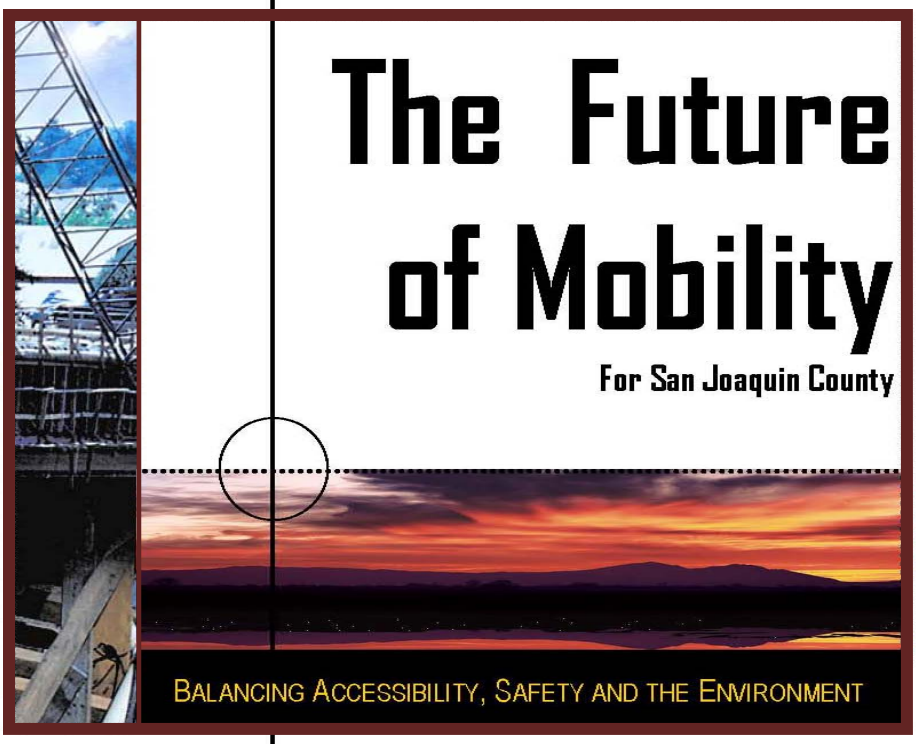
2011 Regional Transportation Plan



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EXECUTIVE SUMMARY

The 2011 Regional Transportation Plan (RTP) represents a new chapter in the development of the San Joaquin region's transportation system. It incorporates the clear mandate from the citizens of San Joaquin County who succeeded in 2006, with 78% of the vote, to extend Measure K an additional 30 years. It is comprehensive in its response to new federal statutes embodied in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). And it continues to provide a vision for 2035 that recognizes the significant impact the transportation network has on the region's quality of life and economic vitality. As the region's comprehensive long-range transportation planning document, the 2011 RTP serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multi-modal transportation improvements.

REGULATORY SETTING

In addition to its role in establishing the vision for the region's future transportation system, the 2011 RTP must comply with federal planning (23 CFR 450) and air quality (40 CFR 51 and 93) regulations. This includes compliance with SAFETEA-LU, which was signed into law on August 10, 2005. On February 14, 2007 the U.S. Department of Transportation published in the Federal Register the final regulations implementing the new statutes.

As such, the 2011 RTP address all applicable Federal and State transportation planning requirements, including the following:

- The Caltrans RTP Checklist as updated in September 2007 is included in Appendix E-1.

- In federally designated non-attainment and maintenance areas, the U. S. Department of Transportation, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) require that regions submit a regional transportation plan (RTP) every four years that covers a period of at least 20 years. The 2011 RTP was last updated in 2007, covers the period 2010-2035.

- The RTP must also meet the air quality budgets set for the State Implementation Plan (SIP) as amended under the Federal Clean Air Act. This determination is documented in the associated Air Quality Document covering the 2011 RTP.

- All transportation investments in the San Joaquin region that include Federal transportation funds must be consistent with the RTP and must be included in the Federal Transportation Improvement Program (FTIP) when ready for funding. The FTIP is consistent with the RTP and must be updated at least every four years for

funding. SJCOG's FTIP was last updated in 2009, The 2011 FTIP update includes four full years of programming.

It is important to note that the planning process is continuous and the RTP is not a static document; rather, it provides a framework for investments and must be updated again no later than 4 years from the federal approval of the conformity determination.

SAN JOAQUIN COUNTY SETTING

San Joaquin County remains one of the fastest growing regions in California. While much of this trend continues to be the result of "spillover" from the Bay Area, the County's geographical advantages and quality of life also contribute to the growth. This growth has led to increased urbanization and the persistent challenge to meet state and federal air quality requirements.

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 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.

As San Joaquin County is transformed, these growth factors have profound effects on the ability to finance, deliver and maintain the transportation infrastructure. The 2011 Regional Transportation Plan aims to create both an efficient and effective multimodal transportation system for San Joaquin County that balances the needs for maintenance and preservation with expansion and enhancements. A conscious effort is made to design a system that both promotes mobility as well as preserves the environment. This effort is guided by a set of overarching goals.

GOALS, POLICIES, OBJECTIVES, AND PERFORMANCE INDICATORS

The 2011 RTP can be considered the San Joaquin region's 25-year "statement of priorities" for the future transportation system. Therefore, at the highest level, the goals, policies, objectives, and performance indicators for this document are all designed to articulate: what the region wants the future transportation system to look like, what types of decisions will help the region attain its vision, and measures, or indicators by which the region can assess its progress.

Establishing clear linkages between the broad, value-laden goals and the more specific performance indicators helps to provide a tangible path towards success.

The 2011 RTP built upon the 2007RTP goals, policies, objectives, and performance measures foundation in order to provide a simplified and more clearly articulated vision of the future that emphasizes the fundamental values reflected in past RTPs, while at the same time, addresses the current values and priorities as articulated through public outreach efforts in 2009 and 2010, as well as by the voters in San Joaquin County through both the renewal of the County's Measure K sales tax..

In addition, the San Joaquin Council of Governments revisited adopted Revenue Policies and Project Delivery Policies that target specific issues relating to the funding and delivery of transportation projects in the region to ensure they continue to reflect the values of the region. SJCOG staff conducted a comprehensive review that resulted in the seven goals, 18 objectives, and 64 performance indicators identified in the 2011 RTP as well as a clear link between the 2011 goals, objectives, and performance measures and the congestion management process (CMP).

The seven goals are:

- Enhance the Environment, Quality of Life, and Conserve the Environment
- Increase Accessibility and Mobility
- Increase Safety and Security
- Preserve the Existing Regional Transportation System and Promote Efficient Roadway System Management and Operations
- Support Economic Vitality
- Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts
- Maximize Cost Effectiveness

Six policies (four revenue based policies and two project delivery policies) were also adopted by the San Joaquin Council of Governments' (SJCOG) Board in 2010 to guide revenue decisions and expedite the delivery of projects in the region. These policies can be found in chapter 2 of the 2011 RTP.

The goals, policies, objectives, and performance measures discussed in this document provide a path for addressing the issues facing the development of the region's transportation system.

THE TRANSPORTATION SYSTEM

San Joaquin County's roadway network is defined by several intersecting highways. On a north-south axis this includes Highway 99, the "Main Street" of the San Joaquin Valley, and Interstate 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. Without improvements, both Highway 99

and I-5 within San Joaquin County are projected to operate significantly beyond capacity, resulting in sustained peak period driving conditions and deteriorating levels of service.

Major east-west movement is handled by Route 132 at the southern tip of the county, Interstates 580 and 205 in the southwest region of the county, as well as Route 120, Route 4 and Route 12. Interstates 205 and 580 serve as a 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. Each operates as a freeway segment for a brief but important segment between Highway 99 and I-5. Both Routes 4 and 12 connect with Bay Area counties across the San Joaquin Delta. These two lane rural roads now handle significant commuter and interregional traffic.

Highways 26 and 88 in the central and northeast portion of the County are two lane rural highways which 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.

Transit services in San Joaquin County have also grown dramatically over the past fifteen years. From a time when the Stockton Metropolitan Area Regional Transit District was the only major transit operator in the County, to today, where the region is served by the San Joaquin Regional Transit District, Lodi's Grapeline, the Tracy Tracer, Manteca Transit, the Altamont Commuter Express, and smaller services in the cities of Escalon and Ripon. San Joaquin County contains local transit systems, bus rapid transit, intercity and interregional bus transit services, intercity and interregional commuter rail service, 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.

All cities and unincorporated areas in San Joaquin County are served by a public transit system. These systems range in size and complexity. From the 130 buses operated by the San Joaquin Regional Transit District (SJRTD), to the single bus operated by the City of Ripon.

Aviation services in San Joaquin County address a variety of local and regional needs. The aviation system serves the U.S. military, supports local farmers, police, and medical services, and provides business, passenger, and recreational opportunities for the citizens of San Joaquin County. Together, the airports provide a viable mobility option for the County's citizens and businesses. Three publicly owned airports operate in the County: Stockton Metropolitan Airport, Tracy Municipal Airport, and the New Jerusalem Airport in Tracy. In addition, three private airports operate in the Lodi area.

As described in Chapter 7, the San Joaquin County transportation system is also defined by pedestrian and bicycle facilities, a deep water port, and active rail lines that carry both freight and passenger rail cars.

