growth Transit-Oriented Development Plan

Adopted in 2012, this thoroughly vetted plan produced a variety of outcomes instrumental in the development of the SCS. The most important among them was the infill sites inventory that was used to direct infill and refill growth as part the alternative scenario development process.

The Plan (RTP/SCS) Policies and Supportive Strategies

The policies and supportive strategies described in this section reflect an expression of the current consensus of transportation needs and desires as expressed by the public, stakeholders, and planning professionals in San Joaquin County. They are designed around critical issue areas facing the region's transportation system.

The supportive strategies are specifically identified to tackle these areas. The 8 policies and 27 supportive strategies for the Plan are described in Table 3.1.

Table 3.1 Policy and Supportive Strategies	
Policy:	**Enhance the Environment for Existing and Future Generations and Conserve Energy**
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy:	**Maximize Mobility and Accessibility**
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel
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
Policy:	**Preserve the Efficiency of the Existing Transportation System**
Strategy #12:	Optimize Existing Transportation System Capacity through Available and/or Innovative Strategies
Strategy #13:	Support the Continued Maintenance and Preservation of the Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facilitate an Improved 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

Table 3.1 Policy and Supportive Strategies	
Policy:	**Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts**
Strategy #19:	Provide Equitable Access to Transportation Planning
Strategy #20:	Engage the Public Early, Clearly, and Continuously
Strategy #21:	Use a Variety of Methods to Engage the Public, Encouraging Representation from Diverse Income and Ethnic Backgrounds
Policy:	**Maximize Cost-Effectiveness**
Strategy #22:	Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region
Strategy #23:	Support Projects that Maximize Cost Effectiveness
Strategy #24:	Maximize Funding of Existing Transportation Options
Policy:	**Improve the Quality of Life for Residents**
Strategy #25:	Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels
Strategy #26:	Improve the Connection Between Land Use and Transportation
Strategy #27:	Enhance Public Health through Active Transportation Projects

CONCLUSION

As a result of the civic engagement process, SJCOG was able to hone the sustainability focus through refinement of the policy goals and supportive strategies. This helped to build the framework for the Plan. The resulting Plan identifies increased housing and employment densities supportive of a multimodal transportation system while also promoting transportation options to the single passenger car. It encourages active transportation such as biking and walking which, in turn, helps achieve healthy communities. It complies with federal Clean Air Act goals and SB 375 greenhouse gas emissions targets through a transportation system that reduces harmful air pollution emissions in accordance with these laws. With its ambitious approach to achieving the above-identified policies, the Plan builds a transportation system that ultimately keeps pace with projected population, employment, and housing growth.

CHAPTER 4

FINANCING THE TRANSPORTATION SYSTEM

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

CHAPTER 4
FINANCING THE TRANSPORTATION SYSTEM

This chapter of the Plan describes the transportation investments for the San Joaquin region that support the goals and objectives of sustainability. It specifies planned projects and transportation management strategies intended to most effectively accommodate both future transportation needs and desired environmental benefits. The investment strategy is a balanced approach to multi-modal development intended to fulfill the objectives and performance indicators which guide the Plan and move towards achievement of the long- term transportation goals for the region. This includes the provision of appropriate resources to operate and maintain the multi-modal system.

Economic Outlook and Financial Assumptions

The transportation investments in the Plan are based on an estimate of available funding through 2040 including reasonably expected federal, state, and local revenue sources. In total, the Plan assumes $11 billion in projected revenues to be available within the 2040 planning period to support the transportation investments. These revenues are identified in future or year of expenditure (YOE) dollars consistent to the identification of project costs. The projections of revenues and expenditures rely on historical patterns of funding from federal, state, and local revenue sources as well as assumptions about future conditions. Both have been developed in coordination with the local transit agencies, local jurisdictions, and state and federal agencies to ensure that the estimates are reasonable to implement the plan. Since the 2011 Regional Transportation Plan (RTP) was adopted, the San Joaquin region has continued to slowly grow out of the Great Recession which had a significant impact on the local and state economy. Over recent years housing, commercial, and industrial development have continued to increase at a modest pace. Similarly, as the state and local economies have stabilized, job security and consumer confidence have led to modest growth in retail sales transactions. These factors have supported positive growth in both local transportation sales tax revenues and transportation development fees as well as state transportation funding sources.

The Plan assumptions for revenue projections over the 2040 planning period continue to reflect the conservative growth assumptions of the 2011 RTP in the near term with higher growth in the future years of the plan. Overall, the revenue projection for the Plan represents a nominal increase of 2.6 percent over that in the 2011 RTP due to local transportation sales tax growth as the economy continues to recover. The following are the key assumptions of the major revenue sources.

Figure 4.1 Revenue Forecast by Expenditure Category*

Fund Sources	2014-2040 Total	Mainline Highway	Interchanges	Regional Roadways	Operations and Maintenance	Railroad Crossing Safety	Bus Transit	Rail Corridor	Active Transportation
LOCAL									
Measure K 1/4-Cent Increment	**$1,332,169**	$253,422	$15,458	$153,509	$454,859	$32,490	$210,535	$152,053	$59,843
Measure K Renewal	**$2,280,460**	$64,000	$14,000	$345,985	$940,041	$45,442	$435,105	$314,242	$121,646
Local Transportation Funds	**$845,589**				$96,843		$706,467	$25,368	$16,912
Private Railroad	**$7,044**					$7,044			
Bus Fares & Miscellaneous	**$244,479**						$244,479		
General Fund/Developer Fees/Other	**$859,765**		$440,435	$372,420		$46,910			
Regional Traffic Impact Fee	**$541,052**	$52,807	$202,850	$256,443		$1,700	$19,077	$8,176	
Altamont Corridor Express Fares	**$170,400**							$170,400	
Alameda/Santa Clara ACE Funding	**$161,283**							$161,283	
Local Total:	**$6,442,242**								
FEDERAL									
Federal Transit Administration	**$771,055**						$571,385	$199,671	
Surface Transportation Program	**$297,202**	$74,300			$222,901				
Transportation Alternatives Program	**$52,242**								$52,242
Congestion Mitigation and Air Quality	**$289,674**				$14,484		$217,255	$28,967	$28,967
Safety Program	**$221,017**				$214,387	$4,420			$2,210
Federal Demonstration/Earmarks	**$130,950**	$100,000	$30,950						
Federal Total:	**$1,762,140**								
STATE									
STIP	**$598,692**	$485,377	$22,723	$31,813		$22,723		$36,056	
State Transportation Bond Package	**$128,799**	$97,000			$11,128	$6,000	$10,269	$4,401	
State Gas Tax Subvention (HUTA)	**$943,146**				$943,146				
SHOPP	**$785,833**				$785,833				
Future State Discretionary Programs	**$260,000**	$260,000							
Alameda County STA for ACE Service	**$5,076**							$5,076	
Public Utilities Commission (Railroad)	**$25,000**					$25,000			
State Total:	**$2,746,546**								
TOTALS	**$10,950,928**	**$1,386,905**	**$726,417**	**$1,160,168**	**$3,683,623**	**$191,730**	**$2,414,571**	**$1,105,693**	**$281,821**

**Revenue in thousands of dollars. Excludes $53,185,907 in revenue for aviation projects.*

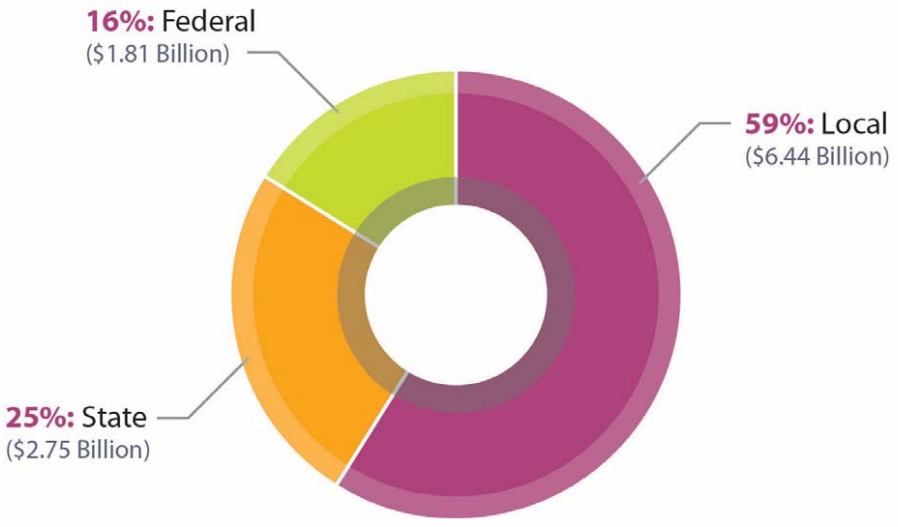
Local Revenues

As identified in Figure 4.2, funding from local sources contributes 59 percent of the revenues to the Plan. Of this local revenue, the major contributions are from: Measure K half-cent sales tax program (56.1 percent), local transportation funds (13.1 percent), local developer fee programs/general funds (13.3 percent), and the Regional Transportation Impact Fee program (8.4 percent). Local funding is assumed to grow at rates specific to the source of the revenue. For Measure K and local transportation funds, these retail sales tax-based programs are assumed to grow according to historical trends and projections of regional economic growth. For local developer fee programs and the Regional Transportation Impact Fee program, these development-based programs are assumed to grow according to historical trends and projections of local jurisdiction specific retail, commercial, and housing development.

State Revenues

State funding sources make up about 25 percent of the total RTP/SCS transportation budget. Most of the state revenues come from the State Transportation Improvement Program (STIP) (21.8 percent), the State Highway Operations and Protection Program (SHOPP) (28.6 percent), and the state gas tax (34.3 percent). All state funding sources are assumed to continue in their current form and distribution level with an annual growth rate of 2 percent. While more conservative than the growth rate for local and federal funds, this rate recognizes the historic volatility of state funding cycles through STIP and SHOPP as well as the uncertainty of both fuel prices and consumption upon which these revenues are based.

Figure 4.2 Revenue Forecast by Fund Source



Federal Revenues

Approximately 16 percent of the transportation funds for the Plan come from federal funding sources. Funds from the Federal Transit Administration make up about 42.6 percent of all federal funds. These funds are generally used to support transit capital and operating needs. Federal sources also include the flexible funding programs known as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. In this Plan, STP and CMAQ total 16.4 percent and 16.0 percent of anticipated federal funds, respectively. Both federal highway and federal transit programs are assumed to continue in their current form and distribution at the state and federal level with an annual growth rate of 3.5 percent.

In total, the Plan assumes $11 billion in projected revenues to be available within the 2040 planning period to support the transportation investments.

Highlights of Revenue Assumptions including forecast for an additional local "self-help" measure

Forecasting infusion of future federal/state funding due to San Joaquin's historical success

The Plan assumes the realization of future funding sources based upon historical experience within the region. This track record included securing millions in dollars from various state/federal funding programs as well as successful positioning of projects to capitalize on "cost savings" from various funding programs.

Realization that Measure K revenue has not kept pace with Measure K needs

The Measure K half-cent sales tax program was originally passed in San Joaquin County in 1990 for 20 years and renewed in 2006 for 30 years with over 78% voter approval. At the time of its approval by the voters, the revenue forecast assumed a "financially constrained" funding plan where the anticipated Measure K revenues would fund and deliver the Measure K Program of Projects. However, years after the voter approval, the economy experienced the Great Recession which

had an adverse impact on the anticipated revenue stream. The reduction of sales tax revenue following the Great Recession was $2 billion compared to the 30-year total assumed in the 2006 Measure K Renewal Expenditure Plan. This meant that the revenue decline would, at minimum, be $2 billion under what is needed to fulfill the Measure K promise to the San Joaquin Voters. In addition, local revenue decline was not just experienced in the Measure K Program. Regionwide, local development revenue and SJCOG's own regional traffic impact fee (imposed on pertinent local development projects) also suffered as the economy struggled.

During the RTP/SCS financial forecast development, SJCOG recognized that assertive state/federal/other local revenue assumptions, alone, could not backfill the "funding hole" or funding shortfall in the Measure K program. It required an assumption for additional local revenue in the financial forecast—the passage of a quarter-cent increase in the existing transportation sales tax program. This would serve as an "addendum" to the Measure K program. The quarter-cent increase is intended to address the impacts of the Great Recession on delivery of the multimodal program of projects identified in the current Measure K Program.

With the quarter-cent increase assumed to begin in 2016 as an increment to the existing program, a total of $1.3 billion of additional sales tax revenues are estimated to be available to deliver the identified Measure K Renewal projects and programs according to their approved, multimodal categorical funding percentages.

What can this funding (from a quarter cent sales tax from 2016 to 2040) achieve? This means funding over $360 million of transit, $60 million of active transportation/community enhancements, $480 million of local roadway maintenance/safety, and $420 million of strategic congestion relief projects in San Joaquin County through 2040. This funding is significant in the support of the aspirational, yet achievable goals of the 2014 RTP and SCS including the expansion of transit services, the promotion of alternative transportation modes, and the preservation of the existing transportation system to support more sustainable growth into the future.

Within the 27-year RTP period, the combined operations and maintenance investment in the existing ransportation system is over $3.88 billion.

Project Cost Estimates

As with revenue projections, project cost estimates have been significantly impacted by the economic conditions of the region. As the housing construction industry collapsed in the Great Recession, the cost of transportation projects experienced a significant drop due to increased competition of contractors in the market. While the Plan continued using the cost estimation template developed in the 2007 RTP and used for the 2011 RTP, the escalation factors contained in the cost estimation template were reviewed in coordination with the local transit agencies, local jurisdictions, and state agencies to ensure the escalation factors continued to reflect reasonable estimates of cost in YOE dollars for all project types. Similar to the growth rates of revenues, the escalation rates of projects were assumed to be lower in the near term with growth reaching more historical rates over the future years of the RTP.

The Transportation Investments

The Plan promotes a balanced transportation system. It calls for $11 billion of investment in system expansion of alternative transportation modes with strategic operational and capacity improvements to the existing highway and arterial roadway network. The Plan investments are consistent with existing programming documents including the Interregional Transportation Improvement Program, Regional Transportation Improvement Program, the Federal Transportation Improvement Program.

A summary of these investments by major project category are presented in Table 4.1. All investments are identified in YOE dollars that represent the cost of projects escalated to the future point in time within the Plan period when they are anticipated to be delivered. The summary of RTP/SCS investments also highlights the comparison of categorical investments between the Plan and the 2011 RTP.

Table 4.1 Summary of RTP/SCS Investments

Year of Expenditure (YOE) Dollars	Total Budget (in millions)*		
Project Category	**2014 Plan (RTP/SCS)**	**2011 RTP**	**Total Change**
Roadway Operations, Maintenance, and Safety	$3,875	$3,364	15.2%
• State highway operations, maintenance, and safety • Local roadway operations, maintenance, and safety • Railroad crossing safety • Transportation system management (TSM)			
Transit	$3,520	$2,747	28.1%
• Expansion of bus rapid transit (BRT) • Increased bus service frequency • Expansion of Altamont Corridor Express (ACE) passenger rail service to Modesto and Merced • New alignment of ACE through Lathrop and Tracy			
Roadway Capacity (Mainline, Interchanges, Regional Roadways)	$3,273	$4,441	-26.3%
• I-5 carpool lane extension from Charter Way to I-205 • I-205 new carpool lanes • State Route 4 Crosstown Freeway Extension to Port of Stockton			
Active Transportation/Community Enhancements	$282	$158	78.5%
• Bicycle, pedestrian, and Safe Routes to School infrastructure • Streetscape funding to support infill and transit-oriented development			
Totals	**$10,950**	**$10,710**	**2.1%**

**Excludes aviation projects totaling $53 million in RTP/SCS investments.*

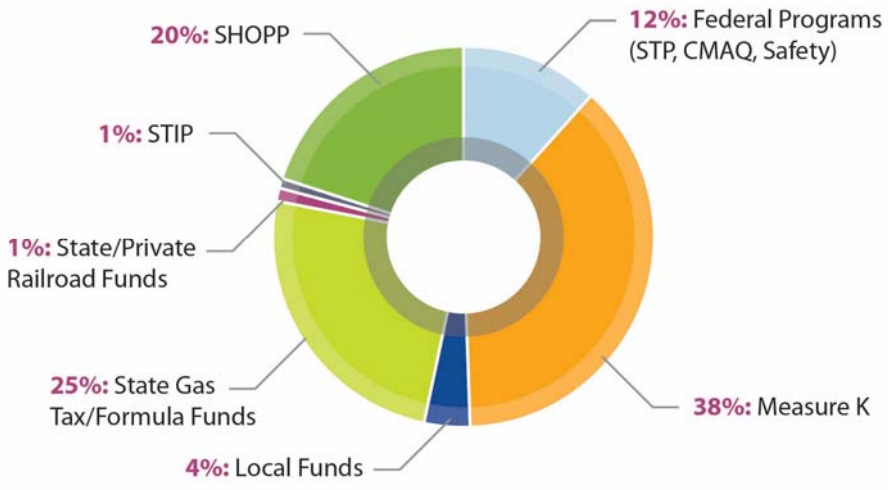
Roadway Operations, Maintenance, and Safety — Maintaining the Integrity of the Existing System

The operation and maintenance of the existing transportation system in San Joaquin County are significant priorities for transportation investment decisions. State and local government agencies are responsible to maintain a tremendous existing investment in the street and highway system. In addition to roadway pavement this includes sidewalks, drainage systems, bridges and other structures, signal systems, signage, and landscaping. The Plan calls for a significant portion of future revenues to be dedicated to maintain and operate the current system. Within the 27-year RTP period, the combined operations and maintenance investment in the existing transportation system is over $3.88 billion. This represents a 15.2% increase over the 2011 RTP funding levels. Revenues to support roadway operations, maintenance, and safety come from local, state, federal, and private sources as identified in Figure 4.3.