THE FUNDING OUTLOOK

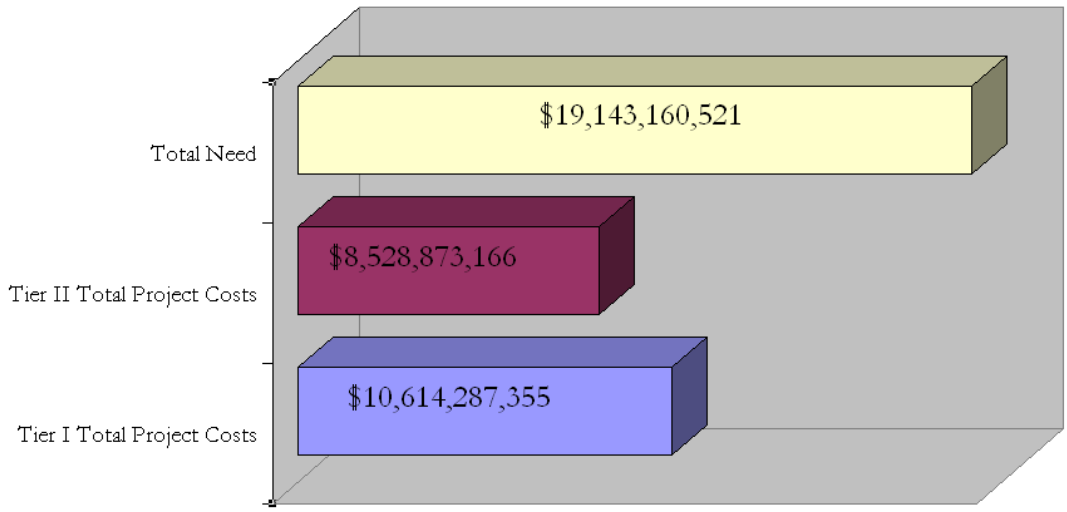
Since the 2007 RTP, our region's revenue picture has changed due to the current economic recession's impact on transportation sales tax revenues that contribute to transportation funding across local, state and federal levels. The transportation system needs on the mainline highways, interchanges, regional roadways, rail and bus services, railroad grade crossings, and deferred maintenance continue to outstrip projected revenues. In order to address the needs that can be met through the revenues identified in the 2011 RTP and at the same time recognize the needs that cannot be met due to funding constraints, the 2011 RTP establishes two categories of projects.

- Tier I projects are those that this region intends to build, implement, and maintain during the Plan period with identified revenue sources. They represent the region's fiscally constrained program for developing the transportation system. Only the Tier I projects are modeled for air quality conformity.

- Tier II projects are those that need to be built, implemented, and maintained during the Plan period but have to be deferred until new funding resources materialize. They include both maintenance and expansion projects in all modes of travel.

The expected revenues for the twenty-five year plan period total approximately $10 billion. This chart illustrates the shortfall in funding between the fiscally constrained Tier I projects and the projected total need.

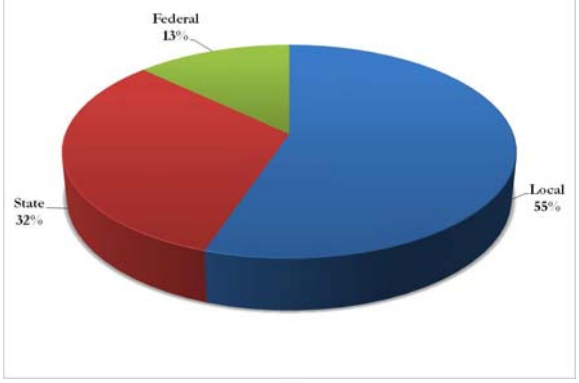
Figure E-1: Transportation Needs and Shortfalls



Revenue

The 2011 RTP revenue sources are derived from local sources (55%), State sources (32%), and federal sources (13%), and are illustrated in Figure E-2 below.

Figure E-2: RTP Revenue Sources 2010-2035



Local

Funding from local sources contributes fifty-five percent of the revenues to this Regional Transportation Plan. Of this local revenue, the major contributions are from: Local Transportation Funds (6.7%), the Regional Transportation Impact Fund (4.6%), Local Developer Fee programs/General Funds (18%), and the Measure K ½ cent sales tax program.

Measure K

In November 2006, voters in San Joaquin County approved the renewal of this ½ cent sales tax dedicated to transportation in San Joaquin County by a margin of 78% approval. This adds over $3.1 billion in transportation resources available between 2011 and 2041. Funds will be used roughly one-third for maintenance and safety, one-third for transit and alternative modes of travel, and one-third for roadway operational and capacity improvements. The Measure K program is the largest revenue source from all local, state and federal sources that fund this RTP.

The most important element of Measure K is its flexibility. Measure K is an important funding source covering operating costs associated with local street maintenance and transit. In addition, Measure K is useful in terms of leveraging state and federal dollars. It is also one of the few sources of funds for air quality beneficial projects (bike lanes and paths, park and ride lots, railroad grade separations, etc.). Measure K also provides SJCOG with the opportunity to use innovative financing techniques for major capital projects.

Local Developer Fees and General Funds
Local Developer Fees and General Funds account for a large percentage of the local revenue for the RTP. The implementation of local developer fee programs enables faster delivery of projects, with the additional benefit of leveraging State and federal sources. In addition, in the Spring of 2006, all local governments in San Joaquin County and SJCOG approved a Regional Transportation Impact Fee on new development. These funds, which will be collected through the life of this Plan are targeted to key regional highway and roadway improvements and regionally significant transit improvements. The RTIF and local developer fee programs account for approximately $2 billion of the revenue of the RTP. As part of the implementation of the Airport Land Use Compatibility Plan (ALUCP) a developer fee is levied by the responsible jurisdiction to offset the cost to the extent possible of reviewing projects and maintaining the Airport Land Use Commission (ALUC).

State Revenue

State funding sources make up about 32% of the total twenty-five year transportation budget. Most of the state revenues come from the State Transportation Improvement Program (6%), the State Highway Operation and Protection Program (6%), and the State Transportation Bond (5%).

In November 2006, California voters passed Propositions 1B. Prop 1B secures $19.9 billion of dollars for transportation projects across the state. Proposition 1B funds safety improvements, expanded public transit, traffic congestion relief, local street repair and air pollution reduction. The funding programs under Proposition 1B include the Corridor Mobility Improvement Account (CMIA), the State Route 99 program, Trade Corridor program, Intercity Rail, and State and Local Partnership among others.

Federal Revenue

About 13% of the transportation funds for this Plan come from Federal transit and highway funding sources. 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 Program (CMAQ). In this Plan, STP and CMAQ total 4.5% of anticipated funds.

THE INVESTMENT PROGRAM

The 2011 RTP identifies significant capacity increases and operational improvements to more efficiently manage traffic conditions. The capacity improvements target corridors that are the most essential to improving mobility in the county and have been assessed through the congestion management process. This includes extensions of the roadway network to improve connectivity and upgrade of interchanges where lower standard facilities are no longer adequate to handle near tern travel demand.

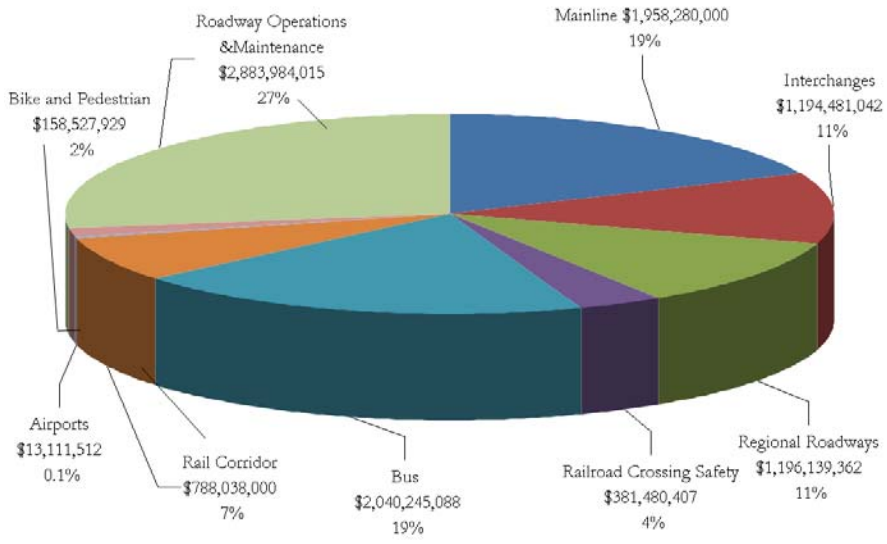
The second priority is to address areas of congestion and deficiencies that are anticipated based on the substantial increase on travel growth projected for the county. Several portions of the highway and local arterial system will have the remaining capacity fully absorbed within the next ten years and begin to experience regular and elongating daily congestion.

As the County continues to grow and travel demand increases, it will become increasingly important to continue providing investments into transit, Commute Connection, and bike and pedestrian improvements, as identified in this Plan. These alternative modes in particular should be coordinated with community growth and downtown and neighborhood revitalization efforts.

While enhanced mobility is important, maintaining what we already have and ensuring the current system is operating safely is equally important. Therefore each element identifies resources to adequately operate, maintain and where necessary rehabilitate the existing roadway system.

Figure E-3 depicts the investments by major category for the Tier I program of projects.

Figure E-3: Transportation Investments by Mode



Operations and Maintenance

Section 450.322(f)(10) of the Final Rule implementing SAFETEA-LU includes a requirement to include system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation system. This requirement is addressed in Chapter 7, with over $4.5 billion in revenue identified for operations and maintenance of the transportation system (roadway and transit

combined). SJCOG staff coordinated the development of these costs and revenues with the applicable local and State agencies.

Transit Service

Bus service improvements continue throughout the life of the Plan for local city services, intercity and interregional services, bus rapid transit, system operations and maintenance, and system expansions. San Joaquin County transit operators anticipate additional transit vehicles to meet demand and replace aging fleets. The Regional Transit District and the Rail Commission anticipate building new maintenance facilities to support growing systems. Transit operators also continue to look ahead with planned updates to short and long range transit plans. Rail service improvements are dominated by the top priority of the Regional Rail Commission to provide dedicated right of way for the Altamont Commuter Express (ACE) service.

Roadway Network

Projects in the Mainline Highway, Interchange, Regional Roadway, and Railroad Grade Separation categories take up over 70% of the revenues anticipated through 2035, with over 25% of those funds being dedicated to operating and maintaining the system. With the recent influx of dollars for transportation improvements, many of the large projects identified in the Plan, including the widening of State Route 99 and Interstate 5, are only now beginning to address the backlog of needs throughout the County. The region continues to pursue funding opportunities to address safety concerns at railroad crossings as well as congestion both along major commute corridors and along regionally significant arterial roadways.

Managing Travel Demand

The 2011 RTP also addresses strategies that support mobility as well as improvement to air quality. These go beyond traditional roadway and transit projects and include the development of park and ride lots, bicycle facilities, traffic flow improvements like signal synchronization, and continued operation of the freeway service patrol and SJCOG's rideshare program, Commute Connection.

2011 RTP PUBLIC OUTREACH & INTERAGENCY CONSULTATION

Public involvement and interagency consultation during the development and implementation of the Regional Transportation Plan is essential to an effective planning process. In addition to being a key component of new SAFETEA-LU requirements, it is an opportunity for SJCOG to make meaningful connections with San Joaquin County residents and other local, State and federal agencies involved with transportation planning.

Public Participation Plan

SJCOG's Public Participation Plan is an evolving document that has guided SJCOG's public outreach efforts since 1995. In accordance with this participation plan, the 2011 RTP: held a 45-day public comment period and public hearing (see Appendix E-1 for documentation), documents responses to comments (Appendix E-2), and provides documentation of SJCOG Board adoption by resolution (Appendix E-3).

To enhance consultation on the development of the 2007 SJCOG Public Participation Plan, the San Joaquin Valley COGs held a meeting on March 2, 2007, in which resource agencies were invited to provide input into the RTP outreach and Public Participation Plans being updated throughout the Valley. A survey was distributed as an open-ended invitation for resource agencies to provide suggestions about how to improve public participation. Recognizing that the intent of SAFETEA-LU is to require consultation efforts beyond what was done in the past, SJCOG is embarking on additional outreach and is committed to meeting the challenge of enhanced agency consultation.

2011 RTP Public Outreach

SJCOG staff followed the formal process outlined in SJCOG's Public Participation Plan, which included a 45-day public comment period and public hearing in June 2010. SJCOG staff also utilized several methods to reach out to the citizens of San Joaquin County that involved public workshops and two sets of surveys. From the beginning of the outreach effort, SJCOG staff recognized that there was already a clear mandate by the citizens of San Joaquin County for the future transportation system as was voiced in the renewal of Measure K by 78% of the votes on November 7, 2006. As a result SJCOG's public outreach efforts focused on the incorporation of the draft congestion management process into the RTP planning process, the draft tier I and II project listings; the draft goals objectives and performance measures; and the draft revenue expenditures.

Public Workshops

Seven public workshops were advertized in January, 2010 in local English language and Spanish language newspapers, on the SJCOG website and various organization websites and in the SJCOG monthly online newsletter Horizons. Public workshops were held in Stockton, Manteca, Lathrop, Lodi, Tracy, Ripon and Escalon, and Thornton during January and February, 2010.

In addition, draft RTP surveys were posted on various websites, including: SJCOG, The Regional Rail Commission, Greater Stockton Chamber of Commerce, Lodi Chamber of Commerce, Manteca Chamber of Commerce, El Concilio of San Joaquin, and The San Joaquin League of Women Voters. Fliers of the survey were distributed on the Altamont Corridor Express, the commuter rail line that stretches into the Bay Area.

SJCOG staff presented on the 2011 RTP outreach materials at meetings of the El Concilio, an education group for the Hispanic community, COMA, the San Joaquin umbrella group for all Hispanic organizations, the American Indian Council and the SJCOG Citizens Advisory Committee, where members, including the past two presidents of the local chapter of the NAACP agreed to bring the survey back to their groups.

Samples of the materials provided at the workshops are included in Appendix 5-2.

Interagency Consultation

The San Joaquin Valley MPOs hold ongoing Interagency Consultation Group meetings attended by MPO staff from across the Valley, the San Joaquin Valley Unified Air Pollution Control District, Caltrans District and Headquarters, Air Resources Board, U.S. Environmental Protection Agency, and the Federal Highway and Transit Administrations.

The San Joaquin Valley MPOs also sponsored two Interagency workshops (August, 2009 and February 2010) to discuss the Valley MPOs progress in development of the 2011 RTPs. Participants in these workshops included Air Resources Board; Caltrans Headquarters, Districts 6, and District 10; Federal Highway Administration, U.S. EPA; San Joaquin Valley Air Pollution Control District; the 8 San Joaquin Valley MPOs. Topics of discussion for the workshops include: updates on the 2011 RTP development process undertaken by each MPO; the San Joaquin Valley conformity process; and public outreach efforts. The goal of each workshop was to facilitate an open discussion between the Valley MPOs and state and federal partner agencies in the development of the 2011 RTPs. Agendas and workshop participant list can be found in appendix 5-5

ENVIRONMENTAL JUSTICE

The 2011 RTP provides an analysis of environmental justice. Environmental Justice refers to preventative measures that ensure no one group will be disproportionately affected by the implementation of the RTP. The findings show that the RTP program of projects, as a whole, does not cause a disproportionate burden on any one group.

ENVIRONMENTAL IMPACTS

The environmental impacts associated with the implementation of this RTP are described in Chapter 1 and in the Environmental Impact Report accompanying this document (Appendix 1-2. In addition, SAFETEA-LU requires enhanced consultation with resource agencies to provide a discussion of potential environmental mitigation activities.

CONCLUSION

At the most fundamental level, regional transportation plans are developed to respond to State and federal mandates. SJCOG's 2011 RTP, however, seeks to go beyond that. It seeks to clearly articulate the region's values and goals when it comes to the future transportation system, and to look to the future to describe and implement an outcome that is shaped by local citizens through the renewal of Measure K, the citizens of California through the passage of Proposition 1A and 1B, and the federal priorities established by the enactment and implementation of SAFETEA-LU.

The 2011 RTP also recognizes that success in developing the future transportation system is dependant on an on-going, collaborative process with local jurisdictions, State and federal partners, and a wide range of public and private agencies and individuals that have a vested interest in San Joaquin County as a place to live, work, and do business. It is a dynamic process that searches out the best ways to use the available resources to develop an effective, efficient, and balanced multi-modal transportation system.

This Plan will be updated at least every four years to reflect the ever-changing funding picture, the evolving economic activity and growth pressures of the region, and to re-assess the region's progress towards achieving its transportation system goals.

CHAPTER 1

SAFETEA-LU COMPLIANCE

INTRODUCTION

On August 10, 2005 President Bush signed into law the Safe, Accountable, Flexible, Transportation Efficiency Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU is the most recent federal transportation bill, having been preceded by the 1998 Transportation Equity Act for the 21st Century (TEA-21) and the 1991 Intermodal Surface Transportation Equity Act (ISTEA).

In addition to reauthorizing the funding levels for the various federal transportation programs, SAFETEA-LU established new transportation planning and programming requirements that impact the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). This Chapter discusses the chronology of developing the 2011 Regional Transportation Plan to addresses these requirements, provides an overview of how SJCOG and the San Joaquin Valley as a whole coordinated in a good faith effort to comply with the requirements of SAFETEA-LU and includes a specific discussion of how SJCOG addresses the requirements of SAFETEA-LU.
Although SAFETEA-LU was signed into law in August of 2005 and federal guidance for implementing the new provisions began trickling out shortly thereafter, it wasn't until the Notice of Proposed Rulemaking (NPRM) was published in the Federal Register in June of 2006 that the large scale efforts to understand the planning impacts of SAFETEA-LU kicked into high gear.

As a result, SJCOG's efforts toward full SAFETEA-LU compliance began with the 2007 RTP update. As part of the 2007 RTP development process, SJCOG documented its work towards SAFETEA-LU compliance in the San Joaquin Council of Governments SAFETEA-LU Gap Analysis May 2007 document. The May 2007 Gap Analysis document outlined "gaps" in the planning process created by the transition from TEA-21 to SAFETEA-LU planning requirements as well as SJCOG's action plan to "fill" the "gaps" where necessary and applicable. As part of the 2011 RTP update SJCOG has updated the Gap Analysis document to reflect progress to date toward the implementation of the commitments contained in the May 2007 Gap Analysis document. Please see appendix 1-1 for full April 2011 update to the May 2007 RTP Gap Analysis.

SAFETEA-LU COMPLIANCE

In 2007 SJCOG developed a gap analysis document that compared pre SAFETEA-LU planning and programming activities to the requirements of SAFETEA-LU. The intent of the analysis was to identify SAFETEA-LU compliance items and describe how they were currently being addressed or how SJCOG intended to address them. Recommendations to improve the planning process identified in the 2007 Gap Analysis include: development of more proactive techniques to encourage consultation with interested parties during the development of the public participation plan; include additional visualization techniques; enhance consultation efforts beyond those required by CEQA to discuss potential environmental mitigation activities with resource agencies; develop a process to encourage consultation with resource agencies to discuss potential environmental mitigation activities; and update the existing CMP to tie the existing program elements together to meet the federal requirements.

Since May 2007, SJCOG has included more proactive techniques to encourage consultation with interested parties in the development of the public participation plan. In June 2007, SJCOG distributed form letters to provide additional opportunity for interested parties to comment on the public participation plan and provide suggested revisions to the continued development of the participation plan. SJCOG will continue this process with the 2011 update to the SJCOG Public Participation Plan. In July 2007 SJCOG held a workshop for the public and interested agency stakeholders to solicit additional comments on the development of the SJCOG Public Participation Plan. The results of both of these outreach efforts were incorporated into the 2007 Public Participation Plan in spring 2008. SJCOG updated its website to provide interactive project maps and surveys and to make it more user-friendly. SJCOG has also done additional work to enhance its use of geographic information systems to produce maps utilizing census data to add additional visualization techniques to its planning process. SJCOG continues its efforts to encourage consultation with resource agencies to encourage early participation in the discussion regarding environmental mitigation activities.

In December 2007, SJCOG adopted an update to its Congestion Management Plan. As part of this update SJCOG updated its TDM strategies to be consistent with the voter-approved Measures K Renewal (San Joaquin County voter approved 1/2 cent sales tax) CMP requirements; defined a process which identified the roles and responsibilities for the relevant agencies to establish implementation and commitment requirements to ensure TDM strategies are incorporated into or committed to in conjunction with capacity increasing projects; and created, in cooperation with local jurisdictions, an ongoing evaluation of the CMP process at the corridor level.