Local Streets and Roads Maintenance

Local streets and roads are vital to the strength of the region's entire transportation system. They connect our communities and carry traffic in our region whether by automobile, bus, or bicycle. Local roadway operations and maintenance are the responsibilities of each local government in San Joaquin County, and account for activities to preserve and improve local roadway conditions involving traffic operation management, routine maintenance, preventative maintenance, and rehabilitation and reconstruction of pavement and bridges. In San Joaquin County, preservation of local road conditions and performance is a priority due to the value and importance of these roadways to regional mobility and national economic vitality. Approximately 73 percent of the Plan investments in roadway operations, maintenance, and safety are for maintenance of local streets and roads. The revenues supporting these investments are predominantly Measure K, state gas tax/formula funds, federal Regional Surface Transportation Program funds, and the Local Transportation Fund.

Figure 4.3 Roadway Operations, Maintenance, and Safety Funding Sources



Figures do not add up to 100% due to rounding

The LTF assumption in the RTP maintains historical spending of LTF to local streets and roads and does not make any dramatic policy shift for transit.

State Highways Maintenance

Operations and maintenance of California's 50,000 lane-mile state highway system is the responsibility of the California Department of Transportation (Caltrans). Caltrans manages this effort through the State Highway Operations and Protection Program (SHOPP). SHOPP is currently divided into eight major project categories: major damage restoration, collision reduction, mandates, bridge preservation, roadway preservation, mobility, roadside preservation, and facilities. Approximately 10 percent of Plan investments in roadway operations, maintenance, and safety are for state highway system maintenance.

Operational and Safety Improvements

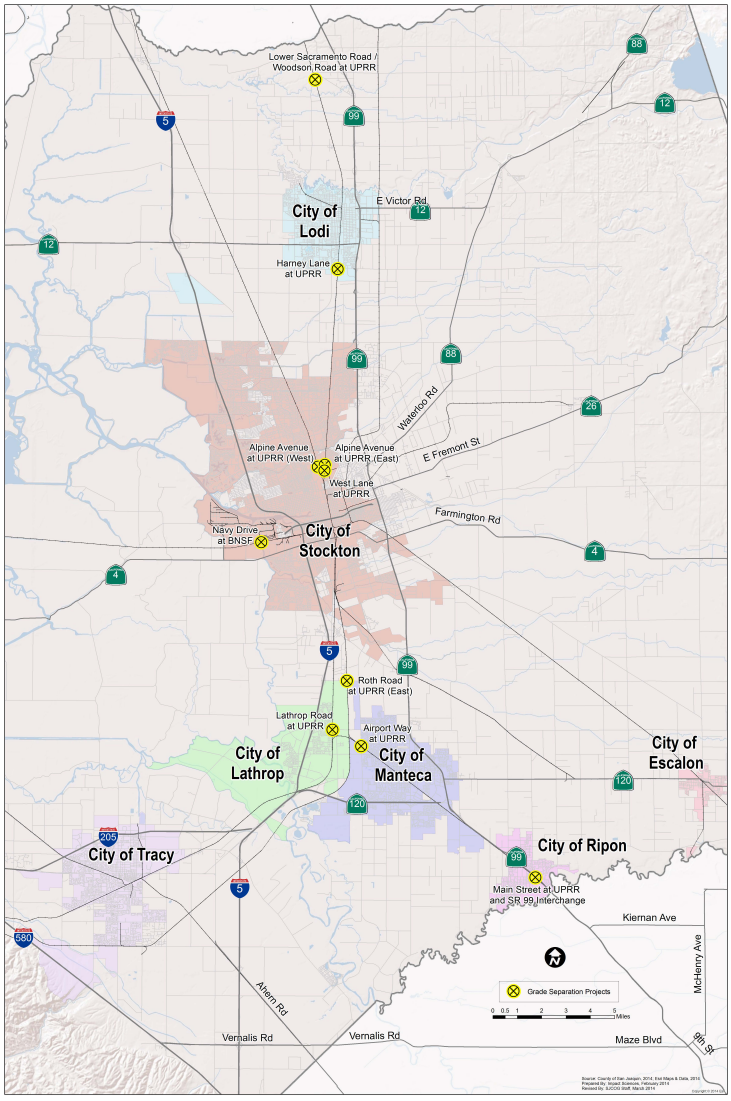
Improving the ability of a highway or arterial street to efficiently move traffic without added capacity is the target of operational and transportation system management (TSM) improvements. This includes fairly low-cost spot improvements like freeway auxiliary lanes, modified interchange ramps, improved shoulders, individual intersection improvements on surface roadways, synchronized signals, and limiting left turn movements to major public street connections and turn pockets.

This can also include advanced technology applications (often referred to as intelligent transportation systems) such as closed circuit television to monitor and convey real time travel conditions, changeable message signs, traffic detection equipment, and traveler information systems. These high-tech applications allow motorists to choose travel options and allow local and state agencies to more quickly respond to incidents on the roadway. A significant component of congestion is non-reoccurring related to incidents on the roadway system. The Freeway Service Patrol program aids motorists to minimize traffic disruption and helps to clear accidents. As opportunities to add capacity reach a limit and when cost/benefit is considered, operational and TSM strategies become important investment strategies to improve traffic flow on the existing system. Approximately 17 percent of Plan investments in roadway operations, maintenance, and safety investments are for both state highway and local roadway operational and safety improvements.

Railroad Grade Crossing Safety

The Plan recognizes the need for railroad grade crossing improvements, particularly grade separations, to reduce rail/roadway conflicts. Benefits accrue to both the rail traffic and the roadway traffic. Additionally, grade separations reduce congestion, improve safety for both trains and vehicles, and facilitate the movement of goods by rail. The Plan places a significant emphasis on importance and delivery of railroad crossing and full separation projects. The Plan includes over $190 million for grade separation projects as part of the total funding committed for operational and safety improvements (Figure 4.4).

Figure 4.4 Railroad Grade Crossing Safety Projects



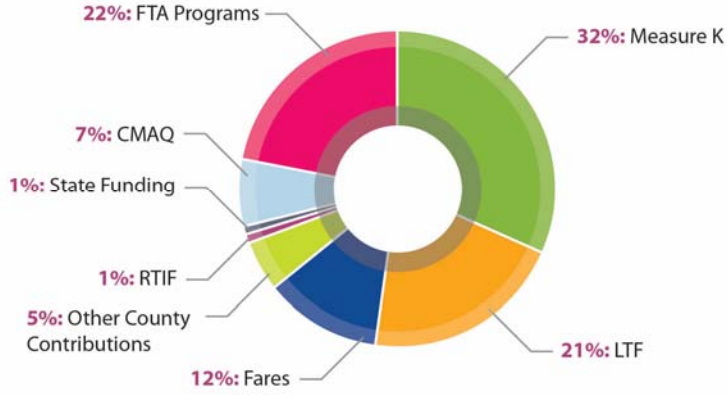
Transit – Expanding the System and Promoting Choice

The Plan supports transit as an essential service needed by many community members to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes. The Plan provides $3.52 billion to transit including bus and passenger rail, with funding coming from a variety of sources as shown in Figure 4.4.

This represents a 28.1 percent increase in transit funding over the 2011 RTP. Transit revenues are predominantly obtained from local (70 percent) and federal (29 percent) sources. The RTP investments emphasize convenient, high quality regional transit services to meet the needs of transit users. Improved and expanded urban, intercity, and interregional bus services, which coordinate and integrate with new and improved passenger rail services, are included in this transit investment strategy as ways to improve mobility and accessibility, and achieve state and federal air quality standards.

The Plan also seeks to coordinate improved public transit services with complementary and supportive land use development policies—for instance, multimodal stations surrounded by residential and commercial developments. In addition, these transit hubs can be conveniently served by a myriad of alternative transportation modes, such as park-and-ride lots, bicycle facilities, pedestrian amenities, trains, buses, and telecommute work stations.

Figure 4.5 Transit Funding Sources



Bus Transit

As shown in Figure 4.6, the Plan specifically calls for $1.8 billion in funding operations for local, intercity, and interregional bus service. An additional $642 million is for bus capital projects including the construction of a new maintenance facility for the San Joaquin Regional Transit District, buses for fleet replacement and expansion, maintenance and facility equipment, and passenger amenities, such as shelters and information boards. Service modifications and additional services will be provided as the region grows and travel patterns continue to change. Targeted expansion to capture a greater percentage of "riders by choice," particularly for intercity and commute trips, will be a key target market. The Martin Luther King Jr., West Lane, and March Lane corridors are among those identified for expansion of BRT services. A second area of BRT expansion would provide improved frequency along the intercity routes. Improved delivery of lifeline service and job access to employment centers will also be a focus (Figure 4.7). Finding ways to provide transit service in a cost-efficient manner that meets public needs and supports identified land use patterns are key objectives. Approximately $359 million (20 percent) of the total bus transit operations and $293 million (46 percent) of the total bus transit capital investments are targeted to expanding the system.

Development of the transit infrastructure to support intracity transit is a priority for the cities of Escalon, Manteca, Tracy, and Ripon. Procurement of buses and the construction of maintenance and fueling facilities will greatly reduce the operating costs when compared to leasing vehicles and facilities. Adequate transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transit service will expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility but seek options to the automobile.

Figure 4.6 Bus Transit Investments

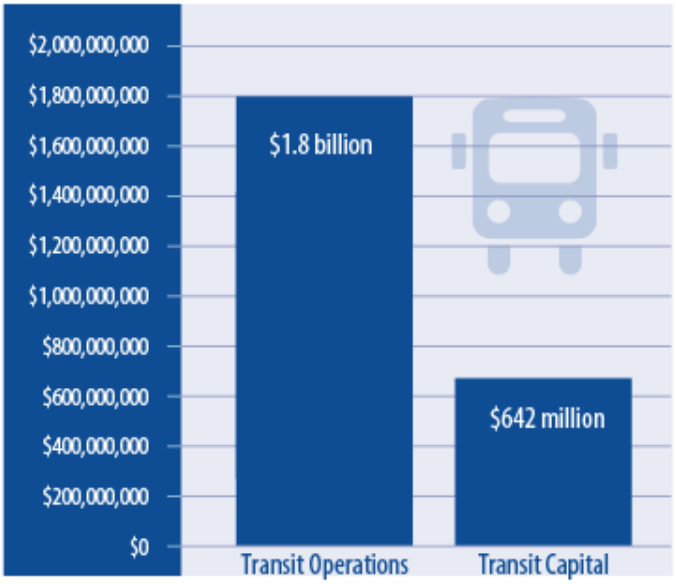
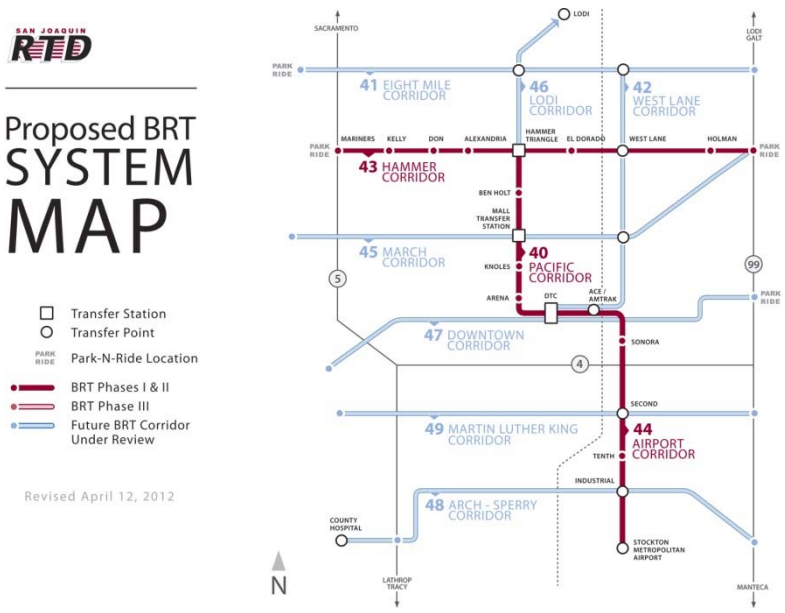


Figure 4.7 Bus Rapid Transit Expansion



Passenger Rail Transit

The Plan includes $1 billion toward the operation and enhancement of the Altamont Corridor Express (ACE) passenger rail service, providing the commuter link between Stockton and San Jose in the Bay Area. Of paramount importance to ACE during this planning period is to acquire dedicated rights of way from Stockton through Niles Junction to the maximum extent possible. This could either be through purchase of its existing line or purchase and upgrade of parallel lines in combination with new dedicated track in existing Union Pacific Railroad rail right of way. ACE will also continue to develop track improvements from Niles Junction to Diridon Station in downtown San Jose in conjunction with Caltrans and the Capital Corridor passenger rail service.

In the longer term, the San Joaquin Regional Rail Commission in collaberation with the California High Speed Rail Authority is evaluating provison of commuter rail service to new areas in the region. The ACEforward initiative calls for extension of service to south Sacramento, to Modesto in Stanislaus County, and Merced in Merced County, where it will connect with the proposed High Speed Rail service from Merced to the San Fernando Valley. Shown in Figure 4.8, development of the service would require policy level and funding support from adjacent counties as well as new trackage rights agreements with the Union Pacific Railroad.

The increased congestion on major north-south highways—particularly Highway 99—and projected growth along these corridors will become an important option to meet future commuter and intercity travel demand. Within the Plan, approximately $257 million (51 percent) of the total passenger rail transit operations and $366 million (63 percent) of the total passenger rail transit capital investments are targeted to expanding the system.

Transit Operations and Maintenance

A properly maintained transit system is critical to the mobility of the region as well as keeping a competitive edge to that of the automobile. While the maintenance activities for the transit system are unique to this mode, the unending challenge to sustain the system is similar the maintenance of the roadway system. Unique to the transit system are the ongoing, necessary operating costs of fuel purchases, drivers, mechanics, dispatchers, and equipment and facility leases. Additionally, the cost for the replacement of buses, train cars, tracks, security upgrades, fare machines, and other capital equipment far outpaces available funds. And just as with local streets and roads, delayed maintenance of the transit system leads to even costlier rehabilitation down the road. As shown in Figure 4.9, 64 percent of the total $3.5 billion in transit investments is targeted to maintaining the existing transit system, with 36 percent targeted to system expansion.

Figure 4.8 ACE Expansion

Figure 4.9 Transit Investments

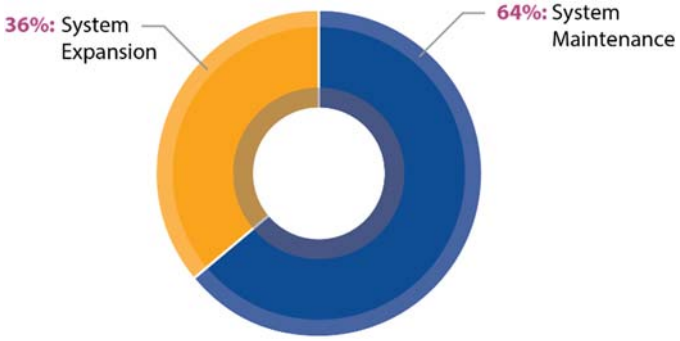
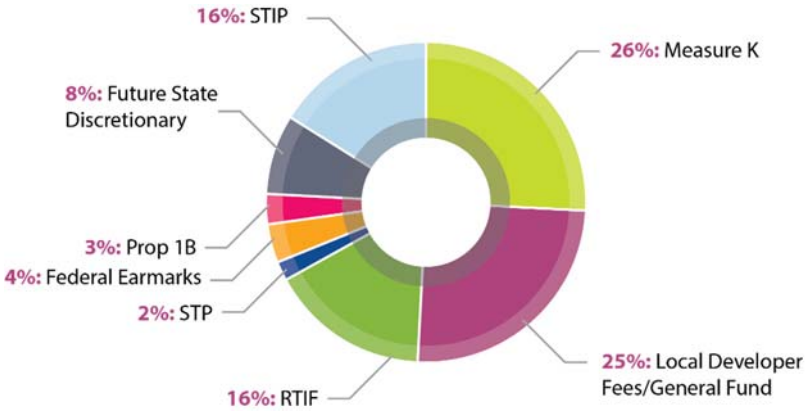


Figure 4.10 Roadway Capacity Funding Sources



Roadway Capacity – Strategic Investments Relieving Congestion and Supporting Efficiency

Throughout San Joaquin County, major highways and several arterial streets are projected to experience increased traffic levels which meet and in some cases substantially exceed system capacity. Without improvement, the result will be extended morning and afternoon peak periods in existing areas of congestion, and several new areas of congestion that currently operate at adequate levels of service. Interstate 5 (I-5), Highway 99, Interstate 205 (I-205), and Highway 120 in particular are projected to experience a substantial increase in total demand.

Through the variety of funding sources shown in Figure 4.10, the Plan provides for $3.27 billion for key projects targeted to improve the most impacted portion of the highway and arterial roadway system and promote the efficiency of the roadway system. The capacity improvements are targeted to corridors which are the most essential to mobility within the county; the improvements support planned land use and have gone through the congestion management process.

Mainline Highways

Approximately 42 percent of the roadway capacity investments in the Plan are for mainline highway widening and extensions. While the State Route 4 Crosstown Freeway Extension to the Port of Stockton is scheduled to be completed in the early years of the RTP to support goods movement within the region, all other mainline widening projects are not scheduled to be open to traffic until between 2030 and 2040. Key to promoting the efficiency of the mainline highway system, the widening of I-5 and I-205 are planned as high occupancy vehicle (HOV) lanes that support both ridesharing and transit (Figure 4.11). These lanes will expand the existing HOV system currently in construction (in 2013) on I-5 in the City of Stockton as well as provide consistency and connectivity with HOV lanes planned on I-580 in the San Francisco Bay Area.

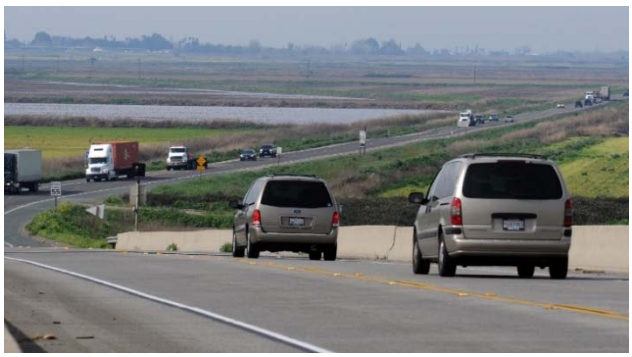
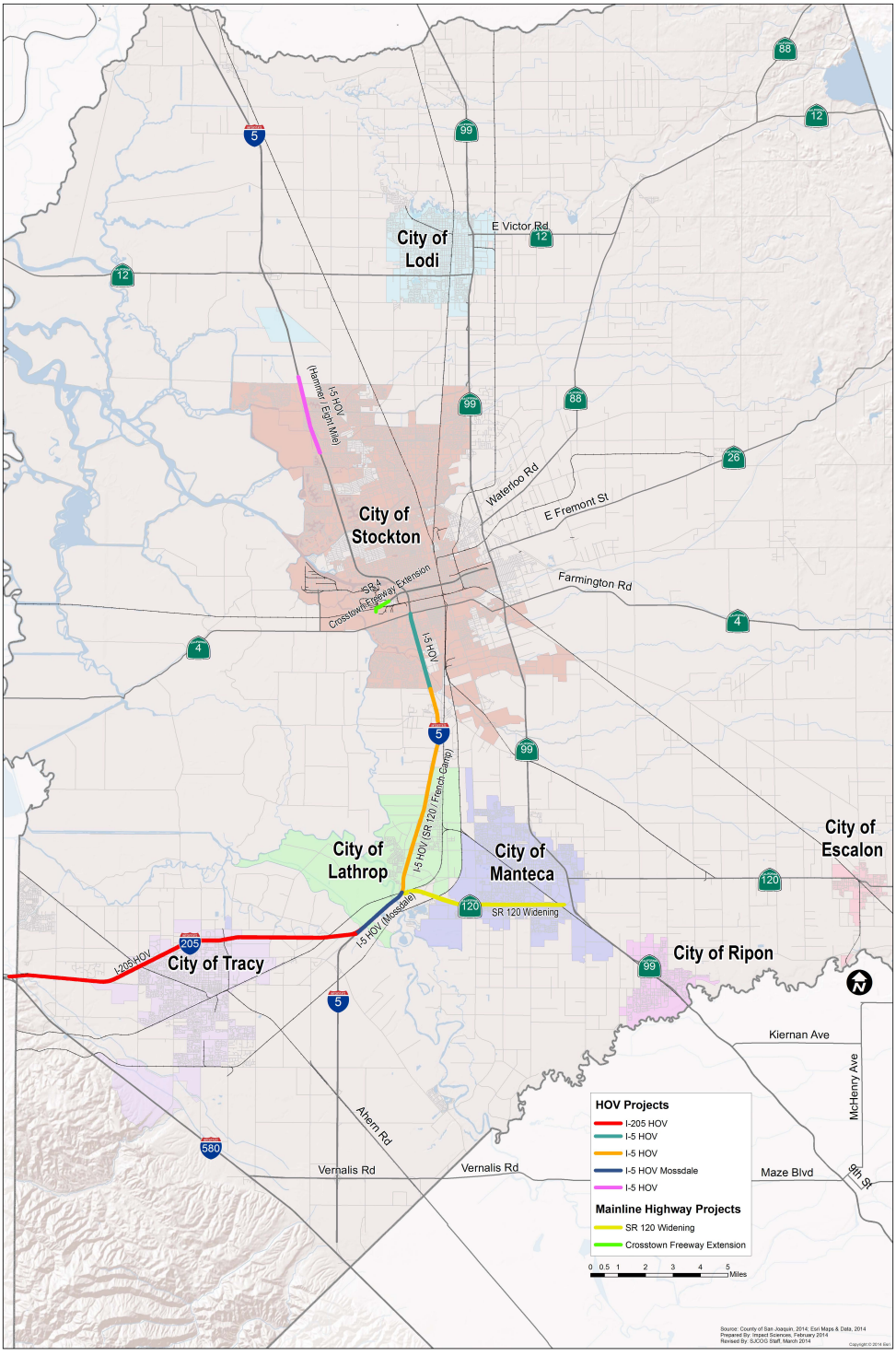


Figure 4.11 Mainline Highway Projects



Regional Roadways and Interchanges

Approximately 58 percent of the roadway capacity investments in the Plan are for regional roadway widening and new interchanges between regional roadways and mainline highways. The regional roadway and interchange investments support access to infill development areas, congestion relief, and bus transit (Figure 4.12). Additionally, new regional roadways are planned to support the implementation of both local and regional bicycle, pedestrian, and Safe Routes to School plans that ensure these roadways support the Plan goals.

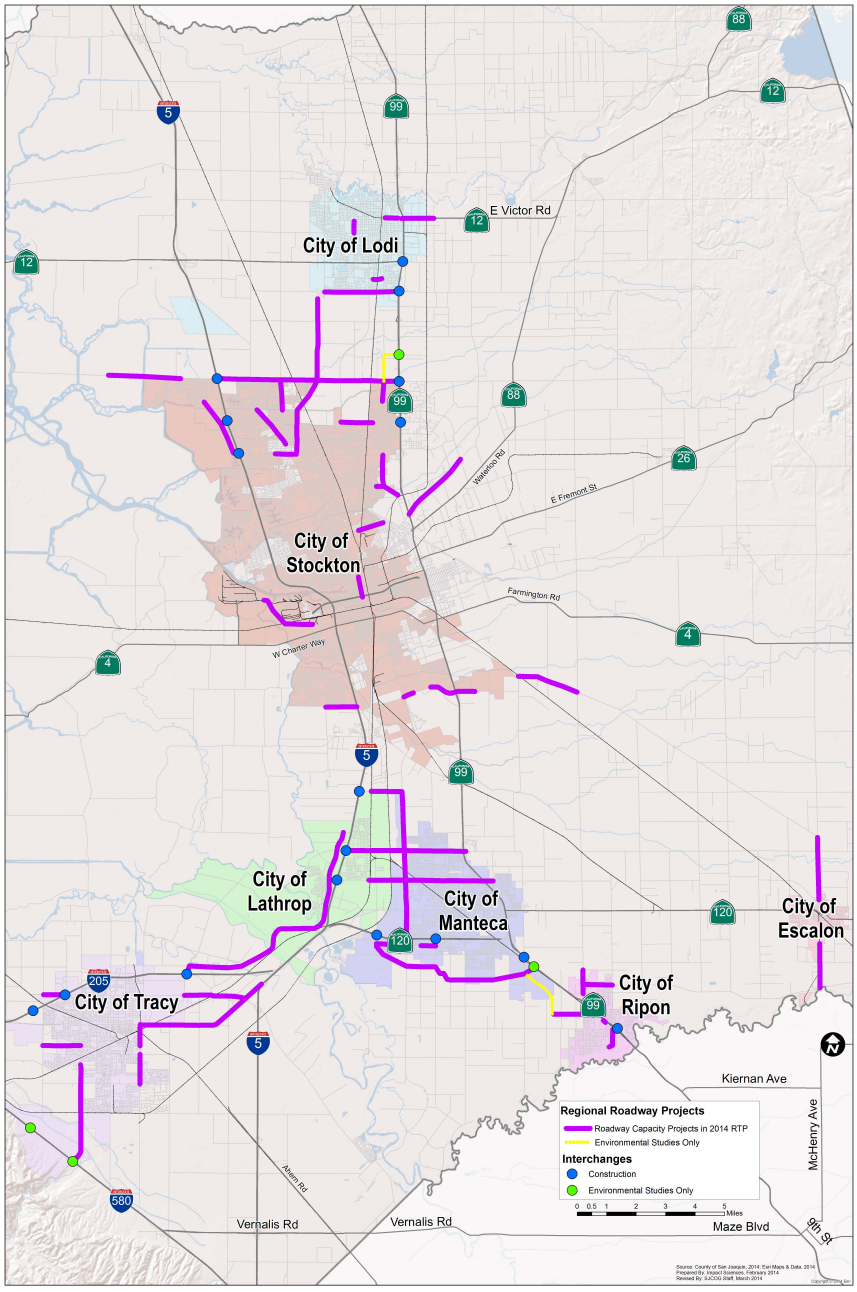


Figure 4.12
Regional Roadway Projects

Active Transportation and Community Enhancements – Creating Places for People while Improving Public Health

The 2014 RTP provides $281.1 million of project investments that support active transportation and community enhancements. The investments include standalone pedestrian, bicycle, and Safe Routes to School projects as well as programs that incentivize infill development through funding grants for streetscape enhancements. As shown in Figure 4.13, funding for these investments comes primarily through the Measure K local transportation sales tax program, but also the federal Congestion Mitigation and Air Quality Improvement Program and the new Transportation Alternatives Program that replaced the prior federal Transportation Enhancements program with the adoption of MAP-21. The total revenues made available to support active transportation and complete streets represent a 78.5 percent increase over the 2011 RTP.

Active Transportation

Within the active transportation and community enhancements investments, 53 percent of the funds are identified for active transportation infrastructure projects. These projects include priority (near-term) and vision (long-term) bicycle, pedestrian, and Safe Routes to School capital projects as defined in the 2012 SJCOG Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan. The total investment in active transportation infrastructure provides for over 800 miles of new Class 1, 2, and 3 bicycle lanes throughout San Joaquin County. An additional 6 percent of the funds are identified for active transportation non-infrastructure investments. These projects include education, encouragement, and enforcement programs in support of walking and bicycling as well as planning and transit integration projects. These investments recognize that for short trips, walking and bicycling can serve as alternatives to the automobile and provide connectivity to transit as both the "first and last mile" of travel.

Figure 4.13 Active Transportation Funding Sources

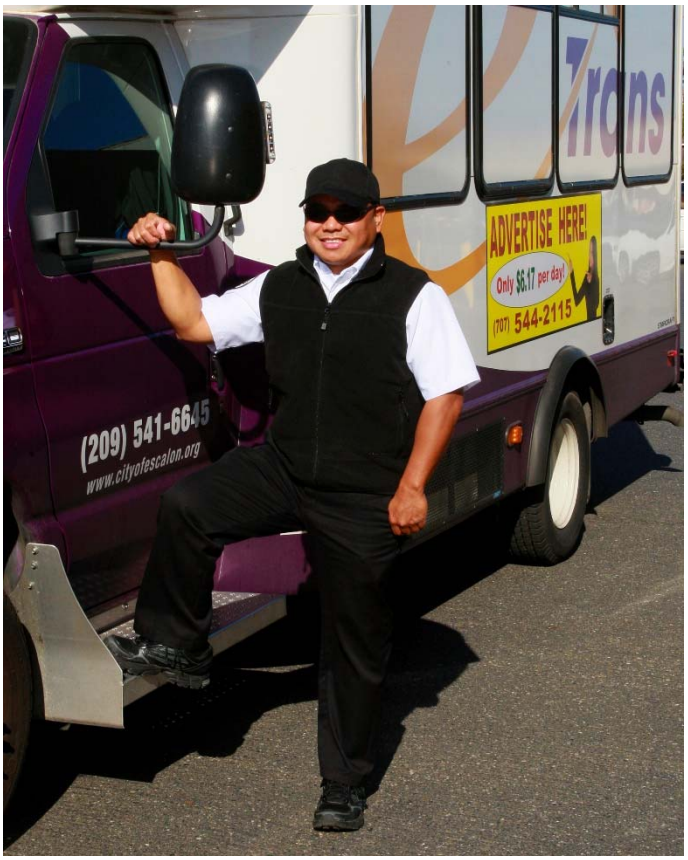
For short trips, walking and bicycling can serve as alternatives to the automobile and provide connectivity to transit as both the "first and last mile" of travel.

Community Enhancements

The remaining 41 percent of the funds available are identified for community enhancements to support infill and transit-oriented development as defined in the 2012 SJCOG Regional Smart Growth and Transit-Oriented Development Plan and the Measure K Smart Growth Incentive Program. Example projects include enhanced sidewalks, pedestrian street lighting, traffic-calming devices, and landscaping. The goal of these investments is to create public environments where people want to walk or bicycle and use transit. The revenues established for community enhancements within the 2014 RTIP are based upon a target to fund 75 percent (45 miles) of the roadway frontages adjacent to the infill "opportunity areas" identified in the 2012 SJCOG Regional Smart Growth and Transit-Oriented Development Plan and a cost per mile average of current streetscape projects. Specific projects will be identified for funding according to competitive calls for projects over the life of the Plan.

CONCLUSION

The investment strategy is a balanced approach to multi-modal development intended to fulfill the objectives and performance indicators which guide the Plan and move towards achievement of the long-term transportation goals for the region. This includes the provision of appropriate resources to operate and maintain the multi-modal system. This financial analysis demonstrates that forecasted revenue sources in the last plan have simply not been realized. Therefore, local development financing, self-help (sales tax) measures, and regional transportation fees, are essential to leverage state/federal monies. The Plan has to do more with less.



CHAPTER 5

PERFORMANCE OF THE SUSTAINABLE COMMUNITIES STRATEGY

CHAPTER 5
PERFORMANCE OF THE SUSTAINABLE COMMUNITIES STRATEGY

INTRODUCTION

The previous chapter identifies the transportation projects that make up the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Are these wise investments? How does the Plan perform in advancing the sustainability goals such as reducing greenhouse gas emissions, increasing resident access to transit and active transportation, and improving public health and economic vitality?

This chapter summarizes the performance outcomes of the long-term investments in programs and infrastructure representing the shifting needs and priorities in the San Joaquin County region. The chapter also describes how the Plan addresses the needs of communities of concern in the county. The technical analyses supporting the narrative are contained in the Performance Measures and Environmental Justice Appendices.

Because the Plan horizon year is 2040, performance results reflect year 2040 performance in comparison to year 2040 "business as usual" conditions. This comparison effectively examines how the Plan measures up against an alternative future where the land use trends of the recent past continue and the mix of investments is more auto-centric to match the larger, less compact urban footprint. This comparison will demonstrate whether the Plan is successful in addressing climate change, reducing potential impact on the environment, facilitating efficient public investments, and improving residents' ability to reach the places they desire through bolder transportation and land use planning strategies.

The Sustainability Story—Building Lives. Building Communities. Building Business.