In conjunction with its partner agencies, SJCOG performed a detailed multi-step assessment of projects proposed for consideration in the financially constrained tier I list of the 2011 RTP as part of the on-going congestion management process. This multi-

step assessment process resulted in the project formation process described in detail in chapter 6. Chapter 6 also provides a detailed description of the relationship of the congestion management process to the 2011 RTP.

Also since 2007, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted SJCOG's quadrennial certification review in December 2009. During the quadrennial review, both FHWA and FTA review the SJCOG planning process to ensure it is compliant with SAFETEA-LU regulations. After the certification review is completed both FHWA and FTA provide a written report documenting whether SJCOG's planning process meets the planning requirements of SAFETEA-LU. In May 2009, FHWA and FTA jointly certified that the SJCOG planning process meets SAFETEA-LU planning requirements.

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was enacted in 1970 and requires State and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts. The RTP and any subsequent revisions, amendments, or updates, are required to comply with CEQA Public Resources Code §21002.1 (Supplement to the 1999 RTP Guidelines, 2003).

2011 RTP Environmental Impact Report

Following the provisions and requirements of CEQA, SJCOG has prepared a programmatic environmental impact report for the 2011 RTP that describes strategy-level mitigation measures which could avoid or minimize significant adverse impact of implementing the 2011 RTP. In doing so, the 2011 RTP EIR identifies measures that will restore and maintain the environmental functions affected by the metropolitan transportation plan to the maximum extent feasible. The adopted mitigation measures are typical for transportation and development projects and have been demonstrated to be effective.

A Mitigation Monitoring and Reporting Program for the 2011 RTP EIR was also adopted in accordance with CEQA requirements to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment. The entire list of mitigation measures and the corresponding Mitigation Monitoring Program is reflected in the 2011 RTP Final EIR.

As part of the development of the 2011 RTP EIR, SJCOG followed standard CEQA requirements for public outreach and agency consultation. This consultation included the: Notice of Preparation of the EIR, Notice of Completion of the Draft EIR, Draft Final EIR, and the Notice of Determination. Notifications were sent to all interested parties, including local agencies, other regional agencies, and the California State Office of Planning and Research – State Clearinghouse which distributes CEQA EIR documents to affected State resource agencies. In addition, comments and responses to

comments received during the 30-day Notice of Preparation comment period and the mandatory 45-day comment period for the Draft EIR are documented in the Final 2011 RTP EIR.

The draft 2011 RTP EIR will be for a 45 day public comment period under separate cover on May 19, 2010.

SAFETEA-LU Compliance

CEQA requires the identification of potential environmental impacts due to the implementation of the 2011 RTP. In doing so, it also requires a discussion of activities that would serve to restore or maintain the environmental functions that are affected by the RTP. This is consistent with the SAFETEA-LU statute and regulation as included in the Final Rule. The discussions contained within the EIR are conducted at the program level, and, while the may be applied at the project-level, do not necessarily address specific project-level impacts.

Requirements under federal environmental regulations (NEPA) are different from the requirements under CEQA, however, the federal requirements specific to the RTP – those listed above – do not trigger a formal NEPA analysis (§450.336) and corresponding need to deal with the specific differences between NEPA and CEQA. Nor do they focus specifically or entirely on the avoidance of impacts. The focus of the environmental mitigation discussion as identified in SAFETEA-LU is on identifying, "activities that have the greatest potential to ***restore and maintain*** the environmental functions affected by the plan (SAFETEA-LU §134(i)(2)(B))." [emphasis added]

Therefore, the CEQA analysis contained in the 2011 RTP EIR accomplishes the intent and spirit of the environmental mitigation discussion required in SAFETEA-LU.

CONCLUSION

Together, the 2011 RTP, 2011 RTP EIR, 2011 FTIP Amendment, and Air Quality Document, present a complete picture of the how SJCOG has incorporated the SAFETEA-LU requirements into the region's transportation planning process.

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CHAPTER 2

TRANSPORTATION PLANNING POLICIES

INTRODUCTION

The 2011 Regional Transportation Plan (RTP) introduces a planning framework that is updated from the and 2007 RTP, to reflect current priorities and practices at the regional, State, and federal levels. This framework provides guidance to policy makers as they make decisions impacting the region's transportation system. Over the 25 year time horizon of this long-range plan, the goals, policies, and objectives will produce a more coordinated and comprehensive transportation system that effectively and efficiently utilizes the region's resources to the benefit of the citizens of San Joaquin County. The goals, policies, and objectives described in this Chapter reflect the desired outcomes of the 2011 RTP.

FEDERAL PLANNING FACTORS

In 2005, the President signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which expanded the federal planning factors metropolitan planning organizations (MPOs) must consider to include projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and

- Emphasize the preservation of the existing transportation system.

The 2011 RTP is consistent with this federal requirement, and reflects all of the planning factors in the Goals and Objectives outlined in this Chapter.

SUMMARY OF UPDATES FROM PRIOR RTPS

These are described in further detail later in this Chapter.

GOALS AND OBJECTIVES

The 2011 RTP is the San Joaquin region's 25-year "statement of priorities" for the future transportation system. As such, the goals, objectives, and performance indicators are designed to clearly 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) measures, or indicators by which the region can assess its progress.

There are clear linkages between the goals, objectives, and performance indicators, as illustrated in Table 2-1. These linkages are recognized in the 2011 RTP, and are coordinated with Caltrans and California Transportation Commission actions that incorporate a more explicit use of performance indicators in planning efforts and funding decisions than in the past. SJCOG has also created a clear link between the congestion management process and the 2011 goals, objectives, and performance measures. (See chapter 6 for a detailed discussion of the link between the 2011 RTP goals, objectives, and performance measures and the congestion management process)

The goals provide the value statements for what the region wants the future transportation system to look like. Goals are defined as the purposes toward which effort is directed.

Objectives help to develop the goals by providing a recommended direction. An objective is defined as an action statement that guides present and future decisions towards achieving the goal.

Performance indicators are defined at qualitative or quantitative indicators of progress towards the objectives. The performance indicators 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.

There are 7 goals and 18 objectives in the 2011 RTP. The 2011 RTP goals, objectives, and performance measures can be found in Table 2-1 below.

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators

A) Enhance the Environment / Quality of Life / & Conserve Energy

Objective (1) **Minimize Environmental Impacts & Improve Public Health**	***Objective (2)*** **Enhance the Connection between Landuse and Transportation Choices**
Performance Measures	Performance Measures
a. Reduce current NOx (summer) attributable to on-road mobile sources (tons per day) by 70% from 2008 by 2035	a. Maintain minimum cummulative amount of transportation investment projects supporting smart growth strategies at 25% by 2035
b. Reduce current ROG (summer) attributable to on-road moblie sources (tons per day) by 55% from 2008 by 2035	b. Increase current regional percentage of residents of 8.4**%** that reside 1/2 mile from a transit hub to 20% by 2035
c. Reduce current Particulate Matter (P.M.) 2.5 attributable to on-road mobile sources (tons per day) by 43% from 2009 by 2035	c. Actively seek to enhance reduced environmental impacts, preserve/maintain environmental benefits consistent with the 2011 RTP EIR
d. Reduce the percentage of residents that travel more than 30 minutes plus to work from 36% to 26% by 2035	

B) Increase Accessibility & Mobility

Objective (1) **Improve Regional Roadway system Performance**	***Objective (2)*** **Provide Greater Transportation Opportunity, & Expand Choice**	***Objective (3)*** **Improve Access and Use of Public Transit System**
Performance Measures	Performance Measures	Performance Measures
a. Reduce annual percentage rate of increase of regional roadway system's daily vehicle hours of delay to less than than 2% per year by 2035	a. Maintain and/or improve the percentage of environmental justice population's access to a transit hubs to be equal to or greater than the overall percentage of population's access of 8.46% through 2035	a. Improve current regional average of transit frequency (60 Minutes) by service (fixed route / intercity bus) by 65% by 2035
b. Reduce annual percentage rate of increase of regional roadway system's average peak period travel time to to less than 2% per year by 2035	b. Establish baseline per the 2011 Regional Bike Plan and increase number of miles of Class I & II Bikelanes by 20% by 2035	b. Increase current annual usage of public transit to population from 83:1 to 67:1 by 2035
c. Reduce annual percentage rate of deterioration of regional roadway system's average LOS to less than 2% per year by 2035	c. Increase current percentage of SOV to non-SOV trips (mode split) from 74%/26% to 65%/35% by 2035	c. Increase current number of passengers served per train mile by 30% by 2035
d. Decrease annual rate of increase of regional roadway system's current peak Vehicle Miles Traveled to less than 2% per year by 2035		d. Increase current regional percentage of on-time bus routes per year by 2035 *Note: While we believe this is an important metric to track, data is not currently available. Will establish system to track this information with public transit providers.*
		e. Reduce annual average passenger rail headway delay due to conflict with freight operations by 95% by 2035

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators (con.)