Performance — How does the Plan measure up?

Performance indicators are qualitative or quantitative measures of progress toward the Plan's overall goals, objectives, and policies. They contribute to the decision-making process by providing a basis for determining whether a decision advances the transportation objectives that are valued and held as priorities by the region.

Performance indicators have been used as a tool to help evaluate how this Plan contributes to the quality of life in the San Joaquin region. These indicators were largely developed through work with the RTP/SCS Advisory Committee and informed along the way through the public listening sessions, online web survey feedback, and individual stakeholder group meetings. The measures were utilized during the public outreach process to aid interested citizens, stakeholder groups, and advisory committees in understanding the policy choices and tradeoffs inherent in the alternative land use and transportation scenarios that would form the foundation of the Plan.

A summary of all performance outcomes can be found in Figure 5.1. The following pages highlight plan performance across a variety of critical focus areas.

Figure 5.1

The SCS Story

Enhance the Environment for Existing & Future Generations

Prime Farmland Preserved: 10,707 fewer acres of Prime Farmland developed
Energy & Water Consumption: Average residential household use decreases 45% and 193 gallons of water per household saved daily
Reducing Green House Gases: Per capita emissions decline 24.4% by 2020 and 23.7% by 2035
Improving Air Quality through VMT Reduction: Per capita VMT declines 2.63% from 27.15 to 26.71

Maximize Mobility & Accessibility

Improvements to mobility: Reduction in 473,000 vehicle miles traveled daily
Increased Investment in Transit: $3.52 billion in transit investments, 28.1% increase over 2011 RTP
BRT Routes: New routes on Martin Luther King Jr., West Lane, and March Lane corridors and improved frequency on intercity routes

Preserve the Efficiency of the Existing Transportation System

Acres of Land Consumed: Urban Footprint decreases by over 17,000 acres
High Quality Transit Areas/TOD: 39.02% of employment and 23.86% of housing in High Quality Transit Areas by 2040
Investments on Mainline Highway Systems: I-5 and I-205 carpool lanes, SR 4 Crosstown Freeway extension
Preventative Maintenance: Approximately 73% of Roadway operations, maintenance and safety funds for local streets and roads maintenance
Maintenance & Operation Improvements for the Existing Transportation System: Approximately 10% of Roadway operations, maintenance and safety funds for state highway system maintenance

Support Economic Vitality

Creation of Jobs: Average of 4,833 Full Time Equivalent jobs created by RTP projects annually
Supporting Goods Movement & Economic Centers: Infrastructure improvements to streamline goods movement

Increase Safety & Security

Transportation System Management Improvements: Freeway auxiliary lanes, modified interchanges, improved shoulders, intersection improvements
Grade Separation Projects: $190 million for railroad grade separations
Intelligent Transportation Systems: CCTV, changeable message signs, traffic detection equipment

Improve Public Health

Residential Density: Average housing density increases from 4.5 to 9 units per acre
Community Enhancements and Place Making: Over $115 million for sidewalks, pedestrian streetlights, landscaping, and traffic calming
Public Health - Emissions Budgets: 2.29% decrease in Pollutants per Capita

Building on Active Transportation

Active Transportation Investments (bike lanes, ancillary projects): 822 miles of new bike lanes
Trip Mode Share: 45,000 fewer automobile trips daily

Ensuring Social Equity

Housing Mix: Increase diversity of housing options
Transportation Costs: 0.26% decrease of average household income spent on transit
Transit Accessibility: 6.5% higher accessibility to transit with at least 2 buses per hour for communities of concern

Enhance the Environment for Existing and Future Generations and Conserve Energy

Reducing Impacts through Environmentally Sustaining Practices

The Plan seeks to encourage efficient development patterns that maintain agricultural viability and natural resources and enhance the connection between land use and transportation choices through projects supporting energy and water efficiency. The following indicators highlight the Plan's aggressive pursuit of environmental preservation and enhancement.

Acres of Prime Farmland Consumed

While a similar measure to the total acres of land consumed, this indicator has its basis in Senate Bill 375's requirement that the metropolitan planning organization consider the best available scientific data on the impacts to resource and agricultural lands. The Plan's more compact development footprint encroaches less on prime agricultural land vital to the economy in San Joaquin County.

Energy Usage and Water Consumption per Household

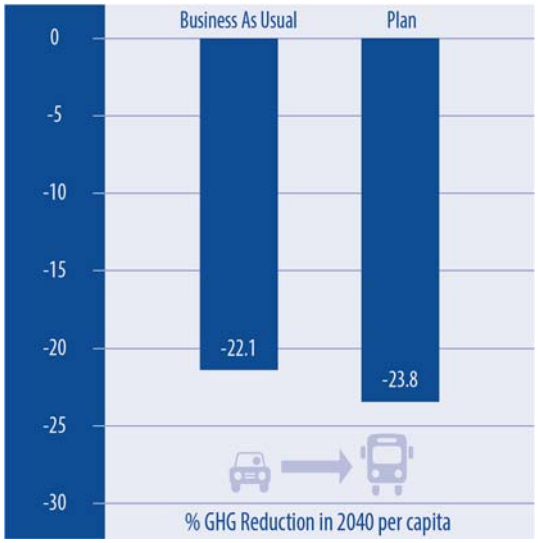
Energy and water efficiency, as characterized here, represents a co-benefit of the future resulting from the more compact urban form envisioned and modeled for the household growth in San Joaquin County. Decreases in energy and water use are both an environmental and a financial benefit through reductions in overall housing costs.

Average household residential energy use decreases by 45%. This is the equivalent of powering an additional 68,000 households. Water saved is nearly 193 gallons per household every day.

Improve Air Quality and Reduce Greenhouse Gases

A Plan that Exceeds Air Quality Requirements

Greenhouse Gas Emissions per Capita

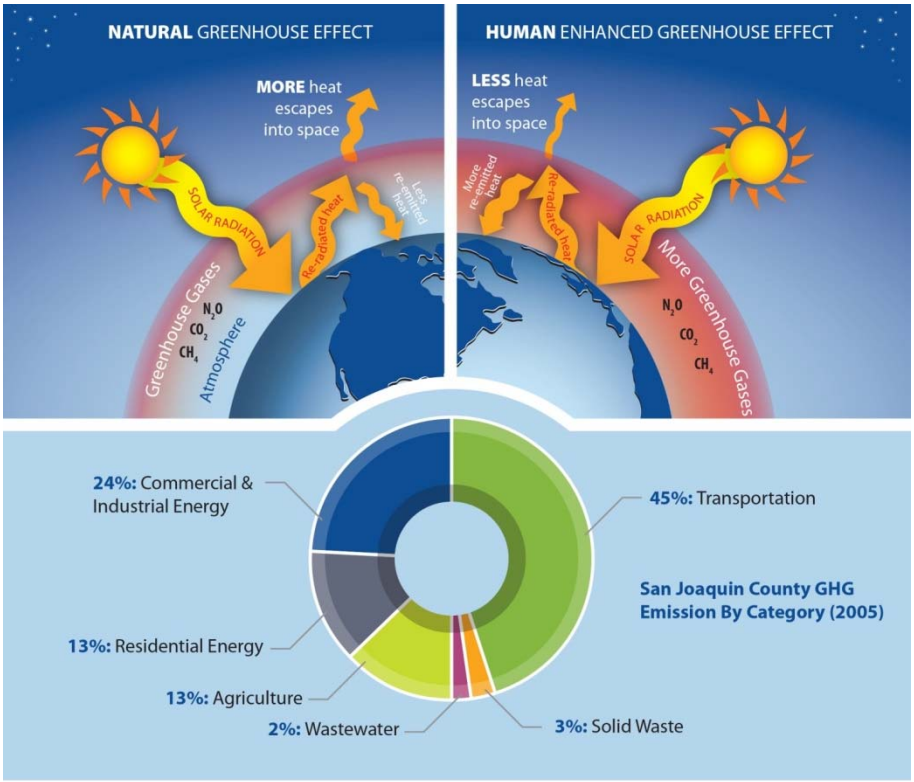


The Plan meets and exceeds the greenhouse gas (GHG) targets as set by the California Air Resources Board (CARB) of 5 percent in 2020 and 10 percent in 2035. The 5 percent and 10 percent reductions are from cars and light duty trucks and are measured against a 2005 baseline on a per capita basis.

This performance indicator was developed in direct response to the requirements of SB 375. Further discussion of the GHG targets and SJCOG's analysis is included in the Environmental Impact Report, Appendix N. For consistency with the other measures in this section, 2040 indicators are included here as part of the performance discussion.

Vehicle Miles of Travel per Capita

As the name implies, a vehicle mile is one vehicle traveling one mile on the roadway network, regardless of how many people are occupying the vehicle. Vehicle miles traveled (VMT) has been a consistent measurement of travel efficiencies by both transportation planners and policy-makers for decades. It is an important predictor in SB 375's principal target—GHG reductions from cars and light duty trucks, as well as other measured vehicle emissions. The total daily VMT is 28,592,732 for the Plan and 29,065,851 for business as usual conditions. This means that the Plan reduces over 473,000 daily VMT. Per capita, that reduction is .44 mile per day.



Maximize Mobility and Accessibility

Getting Where We Need and Want to Go

This Plan has a true multimodal approach in its investment strategies. The Plan increases investment in bus and rail transit, and active transportation projects such as bikeways or streetscape features to facilitate public health through active communities. The targets in this section are reflective of the achievements of the Plan in providing easier and more convenient access to the places citizens need and desire to travel. Existing programs supporting demand strategies such as ride-sharing also play a significant role, as do investments supporting "place-making" such as more mixed-use areas where destinations are closer to home.

The following indicators highlight some of the transportation system efficiencies improved through this investment strategy.

Transit Ridership

Increases in transit ridership can be attributed to both improvements in service through direct investments in transit-related capital and operations and increased ridership attributable to supportive land use patterns. For example, studies indicate that residential densities of approximately 7 to 8 dwelling units per acre are required to support efficient transit operations.

Transit ridership increases by nearly 14% as a result of the Plan's direct and indirect investments in improving transit frequency and efficiency.

Bike and Walk Trips

Trips made in the active transportation category, either by walking or biking, show a modest increase due to plan investments. Strides are being made both at the local land use level and with the percentage of Plan investments dedicated to active transportation supportive projects.

Bike and walk trips increase by a modest 0.67%, but translates to 858 additional active transportation trips daily.

Increase Safety and Security

Let's Be Careful Out There!

Investments that Help to Reduce the Number and Severity of Traffic Incidents

The Plan has many areas of investments targeted to improve safety and security. The Plan invests in advanced technology applications, often referred to as intelligent transportation systems (ITS). These include closed circuit televisions to monitor and convey real time travel conditions, changeable message signs, traffic detection equipment, and traveler information systems. These high-tech applications allow motorists to choose travel options and allow local and state agencies to more quickly respond to incidents on the roadway.

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Preserve the Efficiency of the Existing Transportation System

Taking Care of What We've Got

Location Efficiency: Housing and Employment near Major Transit Routes and Stations

SB 375 defines high quality transit areas (HQTA) as areas within a half-mile of routes with 15-minute or better frequencies during peak travel times and areas within a half-mile of existing train stations or bus transfer stations meeting number and frequency requirements. These areas qualify for environmental document streamlining under the California Environmental Quality Act (CEQA) when developers propose buildings that meet other requirements in SB 375. San Joaquin County has areas meeting these definitions, primarily within the population center of the City of Stockton, along bus rapid transit routes. SJCOG is also reporting the percentage of new development near other existing transit routes with definition under SB 375. Locating development potential for increased services under the Plan, even though they do not currently meet the HQTA within these areas furthers the intent of SB 375 and contributes to improvement in the overall goals and objectives of the Plan.

Housing and employment located within these HQTAs increase the potential for transit usage, as well as walking and biking opportunities, through more convenient access and co-location of jobs and services. Increases in jobs and households close to existing transit may have a synergistic effect. The Plan's foundational land use assumptions support transit and walk/bike projects that can greatly increase the attractiveness of these identified corridors and hubs for additional private investment.

Support Economic Vitality

Transportation infrastructure construction results in a large number of jobs per dollar of investment for the local economy. This indicator gives a snapshot of potential job creation (both direct or construction-related employment), and indirect or additional jobs created due to spending from those receiving income from direct jobs. The calculations are based on an analysis completed for SJCOG by the University of the Pacific Business Forecasting Center.

Construction of the projects outlined in the RTP investment strategy and project lists will support an annual average of 4,833 direct, indirect, and induced full-time jobs in San Joaquin County over the 27-year life of the Plan.

Over 130,000 new jobs will be created during the 27 year period of the RTP/SCS.

Improve Public Health and Build on Active Transportation

Promoting Active Lifestyles through Improved Linkages between Transportation and Land Use

Now more than ever, the RTP, with its embedded SCS, concentrates on the ways the future built environment can be enhanced with focused, innovative transportation investments. The Plan strives to enhance public health through improving public spaces as a way to provide more opportunities to bike and walk to destinations, for work, play, or other necessary travel.

Active Transportation Investments

This indicator shines a light on the Plan's focused commitment to build upon the recent successes attributable to the existing commitment of the bicycle/pedestrian funding pool within the Measure K renewal program and the increased portion of revenues assigned to the Active Transportation category. As a percentage of total funding, the category increased from 1.5 percent of total revenues to 2.6 percent, representing a 78 percent increase over the 2011 RTP. The additional bikeways added assume full implementation of the bikeway projects included in 2012 Regional Bike Pedestrian Safe Routes to School Master Plan

Equity and Access

A Plan for Everybody

Included in this section are performance indicators specific to identifying the equitability of Plan investments across all income and minority groups in San Joaquin County. Two performance indicators relative to the entire population are considered: housing type mix and percent of household income spent on transportation. Three additional measures are considered for identified communities of concern only versus the region in the aggregate: transit accessibility, households within 500 feet of a major transportation facility, and roadway expenditure benefits. Tables and the full environmental justice analysis are included in the Environmental Justice Appendix.

Region-Wide Indicators:

Adequate Provision of Housing for a Diverse Population

Housing type is a complementary measure to density—and is also an indicator of housing affordability and availability for all income groups. The projected change in the housing mix demand is both a function of demographic changes and economic realities. The goal for the housing mix indicator has its basis in a study completed for San Joaquin Valley counties entitled Market Demand Analysis for Higher Density Housing in the San Joaquin Valley. Among the findings in the study were that appropriate densities need to be provided to ensure adequate provision of rental housing and that higher-density housing has been historically under-delivered, particularly for renter households. Differences in the projected housing mix between the business as usual condition (based on historical trends) and the Plan provides for increased housing choices for all populations in San Joaquin County as shown in the pie charts (Figures 5.2 and 5.3).

Figure 5.2: Housing Choices in the "Business As Usual" Scenario

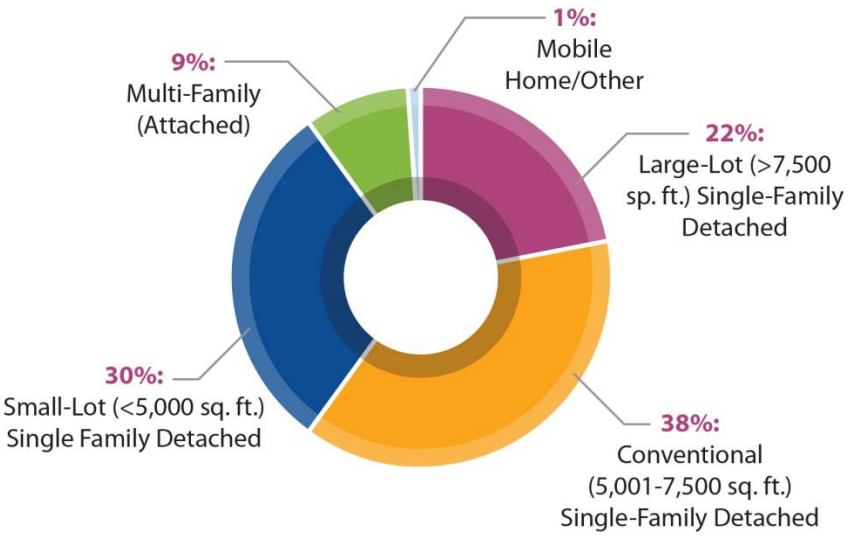
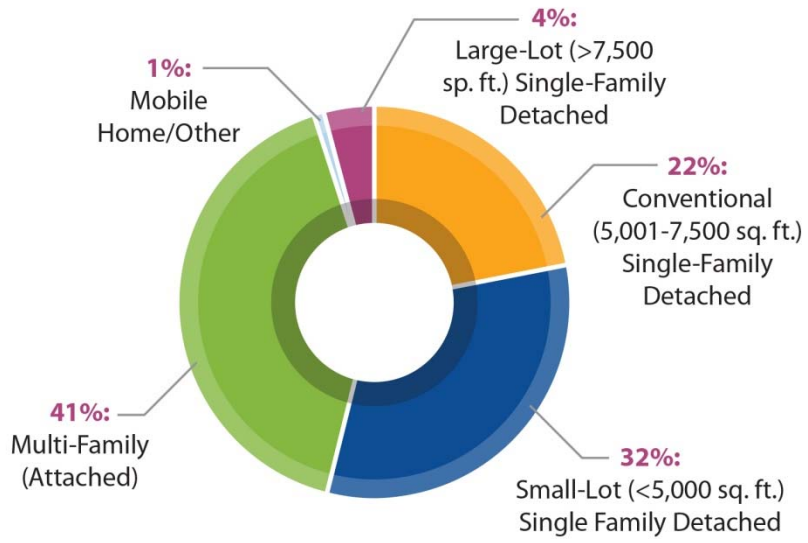


Figure 5.3: Housing Choices in the Plan (RTP/SCS)



Percent of Household Income Spent on Transportation

As this indicator is based on expenditures for auto-related transportation costs, it decreases relative to the shift in mode share from auto-based trips to non-auto-based trips such as biking and walking. As with the mode share shift, this indicator shows a light improvement based on changing transportation investments and land use assumptions attributable to the Plan's strategies. The decrease is from 15.76 percent to 15.50 percent of countywide average household income.

Communities of Concern (Environmental Justice) Discussion and Indicators:

Identification of Environmental Justice Communities:

Minority

For purposes of the Environmental Justice analysis for the Plan, SJCOG has utilized the US Census Bureau definitions of different racial and ethnic populations to identify minority status among persons living in San Joaquin County. Minority persons are those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, some other race, multiple races, or Hispanic/Latino of any race.

Low Income

Defining "low-income" populations uses the poverty threshold as defined by the US Census. This poverty threshold definition identifies the population in San Joaquin County that falls below a nationally defined basic standard of living.

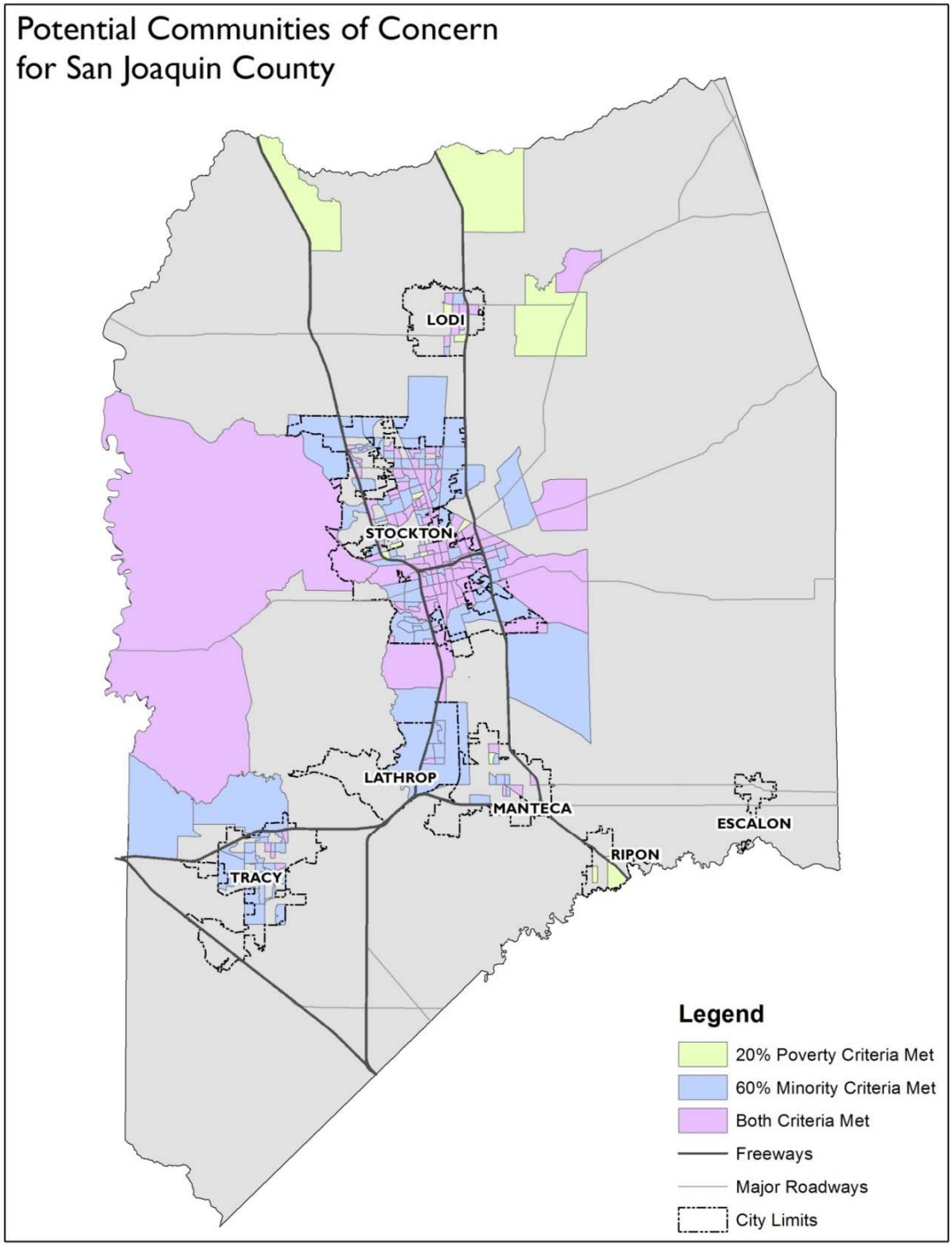
Defined Environmental Justice Areas

In order to examine the degree to which minority and low-income (i.e., environment justice or EJ) groups benefit from the transportation investments and policies being carried out as part of the RTP/SCS, EJ communities must first be defined and mapped.

The Census Block Group is the smallest level of geography for which both income and racial/ethnic data is available, and has been utilized to identify areas of specific concern within San Joaquin County using the most recent available American Community Survey 5-Year Estimates (2007–2011). The Census Block Groups that contained 60 percent or more minority populations or 20 percent or more low-income populations were called out as communities of concern/EJ communities. These percentages conform roughly to current county averages for these definitions. This process identified a total of 228 block groups with 104 block groups meeting the threshold for both criteria. A map of the areas is shown in Figure 5.4. Appendix P contains additional information / mapping and identifies a sub-set of these areas (areas of greater concern) for future consideration.

Figure 5.4

Potential Communities of Concern Map



Transit Accessibility

An equity analysis of the Plan's bus transit investments was performed for EJ vs. non-EJ communities for both households and employment relative to service transit service frequency. The percentage of the total EJ population within a half-mile walking distance of a transit stop, relative to the percentage of households and employment for the entire county, was calculated. The results indicated that the EJ community percentages, both in terms of households, total employment, and low-income jobs, within walking distance of transit, are significantly higher than the countywide percentages.

Nearly two-thirds (62.4 percent) of the households in EJ communities have access to transit compared to only 55.1 percent of the general population. Additionally, across all levels of transit service frequency, a greater percentage of EJ households are within walking distance (i.e., a half-mile distance) to transit than the general population, with the proportional difference ranging from 4.4 percent more to 7.5 percent more EJ households with access to transit than the general population. These findings are similar for employment access to transit in the EJ communities with the proportional differences ranging from 6.9 percent to 9.1 percent more jobs in EJ communities having walking access to transit than the general population.

Based on these results, equitable if not more favorable EJ community benefits resulting from transit investments can be inferred. This can be attributed to EJ communities being more geographically concentrated within developed areas of the county where transit service provision is the greatest.

Households Within 500 Feet Of A Major Transportation Facility

Given that the proximity to major transportation facilities can increase population exposure to health-based emissions and particulate matter from vehicles, an equity analysis was performed to compare the number and percentage of general population households relative to EJ households located within 500 feet of a major transportation facility. Considering total countywide households, 5.6 percent of the households within 500 feet of any major facility are EJ households versus 5.0 percent of the general population. EJ households represent all of the households near the Crosstown Freeway (State Route 4), and approximately 80 percent of the households near Interstate 5 and Interstate 205. EJ households make up much lower numbers of households near State Route 120, Interstate 580, and State Route 99 due to these facilities being located primarily in outlying parts of the county and the concentration of the EJ communities in the urban areas of the county. Additonally, SJCOG recognizes the inherent trade-off between health benefits and exposure risk of locating new residential development in infill areas near transit. See Appendix P for additional disuccsion.

Roadway Expenditure Benefits

To gauge the extent to which EJ communities proportionately benefit from roadway improvement expenditures compared to the general population, an equity analysis was performed. Using the SJCOG Model Improvement Plan travel demand model, a select link analysis was performed on nine regionally significant roadways identified for capacity improvements in the Plan. The analysis yields the percentage of vehicle demand whose origin is an EJ community versus non-EJ community. Results indicate that approximately 39 percent of daily vehicle trips utilizing these improved roadways originate from EJ communities. This indicates that a significant proportion of EJ communities will benefit from future roadway investments resulting from the Plan. However, this share is proportionally less than the countywide percentage of the population within Traffic Analysis Zones identified as EJ zones (57%). The full EJ analysis in Appendix P provides additional discussion of this indicator.

CONCLUSION

These indicators demonstrate that the Plan, overall, performs better than the "Business as Usual" scenario. The performance indicators show real improvements in meeting sustainability. It is also recognized that in some indicators, the Plan performance benefit is incremental despite a different approach in both the investment strategy and in the conceptual land use patterns. This is due in large part to an already well-established built environment. Over time, these incremental improvements will become a substantial part of the urban environment of San Joaquin County with a resulting increase in beneficial results across all communities in San Joaquin County. The performance measures included in this plan demonstrate a change for the region that meets the needs of our communities and provide a responsible set of metrics for meeting sustainability objectives.

CHAPTER 6
ECONOMIC VITALITY

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

CHAPTER 6
ECONOMIC VITALITY

INTRODUCTION

This chapter describes the economic vitality of San Joaquin County, through its extensive multimodal transportation network and history as a center of goods movement and distribution. It furthermore examines the role of the Plan in promoting the economic competitiveness of the region by creating an environment that attracts white-collar jobs to the region through increased investments in active transportation, compact and mixed-use development, high quality transit, and community investments.

The Role of Transportation in Economic Vitality

The history of San Joaquin County has been shaped by transportation

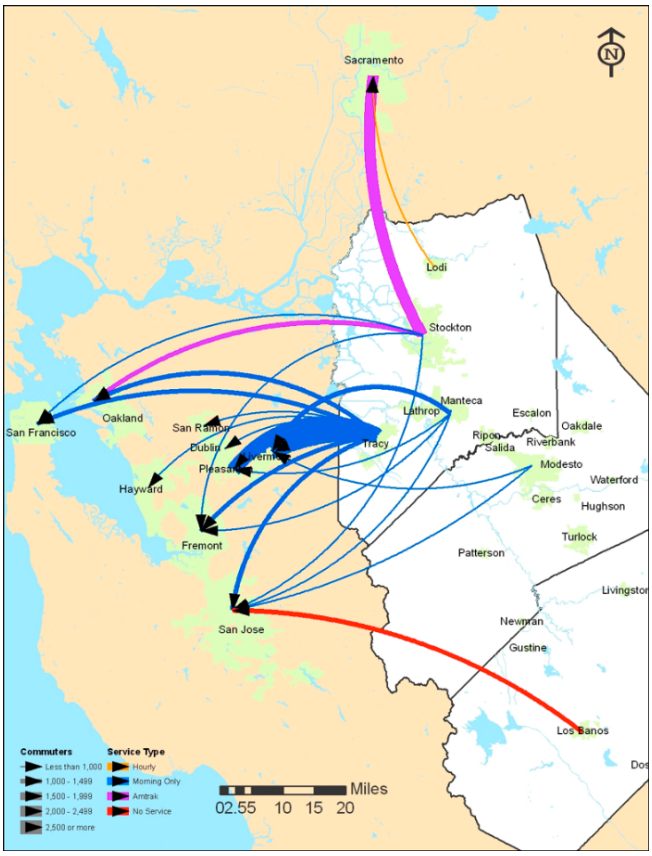
From the first of the 1849 Gold Rush miners, to the completion of the transcontinental railroad, to the completion of the interstate highway system, the San Joaquin region's story is told through transportation. That story has changed little over time. Logistics, the strategic movement of goods and services from one place to another, continue to be key to economic growth in the region. The future challenge for the area is to build successfully upon this geographic advantage in goods movement and to expand the opportunities for businesses and people in the northern San Joaquin Valley.

Transportation is not just logistics

The movement of people continues to have importance in San Joaquin County. Over the past four decades, San Joaquin County has been exporting a commuter workforce alongside agricultural goods and manufactured items on our freeways. These residents have brought back to the region higher wages and increased spending power, and a host of skills and capabilities that can attract new employment opportunities to the region as well.

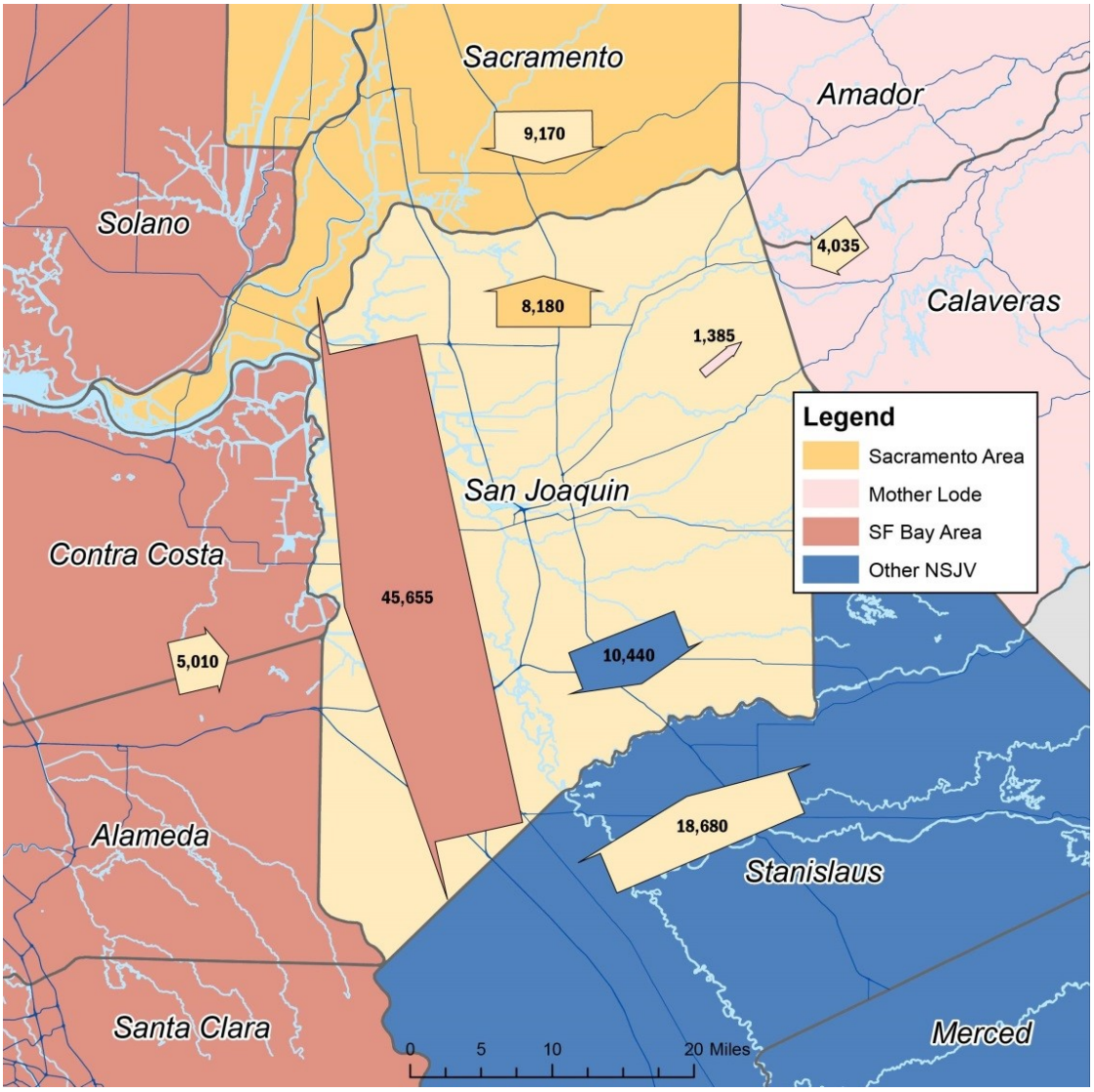
During the 1960s, the black and white US 99 shields gave way to the familiar green CA-99 signs shaped like miners' spades.