C) Increase Safety & Security

Objective (1) **Reduce the Number of & Severity of Traffic Incidents**	***Objective (2)*** **Encourage & Support Projects that Increase Safety & Security**	***Objective (3)*** **Improve Communication & Coordination Between Agencies & Public**
Performance Measures	Performance Measures	Performance Measures
a. Improve the annual regional traffic incidents per annual VMT ratio of 1,710:1 by 15% by 2035	a. Maintain and/or improve average Freeway Service Patrol (FSP) response time of 5-10 minutes through 2035	a. Upon activation, monitor increase in the average annual useage of the San Joaquin County 511 traveler information system to establish a baseline by the next RTP update
b. Improve the regional roadway fatalities (Calendar Year 2008) to VMT ratio of 190,690:1 by 10% by 2035	b. 100% of SOV projects will assess the need and extent to incorporate ITS & operational strategies to increase the overall safety & security on the regional transportation system	
c. Reduce the rate of automobile incidents @ railroad crossings by 10% by 2035	c. Establish base line and document increase in the percentage of Tier I projects that target roadway segments with high levels of traffic incidents (11+ Annually) by 2035	
	d. Maintain the current number of RTP Tier I Transit Projects that increase Security at 1% of Regional FTA Section 5307 Funding	

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System

Objective (1) **Optimize Existing Transportation Roadway System Capacity**	***Objective (2)*** **Support the Continued Maintenance and Preservation of the Existing Transportation System**	***Objective (3)*** **Improve Existing Roadway Productivity**
Performance Measures	Performance Measures	Performance Measures
a. Increase the number of available Park & Ride lot spaces (1,450) by one space per every 100 new dwelling units through 2035	a. Improve the operational condition of the major regional roadway system that fall below a Pavement Condition Index (PCI) of 50 by 15% by 2035	a. Increase the current capacity of the transit system relative to the demand (number of buses, locomotives) and the capacity of transit maintenance facilities by 2035
b. Increase Park and Ride lot utilization per available spaces from 70% to 85% by 2035	b. Increase the current ratio of Tier I projects targeting roadway system bottlenecks, chokepoints, & congested segments by 20% by 2035	b. Reduce annual percentage rate of deterioration on roadway system's current peak / off-peak lane miles at LOS (D-F) to less than 2% per year by 2035
c. Increase the number of San Joaquin County businesses (125) employing trip reduction strategies by an annual average of 15% through 2035	c. Increase the average annual number of vehicle trips mitigated through the Regional Congestion Management Plan by 2% per year by 2035	
d. Increase the number of active San Joaquin County van pools (132) by an annual average of 15% through 2035	d. Decrease the regional average of rolling stock that is beyond its useful life of 26% to 15% by 2035	
e. Increase the number of San Joaquin County rideshare participants (4,805) by an annual average of 10% through 2035		

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators (con.)

E) Support Economic Vitality

Objective (1) **Improve Roadway Access to Key Strategic Economic Centers**	***Objective (2)*** **Promote Safe & Efficient Strategies to Improve the Movement of Goods**
Performance Measures	Performance Measures
a. Develop a system to measure and monitor the accessibility of goods movement to key strategic economic centers in San Joaquin County for the 2014 RTP	a. Develop a system to measure and monitor the safety and efficiency of goods movement by modality in San Joaquin County for the 2014 RTP supporting the following PMs b and c
b. Increase highway and major arterial access to major commercial and job centers including rail intermodal, air and sea ports in the region by 20% by 2035	b. Improve the current annual ratio of goods moved (tonnage) by non-roadway means to large trucks by 20% by 2035
c. Increase STAA terminal access system for new non-residential development by 20% by 2035.	c. Increase the regional flow of goods moved (import/export) by truck, freight, water, & air by 20% by 2035
d. Reduce good's movement related impacts on residential areas by 20% by 2035	d. Increase the number of completed regional roadway Railroad Grade separation projects from 17 to 26 by 2035

Note: PMs b, c, and d will be refined based on outcomes of STAA terminal access study conducted during fy 10/11 & 11/12

F) Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

Objective (1) **Provide Equitable Access to Transportation Planning**	***Objective (2)*** **Engage the Public Early, Clearly, & Continuously**	***Objective (3)*** **Use a Variety of Methods to Engage the Public**
Performance Measures	Performance Measures	Performance Measures
a. At minimum, maintain &/or improve the current level of community outreach and/or workshops to project by 25% by 2035	a. Document that Initial announcements/ Notices of Preparation (NOPs) will be conducted in a timely fashion through 2035	a. At minimum, maintain general public and stakeholder committee structures (e.g., Citizens Advisory Committee , Goods Movement Task Force, Regional Stakeholder Leadership Group
b. Increase the number of persons engaged in community outreach activities for persons with disabilities (e.g., hearing impaired, physically challenged) by 10% by 2035	b. Maintain and/or improve the frequency of outreach efforts during all project stages through 2035	b. Increase the current number of presentations made to community groups by 25% by 2035
c. Ensure, by example, that printed materials are in different languages as needed relative to the demographics the project may impact through 2035	c. Document post workshop surveys conducted to determine understanding of the technical material through 2035	c. Increase the current number of responses to surveys by 50% by 2035
d. Maintain a porportional number of workshops conducted in Environmental Justice sensitive areas = to > the total number of workshops conducted for project's through 2035	d. Support local state, and federal interagency consultation and coordination efforts in all areas of planning, programming, and project delivery through 2035	d. Increase the current number of hits on SJCOG website by 2035. *Note: Hits are not currently tracked. Will establish base line and document progress towards improving visits to the site.*
		e. Document the use of printed and non-printed PSAs through 2035
		f. Increase the current number of citizens recieving SJCOG Horrizons Newsletter by and annual average of 10% through 2035

Table 2-1: 2011 RTP Goals, Objectives and Performance Indicators (con.)

G) Maximize Cost Effectiveness

Objective (1) **Support the use of state & federal grants to supplement local funding and pursue Local, state & federal funding opportunities from outside the region**		***Objective (2)*** **Support projects that Maximize Cost Effectiveness**
Performance Measures	Performance Measures	Performance Measures
a. Increase the total discretionary funding awards by 1% by 2035		a. Increase regional passesnger per vehicle mile revenue by 15% by 2035
		b. Improve the direct regional average fare box recovery by public transit service by 20% by 2035
		c. Proactive as possiblie to minimize cost overruns during all phases of project delivery

RTP REVENUE POLICIES

In March 2009, the SJCOG Board adopted the following 2011 RTP Revenue Policies to provide guidance for future revenue decisions relating to the State funded Regional Transportation Improvement Program (RTIP), federally funded Regional Surface Transportation Program (RSTP), and locally developed Smart Growth Program. These policies were first developed in 2007 and have been reviewed and updated for the 2011 RTP. These policies are found below.

RP-01: Top Ten List of Regional Project Funding Priorities

RP-01 c*ontinues development and update (as needed)* of the SJCOG Board approved *Top Ten List of Regional Project Funding Priorities*. -The purpose of the list is to identify funding priorities towards a unified list of regionally important projects and to maintain momentum toward delivery of the listed projects. Projects on the list should be incorporated into the federally approved RTP and FTIP based on timely need and as applicable.

RP-02: Regional Transportation Improvement Program

RP-02 establishes an overall 20% non-STIP match target for the SJCOG Regional Transportation Improvement Program (RTIP) to clearly demonstrate the San Joaquin region's interest in leveraging non-STIP funds to deliver regionally important projects. The 20% non-STIP match may be met using any one of a variety of local, non-STIP State, and federal revenue sources.

RP-03: Regional Surface Transportation Program

RP-03(a) incorporates the SJCOG Board approved Regional Surface Transportation Program (RSTP) policy for distributing RSTP funds into the Regional Transportation Plan, extending the applicability of the distribution through 2035.

The distribution is as follows, beginning with the federal RSTP apportionment to San Joaquin County:

> (1) Off the top - the statutory minimum distribution to local jurisdictions is determined based on 110% of 1990/91 FAU/FAS amounts and $20,000 for Escalon and Lathrop;
>
> (2) The remaining apportionment is split by percent 25/75. 25% goes into the SJCOG-administered Regional Set Aside Account; 75% is distributed to the local jurisdictions.

- The 25% Regional Set Aside is used for regional projects at the Board's discretion. Funding needs may consider the following projects – (1) Projects on Route 99 Corridor (Route 99 Widening, Route 99/Hammer, and Route 99/120), (2) Highway 12, and (3) Projects on the Top Ten List. SJCOG Board will also consider other regional priorities.

- The 75% to local jurisdictions is split to provide 38% to the unincorporated County, with the remainder divided among the cities based on Department of Finance (DOF) population estimates.

(3) As Caltrans revises the RSTP apportionment estimates based on actual annual allocations, the distribution is re-applied and balances are adjusted accordingly.

RP-04: Smart Growth Incentive Program

RP-04 incorporates the Measure K Renewal Smart Growth Incentive Program and the October 2009 SJCOG Board action to supplement Measure K Renewal Smart Growth Incentive Program funds with State Transportation Improvement (STIP) Transportation Enhancement (TE) funds into the RTP.

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A minimum of $45 million in state and federal transportation funding or Measure K funding will be made available for smart growth incentives to local jurisdictions in San Joaquin County. These funds will be made available for infrastructure improvements and planning grants that will assist local agencies in better integrating transportation and land use, such as street calming, walkable community projects, transit amenities and alternative modes of transportation. These funds will be available to enhance infill development, neighborhood revitalization and downtown improvements.

The overall goals of the program are to promote infill development (defined as sites with development on at least three sides) in walkable areas thereby increasing living and transportation choices while reducing reliance on automobiles, and to reward jurisdictions that approve new housing and mixed-use development in urban locations near transit hubs. Projects to serve cities currently not served by high-frequency transit service that are creating conditions that would allow for increased transit service, encourage livable communities, support mixed use development, and/or support infill and redevelopment of downtown areas are eligible. In high frequency transit areas eligible projects must be within walking distance of transit hubs (station, transit center, bus stops serving two or more routes). Investments in transit hubs themselves are eligible.

This program aims to capitalize on public investments in transportation infrastructure, help rebuild and revitalize town centers and main streets, promote infill development, create more walkable communities, encourage transit use, and address regional housing needs. When allocating dollars for housing projects a minimum overall density of 10 units per acre with bonus points for higher densities and affordable housing will be used. Mixed use developments must have an average of 12 units per acre and be at least 50% housing.

Revenue Policy 5 (RP-05): Innovative Financing

Continue to support research related to identification and implementation of innovative transportation financing opportunities such as public private partnerships, high occupancy toll lanes, and other innovative financing strategies where applicable and appropriate. As innovative transportation financing strategies evolve, incorporate, where appropriate and applicable through SJCOG board action, those strategies and/or potential innovative financing revenues into the SJCOG RTP.

PROJECT DELIVERY POLICIES

In February 2007, the SJCOG Board adopted the following 2007 RTP Local Project Delivery Policies to help ensure progress towards delivering projects in our region. These policies were updated and reconfirmed by the SJCOG Board in March 2010. Additional detail regarding the implementation of these policies may be found in Appendix 2-1.

PDP-01: Programming Milestones

PDP-01 authorizes the development and implementation of SJCOG Board-approved SJCOG Programming Procedures and Milestones Calendar and to assist local jurisdictions identify and resolve State and federal programming issues before they impact project schedules or funding.