Figure 6.1 Inter-County Commute Using Transit to Bay Area and Sacramento



Source: Interregional Multimodal Commute Trip Planning Study, 2013

Figure 6.2 San Joaquin County Daily Commute, 2010



Source: UOP Business Forecasting Center, May 2014

Commute patterns show an untapped economic potential in the San Joaquin County workforce. Due to the lower housing costs in the region, a large number of county residents commute to neighboring counties. These commuters strain the capacity of the transportation network, leading to increased congestion, greenhouse gas emissions, and roadway maintenance costs. Many of these commuters are highly educated and are in white-collar sectors such as business, finance, computers, or engineering.

"Smart growth is economic growth. Bringing more jobs to San Joaquin County and building upon a skilled core of workers already residing here is one more way transportation and regional policies foster economic vitality."

Mayor Brent Ives, City of Tracy

Opportunities for Economic Development

Transportation has required some "self-help" taxation strategies

The recent past has shown that San Joaquin County can take its economic destiny into its own hands through thoughtful transportation investments. Measure K, the half-cent sales tax for transportation, invested over $700 million in transportation improvements within its first 20 years—many investments with the purpose of expanding economic opportunity to the region. A combination of highway improvements, rail grade separation projects, local bus improvements, and the creation of a regional passenger rail program all have had tangible effects on our economic vitality.

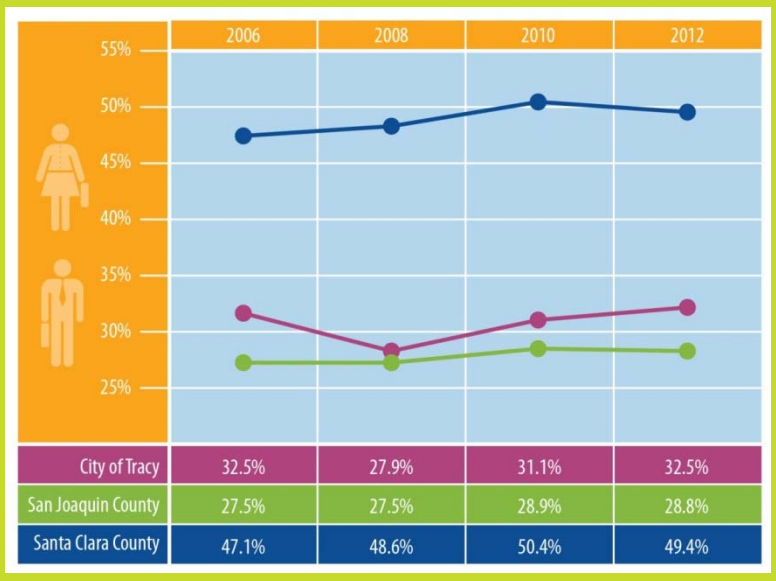
Tracy: Silicon Valley East

The City of Tracy currently has a population of approximately 85,000 residents. It has been characterized by some as the "Silicon Valley East." A large proportion of Tracy residents have white-collar jobs in the San Francisco Bay Area and commute to work via Interstate 580 (I-580) and Altamont Corridor Express trains.

For the purposes of this chapter, white-collar jobs are "Management, business, science, and arts" jobs as defined by the U.S. Census Bureau's American Community Survey (ACS). After dipping significantly during the recession, the percentage of Tracy white-collar jobs returned to 2006 levels in 2012.

The raw numbers of Tracy white-collar jobs remained roughly constant from 2008 to 2010 while the overall employed population declined from 39,421 to 34,838. More details on employment comparisons between the City of Tracy, San Joaquin County and Santa Clara County (as a representative for the greater Silicon Valley) can be found in Figures 6.3-6.6.

Figure 6.3
Comparison of White Collar Trends



	2006	2008	2010	2012
City of Tracy	32.5%	27.9%	31.1%	32.5%
San Joaquin County	27.5%	27.5%	28.9%	28.8%
Santa Clara County	47.1%	48.6%	50.4%	49.4%

Source: American Community Survey 1-year Estimates

2012 Employment Categories

Figure 6.6 City of Tracy

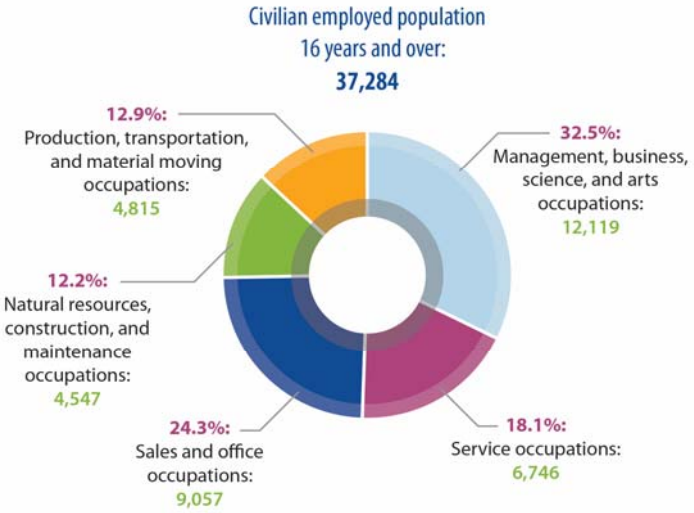


Figure 6.5 San Joaquin County

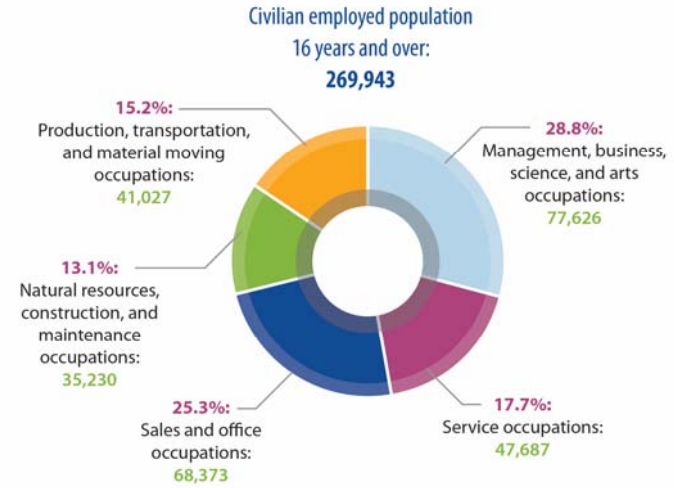
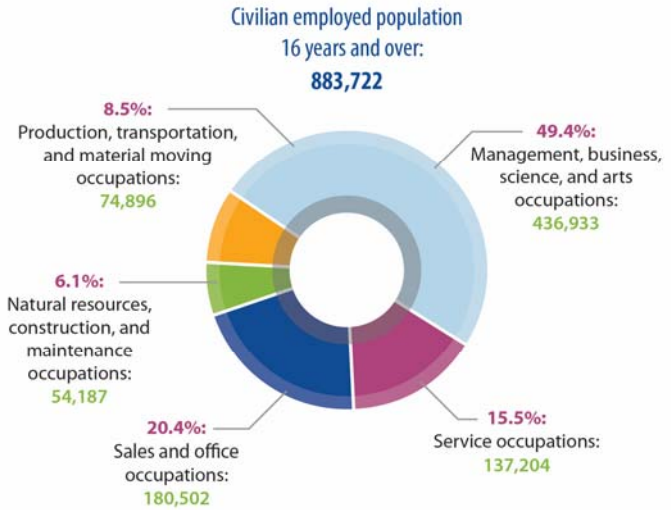


Figure 6.4 Santa Clara County



Sorce: 2012 American Community Survey 1-year Estimates

Highlights of Economic Development Efforts in Other San Joaquin Cities

City of Lathrop

The City of Lathrop is one of Northern California's fastest growing and most comprehensive Master Planned Communities. Its current population is over 19,000 residents. The City experienced the highest percentage of population growth of all cities in San Joaquin County with a 45 percent increase between 2000 and 2012. Like many of the cities in San Joaquin County, Lathrop's geographic placement plays a role in the city's ability to attract both business and residents. As reported by the City of Lathrop, the economic potential for the City includes the following development projects: River Islands, which includes a 325-acre employment center and is projected to create 17,000 new jobs; Mossdale Village, a 2500-unit Masterplanned community which is also planned for nearly 1 million square feet of retail/office space; and the Central Lathrop Specific Plan, site for a power center and nearly 4.5 million square feet of office commercial.

City of Lodi

The City of Lodi currently has a population of over 63,000 residents. It's economy is anchored in the manufacturing, retail, health care, and hospitality industries. In addition, agriculture contributes to the local economy, with wine grapes being the largest crop. The 90,000 acres of vineyards produce annually a crop worth in excess of $350 million. Nearly 40 percent of California's premium wine grapes are grown in Lodi, according to the City. The Lodi-Woodbridge area has been a respected part of California's wine industry for over 100 years. Today, over 60 of the State's most important wineries rely on grapes grown in the Lodi-Woodbridge region including Robert Mondavi.

City of Manteca

With its relatively low costs and proximity to the San Francisco Bay and Sacramento areas, the City of Manteca has attracted many commercial and industrial businesses, and is a popular place to live for commuters to the San Francisco Bay area. It is one of the fastest growing cities in the region, experiencing a 30% population increase between 2000 and 2012. The current population of Manteca is over 71,000. Since 2006, new residential land use activity from the City (participating in SJCOG's Regional Traffic Impact Fee Program-RTIF) was 2,597

of the total 5,420 single-family units in the County, with multi-family residential units accounting for 250 units out of the region's 755 unit total. This strong residential growth is citywide and is accompanied by a similar increase in shopping, dining, and recreational opportunities throughout the community. The pace of both residential and commercial growth makes the City one of the most successful in terms of economic revitalization activity in the region.

City of Stockton

The City of Stockton is the largest of the seven cities in the County with a population of almost 300,000 residents. Its relative size, economy, population, and land area makes its development trends of regional interest. According to the City of Stockton, Stockton has approximately 6,000 acres of industrially zoned land, of which close to 1,500 acres is available for development. The City has fourteen fully improved industrial and business parks, nine of which contain rail access.

All industrial parks offer easy freeway access and are located within approximately five to fifteen minutes of either the airport or seaport. The past 20 years saw a significant northward migration and expansion of commercial activity in the Stockton Area. Stockton has evolved into a multi-nucleated city with several pockets of intense office or retail development, each serving functionally in some characteristic manner of a traditional central business district. Stockton's economy has diversified from historically agriculture-based to include all market sectors. In fact, the City reports that there are over 17,000 businesses licensed within the City of Stockton.

Figure 6.7 San Joaquin County Goods Movement Network

Source: Business Forecasting Center, University of the Pacific

Creating Sustainable Transportation Systems Builds San Joaquin's Economic Competitiveness

Rail, highways, air freight, and waterways are the main ways to move goods from one place to another and San Joaquin County has been blessed with resources in all four areas (see Figure 6.4). Whether it involves moving wine from a winery to overseas, fertilizer from overseas to the San Joaquin Valley, building materials from Turkey to Fresno, or milk from Merced to the East Bay, it moves through San Joaquin County. This will become more and more true over time, and recognizing the need to maintain, enhance, and sometimes overhaul our transportation options in the region will determine our success at improving economic vitality. The following are ways the San Joaquin region will continue to build upon that legacy.

The Port of Stockton is California's farthest inland deepwater port.

Improving port access and investing in projects that increase port economic viability

Port of Stockton

In 1932, the Port of Stockton was founded as an independent governmental district. Today, the Port of Stockton is the second largest inland seaport (after Port of Portland in Oregon) and is either the fourth or fifth largest port in California (Stockton and the Port of San Diego have traded places a couple of times.) The last 10 years have seen the Port of Stockton experience its greatest growth and the potential seems limitless with new docks, a marine highway program, the deepening of the channel, and the exploitation of the Rough and Ready Island complex. The port has new tenants with an increase in customers and the recovery from the recession appears to be advancing quickly.

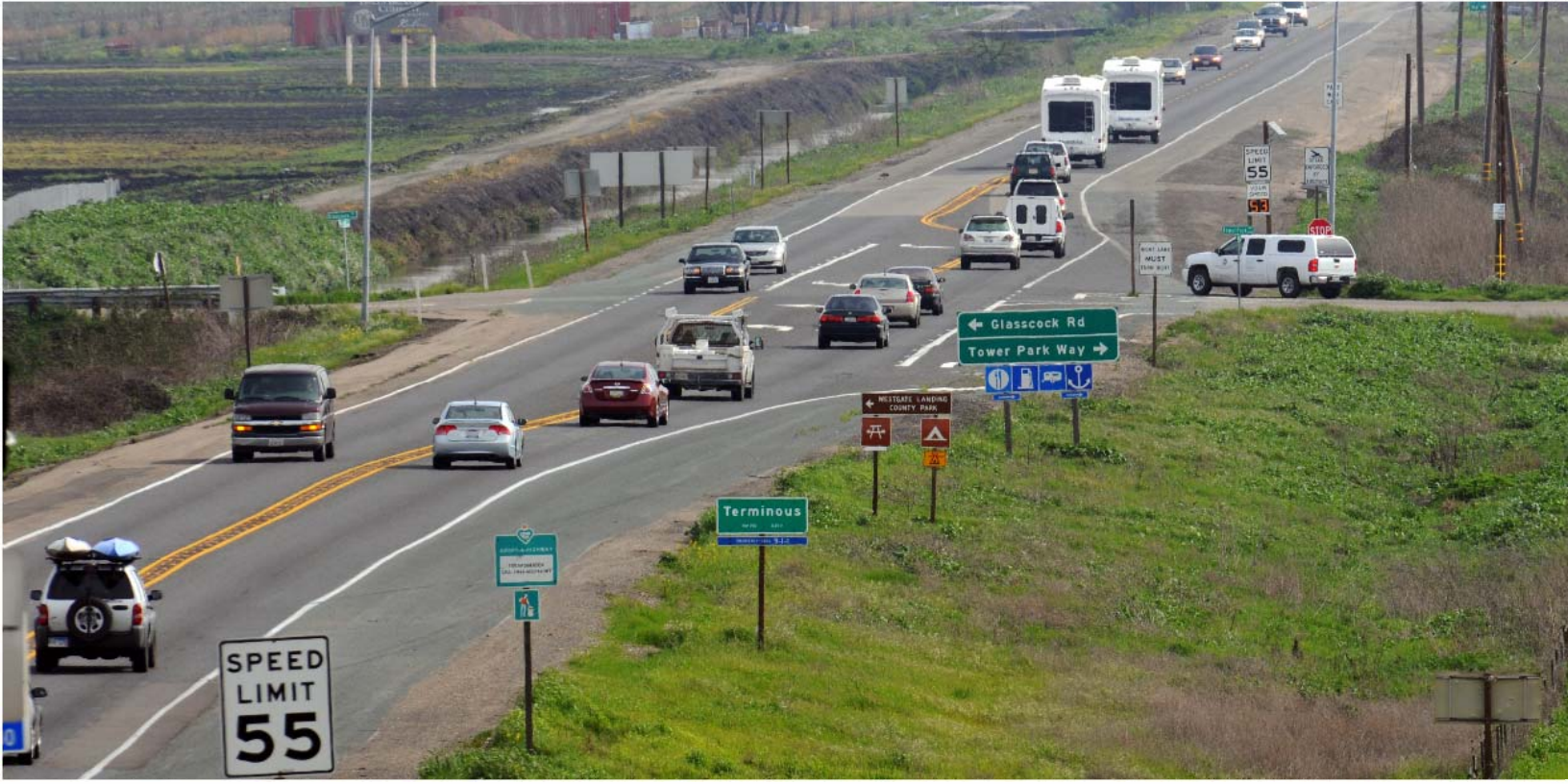
Access to the Port of Stockton has improved with the Port of Stockton Expressway off of State Route 4. In the spring of 2014, the extension of the Crosstown Freeway will break ground, adding direct freeway access to the Port of Stockton complex. This will be enhanced by a new gateway entrance off of Navy Drive.

Prioritizing highway improvements that bolster the economic centers

San Joaquin County is among the most truck-intensive locations in California. This is the result of excellent highway access. Interstate 5 (I-5) and Highway 99 provide outstanding north-south connections. Interstate 205 (I-205) and Highway 120 provide the southern half of the region great east-west connections. I-580 is primarily a route through the region but provides economic opportunity in the Tracy area. Highway 12 provides an east-west connection to the Bay Area in the north serving, in large part, a farm-to-market purpose.