PDP-02 – Project Delivery Pilot Program

PDP-02 authorizes SJCOG staff to continue the project delivery program designed to assist local jurisdictions track the status of projects from inclusion in the RTP tier one list of projects to project delivery.

The roadway program will consist of a steering committee made up of members of the Technical Advisory Committee, quarterly status reporting, and a project tracking form. There will be an emphasis on minimizing any duplication of effort between existing tools and/or procedures.

The transit program will be the SJCOG Interagency Transit Committee. Quarterly status reports and a project tracking form will be used to track transit projects.

The program will be evaluated annually to determine the effectiveness of the program and a phased approach will be used to incorporate any applicable results of the annual evaluation process.

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CHAPTER 3

PLANNING ASSUMPTIONS

INTRODUCTION

The San Joaquin Council of Governments is the lead agency for managing the transportation plans, programs, and transportation related projects in the seven cities and unincorporated areas of San Joaquin County. The cities include: Lodi, Stockton, Lathrop, Manteca, Ripon, Escalon, and Tracy.

Over the next 25 years, the San Joaquin region will continue to grow rapidly. SJCOG projects a total employment of 312,799 for San Joaquin County by 2035. This will accompany an increase in population in the County of 307,251 persons between 2010 and 2035, an increase in population of 45 percent over the 25-year period. In 2035, the estimated total population for the San Joaquin County is 989,774 persons.

The San Joaquin Valley continues to remain a commuter-oriented county, with 75.0% of the workforce driving alone to work based on the 2008 American Community Survey. The average daily commute time in San Joaquin County was almost 30 minutes in 2008, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. Almost 16% have a commute that is one hour or longer each way. Many residents in San Joaquin County spent an average of 1.37 hours one-way daily along the Interstate 205/Altamont Pass and Interstate 580 corridors to the Bay Area. These corridors are currently operating at or near maximum capacity during peak hours.

Population growth continues to be due in part but not limited to:

- Bay Area jobholders taking up residence in the County, creating a market demand for interregional commute alternatives;
- A shortage of affordable housing in neighboring Bay Area counties;
- Significantly less expensive housing costs in the Central Valley;
- Job relocations to the Central Valley due to lower cost of doing business;
- A decentralization of Stockton's commercial and retail businesses;
- An increase in the economic interaction with surrounding counties;
- Major growth in cities neighboring bay area counties.

POPULATION GROWTH

San Joaquin County population grew at an average annual rate of 2.3% during the first part of 2000, one of the fastest rates in the region. This is a rate unprecedented in this county's history, and one that is having profound effects on the ability to finance, deliver and maintain the infrastructure needed to support the population. For the COG, the issue is transportation, but the same concerns apply to water delivery, sewer and storm water runoff, and education.

By the 2000 Census, the most rapid growth occurred in the communities located in the south county, and the largest absolute growth occurred in the City of Stockton with a 32,828 net gain between 1990 and 2000. In the same time period, the population of the City of Tracy grew more than 69%, compared to the overall growth of the County of 17.3% (2000 Census). Tracy's share of the county's population increased 3.1%, while the unincorporated areas' share dropped 2.9%. In addition, Tracy and Stockton alone accounted for nearly 70% of the absolute population growth in the county from 1990 to 2000.

San Joaquin County can expect this trend to slow to an approximate 2.1% annual growth rate due to the current economic recession, and slowed migration to the region., SJCOG contracted with the University of the Pacific to update its population and projection estimates in 2009. These estimates are reflected in the population assumptions adopted by the SJCOG Board found in Table 3-1 below.

Table 3-1

Population Projections (2010 - 2035)							
	2000*	2010	2015	2020	2025	2030	2035
Escalon	5,963	7,535	8,444	9,272	10,155	11,023	11,910
Lathrop	10,455	18,164	20,896	23,747	25,557	27,133	28,384
Lodi	56,999	61,684	63,959	66,588	69,643	72,644	75,525
Manteca	49,258	67,477	78,146	87,471	97,410	107,766	117,010
Ripon	10,146	15,496	18,023	21,139	23,902	26,899	29,587
Stockton	243,771	296,643	319,827	348,977	377,058	404,840	430,393
Tracy	56,929	82,337	94,620	103,456	113,295	122,790	131,385
County	130,087	133,187	140,544	149,035	155,940	161,408	165,580
Total	563,608	682,523	744,459	809,685	872,960	934,503	989,774
**Census 2000 Population Counts*							

San Joaquin Council of Governments, 2009

EMPLOYMENT GROWTH

Employment growth within the county will occur within close proximity to major transportation facilities. Much of the new employment located near the I-5, I-205, I-580,

and Route-120 component of the regional network in the south county will generate a significant amount of trucking activity, as it will consist largely of warehousing and manufacturing. The greatest concentrations of retail and service employment will expand within city limits.

A meaningful trend is suggested by the declining ratio of San Joaquin County residents employed in San Joaquin County. The 2008 American Community Survey (US Census Bureau) indicated that only 75 percent of San Joaquin County's labor force worked within San Joaquin County, as opposed to about 83 percent in 1990. In addition, the length of the average commute increased from 22 minutes in 1990 to 29 minutes in 2000. Since a large share of the proposed growth in the local housing supply is concentrated in the southwest county, the proportion of locally employed residents may continue to drop in the short term.

Employment projections adopted by the San Joaquin Council of Governments are illustrated in Table 3-2, and are based on projections developed as part of the 2011 RTP.

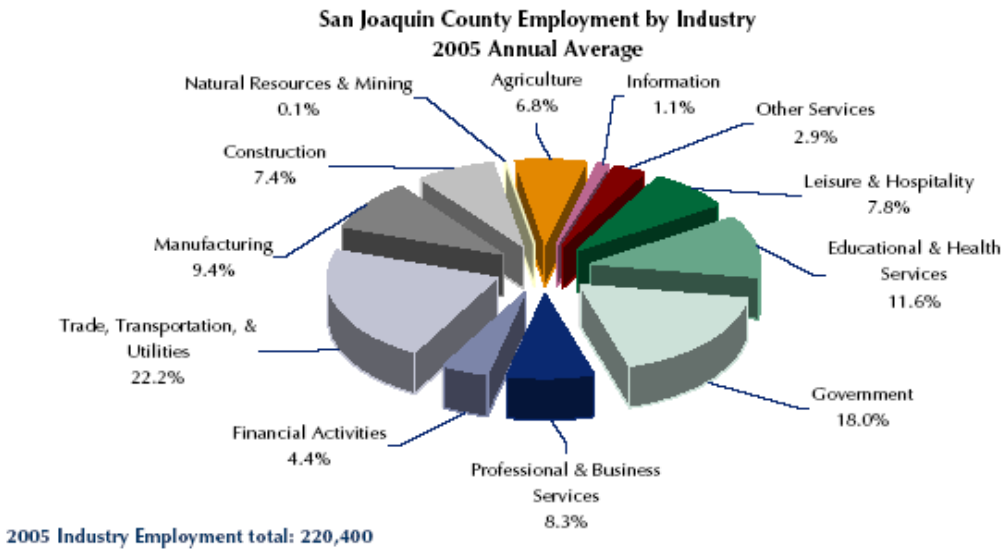
Table 3-2

Employment Projections (2010 - 2035)							
	2000*	2010	2015	2020	2025	2030	2035
Escalon	1,905	1,674	1,763	1,863	1,950	2,053	2,152
Lathrop	4,495	4,710	5,400	5,816	6,204	6,626	7,028
Lodi	21,450	22,093	24,949	26,619	28,222	30,012	31,887
Manteca	11,905	14,823	16,527	17,815	19,043	20,401	21,756
Ripon	2,925	3,171	3,387	3,639	3,872	4,118	4,347
Stockton	88,645	100,835	115,283	124,547	133,352	142,813	152,323
Tracy	16,360	16,939	17,825	19,246	20,575	21,996	23,389
County	48,025	49,711	55,016	58,952	62,567	66,340	69,917
Total	195,710	213,956	240,150	258,497	275,785	294,359	312,799
**Census 2000 Population Counts*							

San Joaquin Council of Governments, 2009
Note: Numbers reflect the number of jobs, NOT number of employed residents

According to the California Employment Development Department's "San Joaquin County Snapshot" found at: www.labormarketinfo.edd.ca.gov, industry employment in the County gained 13,600 jobs between 2001 and 2005, representing 6.6 percent. The greatest growth occurred in trade, transportation, and utilities; retail trade and wholesale trade each gained 2,400 jobs. Employment during this same timeframe in educational and health services was up 3,200 jobs, with a majority of growth in health care and social assistance. Despite the loss of 800 jobs in agriculture during 2001-05, San Joaquin County ranked seventh statewide in total value of leading commodities, including milk, grapes, almonds, tomatoes, and cherries. Figure 3-1 below illustrates San Joaquin County Employment by Industry in 2005.