Movement within the port complex with a new bridge across Burns Cut and enhancement to the rail infrastructure as well as new cranes and refurbished docks only brighten the future for this centerpiece of economic vitality in the region. The port is looking to improve its intermodal infrastructure with truck to rail connections in the future. External improvements are also essential to the Port of Stockton such as deepening the channel in order to bring fully loaded ships into the port.

Recent improvements to these highways include safety features on State Route 12, the widening of I-205 and enhanced acceleration and deceleration lanes. The widening of I-5 through Stockton is under way and will be completed in 2015. Highway 99 improvements are under way from Highway 120 to State Route 4, and will be completed in 2015. The Highway 4 extension to the Port of Stockton will be completed in 2016. While there is a benefit to reduced congestion in the region with these projects, the main value is the capacity to move trucks which have a far greater economic value than a single occupant automobile.



As the investments in the RTP unfold, there will be additional freeway widening but a greater reliance on operational improvements such as auxiliary lanes, longer acceleration and deceleration lanes, and improvements to accommodate Surface Transportation Assistance Act (STAA) rated trucks. Logistics remains at the heart of the San Joaquin County economy and these improvements will further the attractiveness of the region for economic growth.

Strengthening connectivity of key regional arterials and interchanges

San Joaquin Council of Governments (SJCOG) continues to invest in regional arterial improvements that provide access to job growth sites. The completion of the Arch-Sperry Corridor widening is an example of this improved access; McKinley Avenue in Manteca, Lammers Road in Tracy, Eight Mile Road in Stockton, and Austin Road between Manteca and Ripon are just a few other locations that are calling for the same kind of investment. These locations have been master planned as future job growth corridors in San Joaquin County.

Exploring the potential of Stockton Metropolitan Airport for air passenger service and increased commercial service

While the Stockton Airport has struggled to attract consistent air passenger service, it continues to hold a large amount of untapped potential. The airport's runways and taxiways are in need of some maintenance but the terminal has undergone improvements. In 2014, San Joaquin County will adopt a Master Plan that will outline capital enhancements to secure new passenger service and strengthen the existing commercial activity. With the completion of the Arch-Sperry Corridor, the Stockton Airport will play a vital part in attracting new business opportunities and industries to the region.

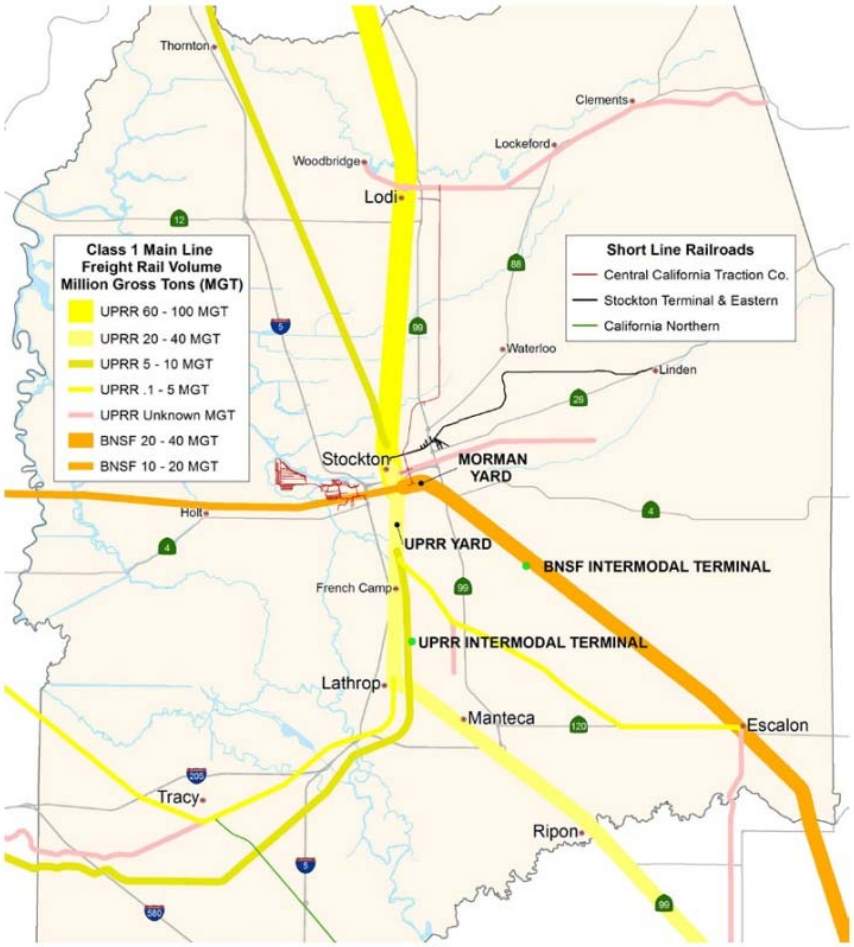
Integrating railroads into the economic strategy

While railroads are not large employers in the region, the resulting synergy of trucks, warehousing, and supply is interrelated. Rail is a critical link to the full-service transportation network that is prominent in San Joaquin County (Figure 6.5). The importance of the county's railroad network continues to grow, with a 15 percent projected increase in inbound rail flows into the county, and a 67 percent projected increase in outbound rail flows.

The network includes approximately 200 miles of Class I railroads owned by Union Pacific Railroad and Burlington Northern Santa Fe (BNSF).

Significant rail expansion projects are further distinguishing the county as a premier location for logistics operations. In Stockton, BNSF operates an intermodal rail facility on 425 acres. The facility lifts 300,000 container units annually and is a major network hub between Northern California and the Midwest. In Lathrop, Union Pacific operates a 109-acre intermodal rail facility. Union Pacific is planning to expand the facility to meet domestic cargo demand, with a first phase increase to 400,000 units lifted annually, and a second phase increase to 730,000 units annually. The expansion project will triple the facility's capacity to meet goods movement needs, improve the region's economic competitiveness.

Figure 6.8 Rail Freight Network



Source: Business Forecasting Center, University of the Pacific
*Gross Ton-Miles from *Draft CA State Rail Plan, February 2013*, Exhibit 6.7

San Joaquin County also features approximately 50 miles of short-line railroads. The Stockton Terminal and Eastern Railroad provide rail service to a variety of industries in the Stockton area, including steel, chemical, and bulk goods. It offers over 800,000 square feet of integral warehouse facilities, in addition to providing interchange services with the major railroads and the Central California Traction Company (CCT). CCT provides rail service to industries such as canning, agriculture, plastics, and winemaking. Its operations in the Port of Stockton have been expanding, with 12,300 carloads in 2004, 37,000 carloads in 2012, and 40,000 carloads in 2013. Additionally, the California Northern Railroad operates the former Southern Pacific line from Tracy to Los Banos in Merced County. Traffic primarily consists of food and agricultural products, along with servicing an ethanol production facility in Tracy.

Strategies for Catalyzing Economic Development

Attracting jobs = reduced commute = people working where they live

If an aspect of smart growth is reducing the length of work trips, then San Joaquin County needs more job growth to reduce the average work trip length. According to the 2010 Federal Census, at 31.5 miles one-way, the San Joaquin region is in the top 10 in the country for average work trip length.

The future of this county is not in exporting workers to the Bay Area or Sacramento, but in building a better jobs/housing balance in our communities. Increased investments in active transportation, high quality transit, and compact and mixed-use development, will work to create an environment that attracts white-collar jobs to the region. Making transportation investments that achieve this end are among the goals of this Plan.

Keeping graduates in the region

Attracting college graduates to the region is vital to catalyze a shift from a local economy based on goods movement to a balanced, innovative economy. The San Joaquin region is home to the University of the Pacific and San Joaquin Delta College. Many concepts have been explored regarding how to retain graduates so they can find work in the region where they live. The role of youth, education, and business in the economic development of both the county and the San Joaquin Valley may include strategies such as offering “incubator space” for students to work as interns or even for new graduates to work within a business, nonprofit, or governmental agency. These work spaces and opportunities may help students gain direct experience in the field and position graduates for future job openings within the business or agency. Other strategies involve more active job recruitment directed toward graduates of these campuses for job openings in the region.

CONCLUSION

This analysis demonstrates how the San Joaquin region has strong economic advantages as well as untapped potential with its existing transportation network and facilities. San Joaquin has growing economic centers, an educated job force, and a housing market that attracts residents. Transportation is the critical piece to tie all of those concepts together in a unified strategy toward economic development. As a result, the Plan moves the region in the direction of economic competitiveness through its investment strategies.

CHAPTER 7

A FRAMEWORK FOR MOVING FORWARD – CHALLENGES AND OPPORTUNITIES

CHAPTER 7
A FRAMEWORK FOR MOVING FORWARD – CHALLENGES AND OPPORTUNITIES

INTRODUCTION

This chapter provides an overview of the ongoing challenges as well as the future opportunities and strategies to meet these challenges head on.

Ongoing Challenges Facing the San Joaquin Region

Through its role as Regional Transportation Planning Agency for San Joaquin County, the San Joaquin Council of Governments (SJCOG) will forge ahead, providing a forum for regional policy discussions on growth, transportation, environmental management, housing, open space, air quality, fiscal management, and economic development. SJCOG—with its member agencies, regional partners, and community stakeholders—will seriously consider all sides of every issue through consensus building and collaborations. SJCOG recognizes these are essential elements to successful implementation of the Plan.

SJCOG believes the Plan investment strategy is a step toward meeting the air quality, environmental, economic, and mobility needs in the San Joaquin region. It will be an effective vehicle for a comprehensive transportation vision backed by ambitious, but achievable, forecasted development.

However, despite the Plan's billion dollar investment, it is important to acknowledge that there will be continuing challenges inherent in the delivery of the Plan.

Bowl-Shaped Nature of Valley Conducive to Air Quality Issues

Air quality issues are prevalent due to the geography of the region. The San Joaquin region is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to some extent, the Sierra Nevada range.

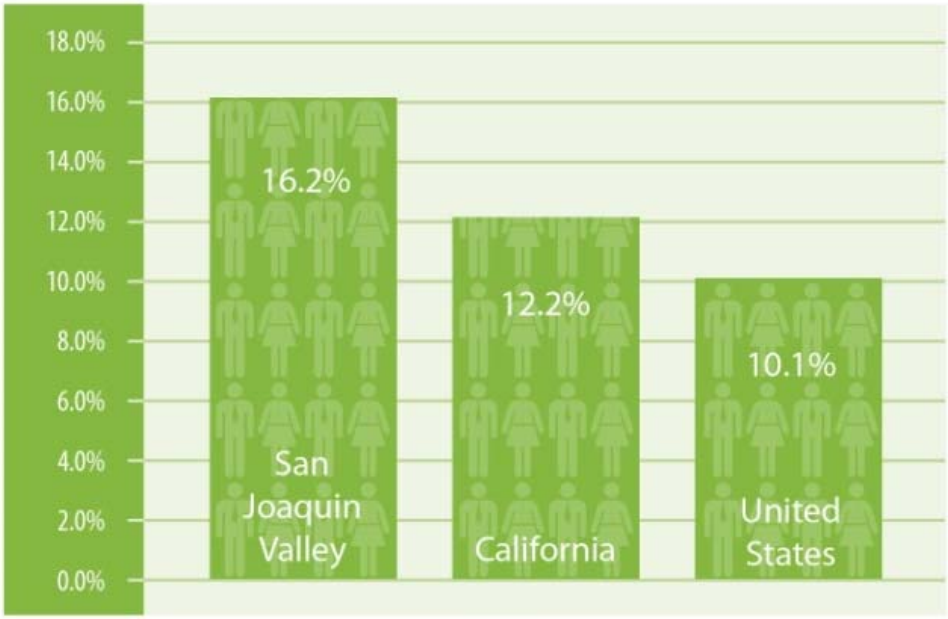
According to the San Joaquin Valley Air Pollution Control District, this geography creates a "giant bowl" that makes the valley susceptible to air quality problems. The climate in the valley—long, sunny summer days and cold winter nights—are ideal for growing the valley's renowned agricultural crops. An undesired effect of this type of environment, however, is that it incubates the components of ozone or smog. In the winter, residential fireplaces contribute to tons of dangerous particulate pollution into the skies.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone, and PM2.5; however, it has a maintenance plan for PM10, as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties.

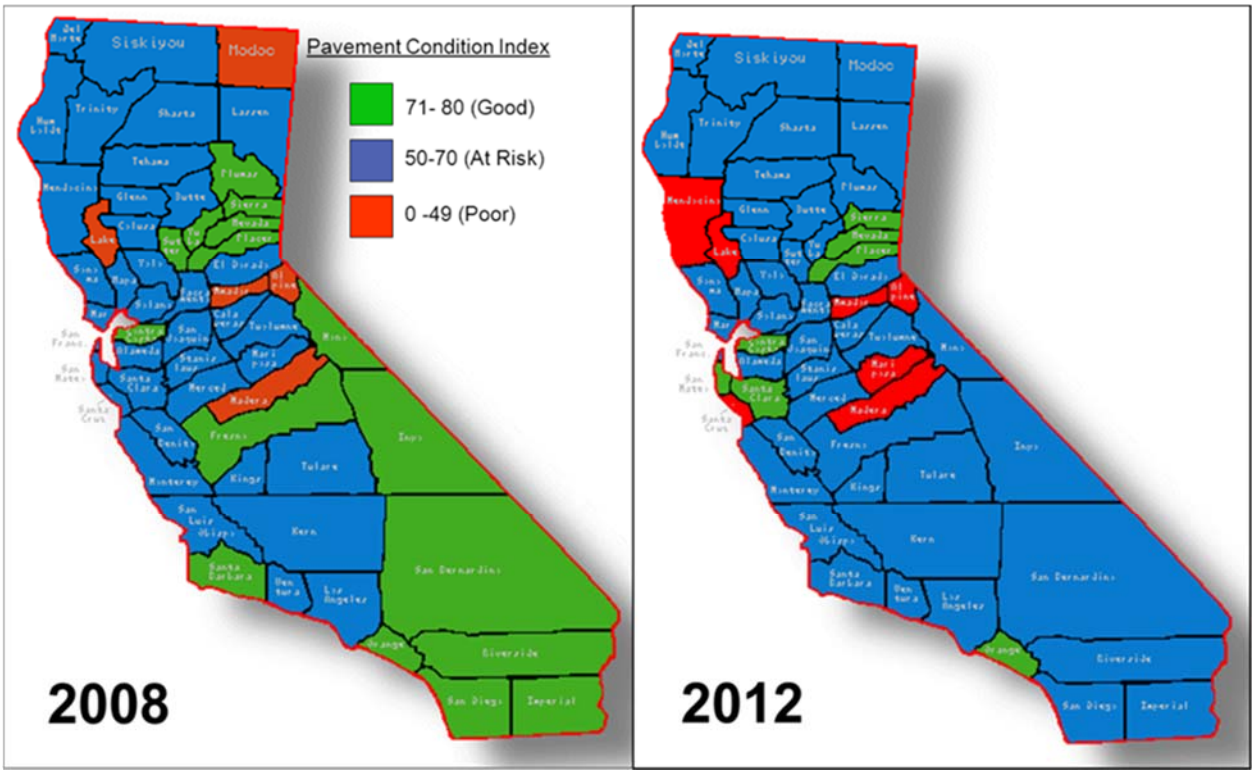
Changing Economy

Rolling out the first Sustainability Communities Strategy (SCS) in the San Joaquin region comes at a difficult time for public agencies. San Joaquin County and the rest of the San Joaquin Valley are still in economic distress. Budget deficits, employee layoffs, and dwindling local revenues remain prevalent issues. As shown in Figure 2.1, in 2011 the valley's unemployment rate was 16.2 percent, in contrast to 12.2 percent and 10.1 percent for the state and the nation, respectively (see Technical Appendix for San Joaquin Valley Overview). These financial pressures will definitely play a key role in development decisions at the local level. There will be situations where the economic need to approve development near the fringes of cities may outweigh the ability to fully foster the sustainable principles of infill and downtown development.

Figure 7.1: San Joaquin Valley Unemployment Rate



Source: 2011 American Community Survey 1-Year Data

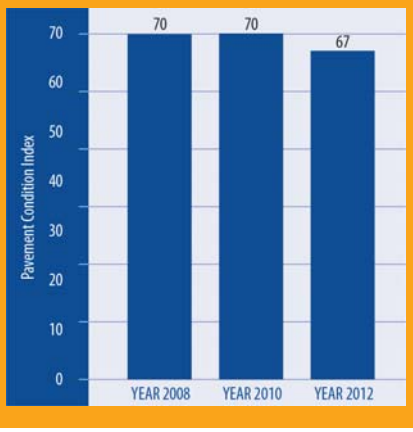


The results of the 2012 California Statewide Local Streets and Roads Needs Assessment show that there has been a steady downward trend in pavement condition since 2008. The majority of California's counties now have an average pavement condition rating that is considered "at risk" (see maps). Projections indicate that in 10 years, 25 percent of California's streets and roads will be in the "failed" category. This report also shows that there is a funding shortfall of more than $82 billion over the next 10 years to bring the system up to date. The current funding level for the local system is $2.5 billion a year. Just maintaining the status quo for pavements will require an investment of an additional $1.9 billion a year. (Source: 2012 California Statewide Local Streets and Roads Needs Assessment)

Backlog of Roadway Maintenance

The maintenance investment in the Plan has increased (from the 2011 RTP) but maintenance continues to be in a "catch up" mode due the deferred maintenance backlog. This backlog comprises streets falling into disrepair due to limited funding. The backlog exists because agencies must make hard decisions to invest in preventative maintenance on specific streets while letting some streets simply deteriorate. When streets continue to deteriorate, as evidenced by pothole and pavement cracking, the costs for repairs can be 10 times (or more) the cost of preventative maintenance strategies.