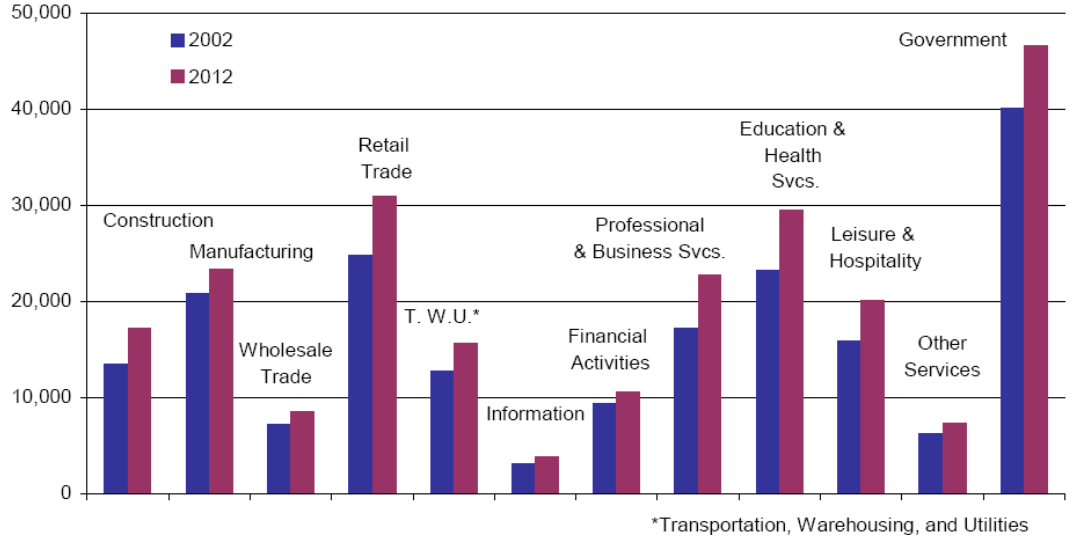
Figure 3-1



California Employment Development Department (www.labormarketinfo.edd.ca.gov)

Based on the latest forecasting information prepared by the California Employment Development Department in 2007, San Joaquin County will continue to experience employment growth as the region's economy continues to expand and diversify. The total number of non-farm jobs is expected to increase by 42,300 during the ten-year (2002-2012) projection period, an increase of 21.7 percent. San Joaquin County's growth will be fueled by a number of factors, including: a strategic location, a strong state economy, affordable land, population growth, and spill-over business expansions from California's Bay Area to the Central Valley. Employment gains are anticipated across all major industry divisions with the largest absolute increases illustrated in Figure 3-2 below. The Government sector is expected to produce the largest number of new jobs, with over half occurring in the Local Government Education sector. Other major industry sectors include: Education and Health Services and Retail Trade, both forecasted to gain over 6,000 new jobs by 2012. The fastest growth rate, measured by the annual percent growth, will occur in Professional and Business Services at 3.1 percent per year, followed by the Construction sector with an average annual growth rate of 2.8 percent.

Figure 3-2



California Employment Development Department, 2007: http://www.calmis.ca.gov/FILE/indproj/sanjo_Highlights.pdf

ECONOMIC GROWTH

Distribution Centers

San Joaquin County is an attractive location for new warehousing and distribution centers for northern California and for the Bay Area. Millions of square feet of new warehouse constructions are forming in the southern parts of the county, and with new developments at the Port of Stockton, this number could increase dramatically, making San Joaquin County a central hub for goods movement throughout the entire west.

Much as Hayward and Richmond grew in their respective roles as distribution centers for the Bay Area in the 1960s and 1970s, San Joaquin County appears to be functioning in a similar role. A centralized and diverse network of highway, rail, air, and seaport facilities demonstrate that San Joaquin County is serving as a major trucking and rail distributor for northern California.

These facilities are ideally located to take advantage of a diverse transportation network, and the continued expansion and maintenance of these transportation facilities is key to the economic health of the region.

Stockton's Commercial Development

Although the City of Stockton is only one of seven cities in the county, its relative size, economy, population, and land area makes its development trends of regional interest. The past twenty 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. This decentralization of the retail and service economy imposes challenges for transportation planning in the greater Stockton area. Fixed-route transit solutions are more complex and difficult to plan, and impacts to the regional road system throughout the Stockton metropolitan area introduce complex interactions between congested travel patterns.

Revitalization and Tourism

The San Joaquin region has also focused on developing itself into a destination for recreation and tourism. Successful revitalization efforts in downtown Stockton include:

The Stockton Ballpark

The Stockton Arena

Lexington Plaza Waterfront Hotel

City Centre Cinemas, including retail and restaurants

Stockton Hotel, offering affordable housing

The Regional Transit District's Downtown Transit Center

For sports enthusiasts, the City of Manteca boasts its Big League Dreams Sports Complex, which includes scale replicas of: Fenway Park, The Polo Grounds, Yankee Stadium, Forbes Field, and Wrigley Field.

The San Joaquin region also has a substantial wine industry that has developed over the years into producing world-class wines that rival the best that California has to offer. Winegrapes have been grown in the Lodi vicinity for over a hundred years, but the region's credibility was solidified with the approval of the Lodi Appellation (American Viniculture Area) in 1986. Wineries were now able to label their wines with Lodi listed as the grapes' origin. Today, Lodi is home to nearly two dozen wineries, hundreds of "Lodi" labeled wines, and thousands of acres of premium winegrapes.

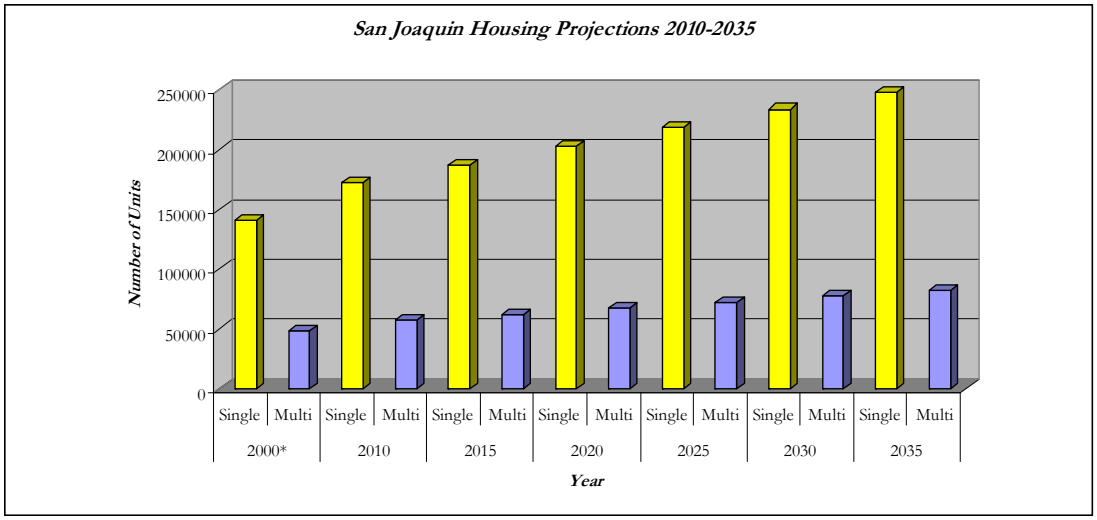
LAND USE AND HOUSING

Land use is one of the most important elements of effective transportation planning. Policy dictating transportation projects depend on effective and efficient land use policies. As the State-designated Regional Transportation Planning Agency (RTPA), SJCOG has little authority to determine these land use policies. However, the RTPA can advise and encourage dialogue among those involved in the decision making process to implement "smart growth measures" as part of their planning processes. The California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) ensure that transportation projects are environmentally sound, and the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) ensures that air quality standards are upheld, bringing the Valley into attainment levels for pollutant emissions.

As indicated by population and employment trends, growth pressures are increasing at a significant rate. Because most of this growth comes from outside of the county, in particular employment opportunities in the Bay Area, the growth within San Joaquin County is focused on the development of single-family homes.

San Joaquin's housing forecast illustrates there is a significant difference in the number of multi-family homes versus single family homes. Figure 3-3 illustrates the housing forecast from 2010 to 20335.

Figure 3-3



San Joaquin Council of Governments, 2009

It is critical, therefore, to link land use with transportation in a meaningful way. This may include an on-going dialogue between the land use and transportation communities to reach consensus on the approaches to manage the growth in the region. A significant effort under way to establish and maintain this dialogue is the San Joaquin County Blueprint. Described more fully in Chapter 11, the San Joaquin County Blueprint develops a cohesive regional framework that defines and offers alternative solutions to growth related issues for San Joaquin County and the Valley. The process involves the integration of transportation, housing, land use, economic development, and the environment to produce a preferred growth scenario to the year 2050.

The outcomes of the Blueprint planning process will not supersede a local jurisdiction's land use authority; however, elected officials regionally and throughout San Joaquin County will be able to determine how their jurisdiction will use the outcomes from the San Joaquin County Blueprint Process. In addition to the elected officials, representatives from various interest groups and the public at large will be fully engaged during all stages of the planning process.

Bay Area Influence

The most significant regional land use trend affecting the 2011 RTP is the continuing economic boom for housing development in San Joaquin County and the lack of affordable housing in the Bay Area. Rising home prices throughout the Bay Area continue to fuel growing demand for the limited Bay Area housing supply. The shortage of affordable housing in the Bay Area leads increased subdivision activity in San Joaquin and Stanislaus Counties, where lower land costs create a profitable setting for new housing development.

The development of lower cost housing in San Joaquin and Stanislaus Counties, as compared with the Bay Area, then lead to an accelerated commuter-based residential growth pattern. This growth pattern has placed more traffic on San Joaquin County's regional transportation facilities that collectively provide direct access for commuters into the Bay Area.

The lack of affordable housing in the Bay Area will continue to be a major pull factor on San Joaquin County workers. This pull, coupled with increasing highway congestion and population growth, will play a major role in the need for alternative modes of travel between the San Joaquin Valley and the Bay Area.

As indicated by 2000 Census Journey to Work data, Alameda, Contra Costa, and Santa Clara counties are the major Bay Area worker importers from San Joaquin County: Stanislaus (6,640) and Sacramento (6,296) counties also import a fair number of workers from San Joaquin County. More than 19,000 workers commute to Alameda County, 3,669 commute to Contra Costa County, and 7,046 commute to Santa Clara County. Overall, San Joaquin County has more leaving than arriving in the County.

According to the Association of Bay Area Governments (ABAG) 2006 report, "A Place to Call Home," between 1999 and 2006, Alameda County had a regional housing needs assessment (RHNA) allocation of 46,793. During that same period, housing production is reported at 29,446; resulting in an unmet housing need of 17,347 units. While Contra Costa County reported housing production 2,444 over the RHNA allocation, the net unmet housing need between these two counties was just under 15,000 units. For the nine-county Bay Area region, between 1999 and 2006 the RHNA allocation was 230,743 units and housing production was 173,648 units, resulting in an unmet housing need of 57,095 units.

The average income per capita in the Bay Area was well above San Joaquin County in 2006. While the average income per capita for San Joaquin County stood at $24,119 (Bureau of Economic Analysis, U.S. Department of Commerce, 2006), the average income per capita in Alameda, Contra Costa, Santa Clara, and Sacramento Counties stood at $37,945, $44,326, $46,499 and $29,631 respectively. Along with high housing

costs and relatively short housing supply in the Bay Area, the regional income disparities helped to explain the attractiveness of San Joaquin County homes to Bay Area workers.