Figure 7.2 San Joaquin County PCI



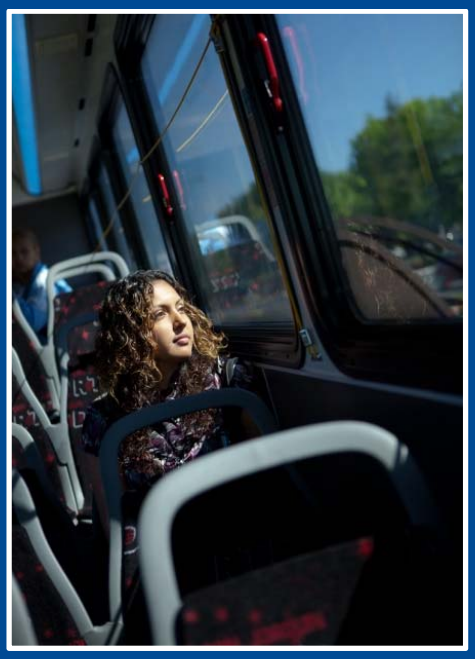
Pavement management programs help local jurisdictions to assess priorities based upon an inventory assessing the Pavement Condition Index (PCI) of regional streets. The PCI is a scale of 0 (failed) to 100 (excellent). This priority setting is a common practice in many city and county public works agencies and is an outcome when maintenance needs outpace funding abilities. San Joaquin County's average PCI is decreasing from a rating of 70 in 2008 to 67 in 2012. This rating puts the County in an "at risk" category (see Figure 2.2).

Another dilemma is that the cost of pavement maintenance is growing. According to the 2012 California Statewide Local Streets and Roads Needs Assessment, the cost of road repairs and construction has steadily increased and is significantly more than inflation. The study reports that in the last 15 years, paving costs have increased more than eight-fold.

Unfunded Operations and Capital Improvements

Funding constraints are not unique to just maintenance projects. There simply is not enough funding (at any level—federal, state, local) to address roadway capital improvements (new construction projects, interchange improvements, and roadway expansions). New construction for congested roadways are simply "shelved" due to the lack of funding to analyze solutions through feasibility studies or to begin project development phases such as environmental or design work. Jump-starting these project development efforts becomes risky to agencies when there is no reasonable expectation for construction funding. Resources spent on studies and environmental documents are simply wasted resources when the analysis and findings become stale.

Bus and rail transit agencies also feel the burn of funding constraints. Operations funding to finance rail and bus transit frequencies or transit line expansions are costly and experience increases due to labor and employment benefits costs. Operations, in particular, are a category of need where there are highly limited financial resources available to support these activities. As an example, in the federal Congestion Mitigation and Air Quality Improvement Program, operations funding for new transit has been increased from three years to five years. After five years, transit operators will need to find an alternative funding source to backfill that cost. Bus operators in the San Joaquin region, like many operators in other regions, continuously weigh their abilities to finance additional bus transit frequency or expansion of transit lines. In some cases, cuts to existing transit service are a hard financial reality.



Measure K, San Joaquin's half-cent transportation sales tax, has been around since 1990. Even with the infusion of hundreds of millions of dollars through its "self-help" approach to transportation improvements, the local "grass roots" efforts to address transportation needs cannot do it all. Measure K is already projected to be millions of dollars under earlier financial forecasts and therefore predicted to have a funding shortfall in delivering all the identified transportation improvements. This is why the Plan builds a financial assumption that an additional local transportation sales tax, concurrent with the existing transportation sales tax, is essential in the delivery of the Plan investment strategy.

While road and transit needs are highlighted above, there are clearly unmet needs in bicycle/pedestrian improvements, state highway operational improvements, intelligent transportation systems, and bridge repairs and rehabilitation— just to name a few.

In the 2011 Regional Transportation Plan, the cumulative unfunded transportation needs was $8.5 billion dollars across the transportation modes.

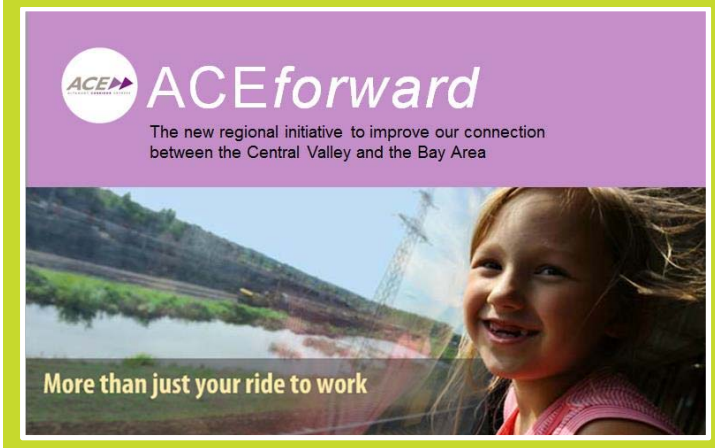
Opportunities

Growing Active Transportation and Public Health Needs

The Plan represents the highest level of investment into active transportation projects than any other RTP. Figure 2.3 shows the role of transportation in promoting physical activity. This is an opportunity to use the Plan goals as a foundational element in future decisions on transportation project priorities. The "multimodal nature" of transportation projects and their ability to create public health benefits will be considerations. Complete streets concepts, which incorporate bicycle lanes as a matter of course in a roadway transportation expansion, will be explored when place-making and smart growth programs are implemented in the San Joaquin region.

Identifying and Preserving Transportation Rail Transit Corridors

Corridor preservation is nothing new to regional planning, but the Plan underscores the great importance in identifying and preserving transportation corridors for future commuter rail service. Corridor preservation is a proactive approach to secure the best possible locations and implement preservation practices so these locations are available when system expansion or enhancement occurs in the future. Some techniques include preventing lost opportunities to secure valuable right-of-way when the opportunity arises or to proactively purchase right-of-way in order to minimize higher costs. The Plan identifies Altamont Corridor Express (ACE) rail transit expansion needs and provides detail on station locations. It is anticipated that through ACEforward, the modernization effort focused on near-term improvements, San Joaquin Regional Rail

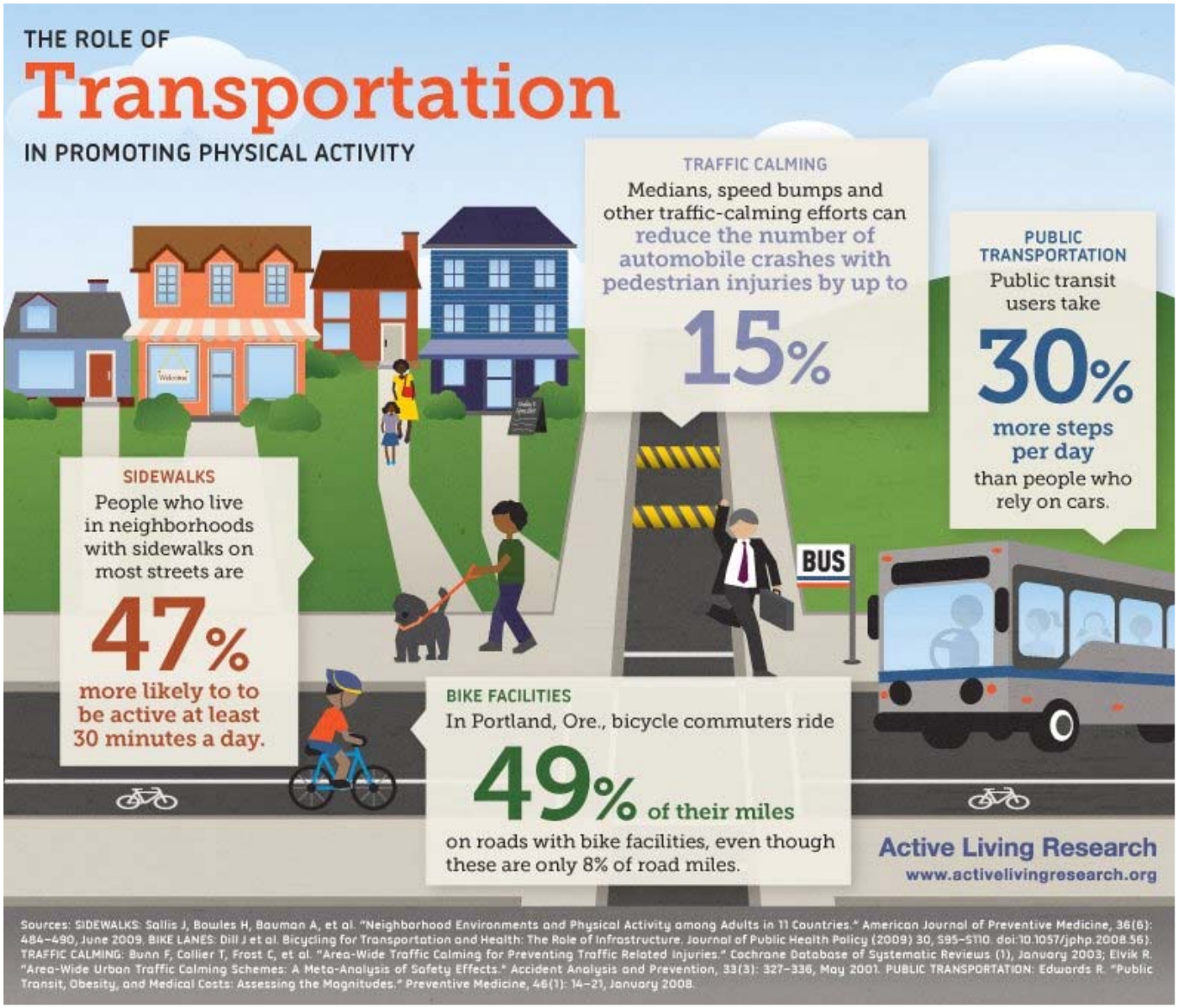


Commission will continue to look into the future to improve the rail corridor by acquiring dedicated right-of-way to avoid conflicts with freight rail and extending service into neighboring counties.

Expanding Bus Rapid Transit

Bus rapid transit (BRT) is a concept that has grown within San Joaquin County since 2007. BRT is similar in function and service to a light rail train; however, it uses standard passenger buses. The current corridor connects the downtown Stockton area with areas directly to the north. Six additional BRT lines are identified in the Plan. Future expansion of this service may include examining additional lines that link Lodi, Stockton, Lathrop, Manteca, and Tracy. Further study will be essential and will include investigating potential right-of-way issues or opportunities.

Figure 7.3



Transportation Demand Management (TDM) Strategies

At the time of development of the Plan, SJCOG, along with the Sacramento Area Council of Governments, was developing a TDM Interregional Action Plan (TDM Plan). The purpose of the TDM Plan is to focus on the work-based commute between the San Joaquin and the Sacramento regions along the State Route 99 and Interstate 5 corridors and examine barriers relating to carpooling, vanpooling, transit, biking, and walking. The study will develop a uniform vision and a set of TDM strategies that may include information and education, incentives, physical changes, technology, and pricing. The result will be a TDM Plan that will be coordinated and implemented between the two regions to improve transportation system operations. The goal is to make transportation options convenient, accessible, and safe for commuters.

The TDM Plan follows work completed by SJCOG in a 2013 Multimodal Trip Planning Study. This study provided an assessment of traveler information needs and indicated that there is a need for a "one-stop shop" traveler information system. This one-stop shop can provide information on travel alternatives, not only for commuting, but for other trips that residents of the three-county region (San Joaquin, Stanislaus, and Merced) would make. The future for transportation system strategies would be the exploration of how to implement some of the plan's strategies to relay information to commuters and other travelers about available options that might save them time or money. If such a system could be in place in the near term, it will play a major role in shifting people from single-occupant vehicles to other modes, allowing for cleaner air and less peak period traffic congestion. With the existing trend of people favoring the easy interface with emerging technologies such as smartphones and tablet computers, this information system can be exactly what the region needs as a TDM tool.

Signs of Economic Recovery

As noted earlier in this chapter, a struggling economy will make it difficult to advance the transportation and land use strategies laid out in the Plan. Upon closer scrutiny of the recession, there are promising signs toward economic recovery which also suggests a lot of promise within the future for sustainability. Economic recovery signs include drops in home foreclosures, and new businesses and retail starting to fill in the vacant storefronts. In addition, unemployment rates are falling while housing prices are rising. The recovery will be long and slow, but the key is that it is moving forward. This gradual upswing—where progress at times may be more in inches than miles—will help public agencies have more windows of opportunity to direct future development in urbanized areas and advance the sustainability goals of the Plan.

Major Strides toward Better Air Quality

Significant legislative policies and strategies have been implemented to improve air quality since the passage of the federal Clean Air Act Amendments of 1990. Air quality in the San Joaquin Valley is improving. For the first time in recorded history, the San Joaquin Valley had zero violations of the federal 1-hour ozone standard. In 2006, the San Joaquin Valley achieved the federal PM10 standard nearly four years before the required attainment date—a feat unimaginable just a few years earlier.

Despite significant successes in improving air quality, the San Joaquin Valley recognizes that air quality will continue to be a pressing issue that will require the strong, collaborative work of agencies (from the local level up to the federal level) to continuously identify and implement strategies to improve air quality. As the federal Environmental Protection Agency strengthens the National Ambient Air Quality Standards to further protect human health, new strategies will be required to reduce harmful pollution. Increased emphasis will be placed on the coordination of transportation and land use planning to improve air quality and to protect public health.

This leads SJCOG to place more emphasis on the linkage between health and transportation within its regional transportation planning process. More investments in active transportation, cleaner transit fleets, and transit expansion as well as growth patterns supportive of healthy active communities provide building blocks for future collaborative efforts that foster discussions about planning for more healthy active communities. This strategy includes efforts from local jurisdictions in land use development decisions that encourage compact growth as well as economic development that bring jobs closer to housing.

The Commute Connection program serves over 10,000 commuters traveling to and from San Joaquin, Stanislaus and Merced Counties.

The program's goal is to improve air quality and relieve traffic congestion by promoting biking, walking, carpooling, vanpooling, and using transit as sustainable alternatives to driving alone.

The following existing, interregional collaborations are just a few examples of forums to stay on top of air quality issues and Senate Bill 375 implementation.

- *San Joaquin Valley Regional Policy Council:* This 16-member Regional Policy Council was established to discuss and build regional consensus on issues of valley importance. The Regional Policy Council consists of two elected officials and one alternate appointed from each of the eight regional planning agencies' governing boards in the San Joaquin Valley. The Regional Policy Council is positioned to have a unique and potentially pivotal position in further collaborative efforts and improving the quality of life for all valley residents.
- *Valley Legislative Affairs Committee:* The San Joaquin Valley regional transportation planning agencies (RTPA) have established a Valley Legislative Affairs Committee (VLAC), consisting of staff from the San Joaquin Valley RTPAs. The VLAC tracks pertinent legislation, updates the RTPA directors, and makes recommendations when warranted to the San Joaquin Valley Regional Policy Council.
- *San Joaquin Valley Council of Governments Directors Committee:* This committee comprises the executive directors from each of the eight valley COGs. The committee meets monthly to discuss many issues, including coordinated efforts on SB 375 implementation and consensus building on various air quality policies and issues from the California Air Resources Board.

In 2006, the San Joaquin Valley achieved the federal PM_{10} standard *nearly four years before* the required attainment date.

CONCLUSION

This is only a snapshot of the many challenges and opportunities that lie ahead as we move forward in creating sustainable communities. The clear policy goals and strategies outlined in the Plan, however, provide a "Plan of Action" that represents the feedback received from San Joaquin public agencies, community members, businesses, and other stakeholders. The Plan also shows that it performs in delivering these strategies. It fits the bill for what is needed in the San Joaquin region while addressing climate change through its integrated land use and transportation planning efforts.

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San Joaquin Council of Governments

555 East Weber Avenue
Stockton, CA 95202
209.235.0600 Phone
209.235.0438 Fax
info@sjcog.org Email
www.sjcog.org Web

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