It is clear that the Bay Area influences on the San Joaquin region are not over, and that the growth challenges over time remain significant. It is important for the San Joaquin region to continue coordinating land use and transportation planning efforts, such as the San Joaquin Blueprint, to maintain a proactive planning approach into the future.

AIR QUALITY

San Joaquin County 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.

The San Joaquin Valley is currently designated as nonattainment for the NAAQS for 8-hour ozone, and PM2.5; and has a maintenance plan for PM-10, as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties. State Implementation Plans have been prepared to address carbon monoxide, ozone, PM-10 and PM2.5:

- The 2004 Revision to the California State Implementation Plan for Carbon Monoxide was approved by EPA on November 30, 2005 (effective January 30, 2006).
- EPA published a budget adequacy determination for the 2011, 2014, and 2017 conformity budgets contained in the 2007 Ozone Plan on January 22, 2009, effective February 6, 2009.
- The 2007 PM-10 Maintenance Plan, which included revisions to the attainment plan, was approved (with minor technical corrections to the conformity budgets) by EPA on November 12, 2008.

The San Joaquin Valley is designated a serious nonattainment area for the new 8-hour ozone standard with an attainment deadline of 2013. It is important to note that the nonattainment area boundary is the same as the previous 1-hour ozone nonattainment boundary and includes eight counties. EPA also designated the San Joaquin Valley as nonattainment for the new 2006 PM2.5 standards. For more detail on the air quality analyses, please reference the Air Quality Conformity Document associated with the 2011 RTP.

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CHAPTER 4
PERFORMANCE INDICATORS

INTRODUCTION

The 2011 Regional Transportation Plan (RTP) continues to follow the requirements outlined in the 2010 Regional Transportation Plan Guidelines adopted by the California Transportation Commission (CTC) in 2010. However, in order to highlight the importance of measuring the performance of the transportation system, the 2011 RTP now devotes a separate Chapter to the performance measures in order to acknowledge the recent trends at the State and federal levels to incorporate a more explicit use of performance in planning efforts and funding decisions.

Performance indicators in the 2011 RTP are separated into two categories: the first category is concerned with overall baseline system performance; the second is concerned with RTP project alternatives and provide an objective criterion to evaluate how well project alternatives achieve the desired outcomes of the future transportation system. For both categories, the performance indicators are evaluated at the program level, rather than at the project level to provide an overall assessment of the regional transportation system. Measures of corridor performance are also reported for the major regional travel corridors.

Overall, the 2011 RTP is expected to move the San Joaquin region closer to its long-range goals by implementing a balanced transportation plan that will improve the quality of life for those who live, work and do business in San Joaquin County. The performance measures serve as a tracking mechanism to ensure over time that continued progress in this direction is being made.

SUMMARY OF UPDATES FROM PRIOR RTPS

The 2007 RTP focused its performance measure discussion on meeting SAFETEA-LU compliance; demonstrating consistency with the State Transportation Improvement Program (STIP) guidelines; demonstrating consistency with the California Transportation Plan 2025, and the 2007 "Go California" state strategy. The 2011 RTP builds upon the foundation created by the 2007 RTP incorporating updates to the STIP guidelines (2008 and 2010); updates to the California Transportation Plan; and incorporation/coordination with the 2011 congestion management process. Further discussion of the connection between the performance measures and the 2011

congestion management project formation process can be found in Chapter 6 of the 2011 RTP.

Some of the performance indicators were carried over from the 2007 RTP to maintain consistency with prior performance measures. In other cases, the performance indicators were updated to correlate more closely with the performance measures required by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP) Guidelines. The result is a collection of 64 qualitative and quantitative performance indicators for the 2011 Regional Transportation Plan.

RECENT TRENDS IN PERFORMANCE MEASUREMENT

This section describes some of the recent trends that reflect an increased use of performance measures in local, State, and federal transportation planning and programming practices.

Local

On November 7, 2006, the citizens of San Joaquin County voted to extend the ½ cent sales tax program, Measure K, 30 years beyond the 2011 sunset of the original program. The Measure K Renewal Ordinance, which establishes the authority to administer the renewed Measure K program, also introduces a commitment to develop a Regional Congestion Management Plan (RCMP). The Measure K RCMP is discussed in more detail in Chapters 6 and 9, however, a critical component of the RCMP are the performance indicators. These include, but are not limited to:

- Vehicle miles traveled (VMT) data and projections;
- Peak hour trips by project;
- Population data and projections;
- Level of service on all regional roadway facilities;
- Frequency and routing data for transit services; and
- Passenger rail and regional bus connection data.

These performance indicators are similar to the measures currently identified and used in SJCOG's 2008 Congestion Management Plan (SJCOG CMP), which was developed in response to State legislation. Although similar to the existing CMP, the Measure K requirement ties compliance with the RCMP with the availability of Measure K funding.

State

California Transportation Plan

In April 2006, the California Department of Transportation released the California Transportation Plan (CTP) as well as releasing an addendum to the CTP in October 2007 to address SAFETEA-LU compliance requirements. The CTP represents the State's long-range transportation policy plan to develop a fully integrated, multimodal, sustainable transportation system that supports a prosperous economy, quality environment, and social equity. Associated with achieving the CTP's 20-year vision, the Schwarzenegger Administration initiated GoCalifornia, a 10-year transportation mobility initiative.

GoCalifornia's key premise, illustrated by the pyramid below (Figure 4-1), is that investments in mobility throughout the pyramid's elements will yield significant improvements in congestion relief.

Figure 4-1

(source: CTP, Update to the CTP 2030)

As illustrated in the pyramid, the foundational layer is "system monitoring and evaluation." This is becoming a key focus as the State looks at future transportation strategies.

In addition, the CTP identifies a series of performance measures and key indicators that are intended to determine progress towards the CTP goals. The CTP goals, performance measures, and indictors are included in Table 4-1 below.

Table 4-1

CTP GOALS	SYSTEM PERFORMANCE MEASURE/OUTCOMES	KEY INDICATORS (Data to Collect and Report On)
IMPROVE MOBILITY AND ACCESSIBILITY	■ Mobility/Reliability/ Accessibility	*Travel Time (Mobility)* • Travel time within key regional travel corridors *Travel Delay (Mobility)* • Total person (passenger) hours of delay. Percent On-/Time Performance Travel (Reliability) • Percent on-time performance in key corridors
	■ Coordinated Transportation and Land Use (Key indicators are included under the Accessibility outcome.) *Other additional measures under development.*	*Available travel choices (Accessibility)* • List modes available in key corridors and at key transportation centers • Percent of workers within X (15, 30, 45, 60) minutes of their jobs • Modal Split (including choice ridership) • Percent of jobs within a quarter/half mile of a transit station or corridor • Percent of population within one-quarter/half mile of transit station/stop or bus corridor
	■ Productivity	*Throughput — persons and vehicles (Productivity)* • Percent utilization during peak period (highway) • Passengers per vehicle revenue mile (transit) • Passengers per vehicle revenue hour (transit) • Passengers miles per train mile • Percent trucks by axle

(source: CTP, page 17)

CTP GOALS	SYSTEM PERFORMANCE MEASURE/OUTCOMES	KEY INDICATORS (Data to Collect and Report On)
PRESERVE THE TRANSPORTATION SYSTEM	■ System Preservation	*Highways, Streets, and Roads* • Pavement — smoothness and distressed miles • Bridges — structurally deficient or functionally obsolete • Roadside *Transit and Passenger Rail* • Vehicle fleet age • Miles between service calls *Aviation* • General aviation runway pavement condition
SUPPORT THE ECONOMY	■ Economic Development ■ Return on Investment	*Measures Under Development*
ENHANCE PUBLIC SAFETY AND SECURITY	■ Safety	*Traveler Safety* • Fatal/injury collisions and fatalities/injuries — rates and totals
REFLECT COMMUNITY VALUES	■ Equity	*Measures Under Development*
ENHANCE THE ENVIRONMENT	■ Environmental Quality	*Air Quality* • Days exceeding national/state standards by region/air basin and statewide *Noise* • Number of residential units exposed to transportation generated noise exceeding standards *Energy Consumption* • Fossil fuel use ratio to passenger miles traveled *Others Under Development*

(source: CTP, page 18)

California Interregional Blueprint

Caltrans is expanding the State's transportation planning process to include the development of a state level transportation blueprint focused on interregional travel needs. The California Interregional Blueprint (CIB) will articulate the State's vision for an integrated, multimodal interregional transportation system that complements regional transportation plans and land use visions. The CIB when fully developed will become the foundation of the 2040 update to the State's long-range transportation plan, the California Transportation Plan (CTP). Results from this planning process will be incorporated into the SJCOG planning process as they become available. The CIB is scheduled for completion in two phases. Phase one is scheduled for completion in September 2010. Phase two of the California Interregional Blueprint is scheduled for completion in 2012.

California Transportation Commission

Section 19 of the California Transportation Commission State Transportation Improvement Program (STIP) Guidelines requires regions to report on the performance and cost-effectiveness of the projects listed in their Regional Transportation Improvement Programs (RTIP). The purpose of the report is to assess the performance and cost-effectiveness of each RTIP based on its own merits, not to attempt a comparative assessment between individual RTIPs submitted statewide.

In the 2008 and 2010STIP, the CTC specifically addressed the performance measure requirement by issuing additional guidance and suggested measures by which regions could assess their RTIPs.

Table 4-2 (labeled Table A) below is an excerpt from the STIP Guidelines which outlines the STIP performance measures.

Table 4-2

TABLE A
Performance Indicators, Measures and Definitions
(Page 1 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Definition/Indication
		Mode	Level*	Measures	
Safety	2	Roadway	Region	Fatalities /Vehicle Miles Traveled (VMT)	Indicates the ratio of the number of fatalities to the number of vehicle miles traveled.
	2			Fatal Collisions / VMT	Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled.
	2			Injury Collisions / VMT	Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled.
	2	Transit	Mode	Fatalities / Passenger Miles	Indicates the ratio of the number of fatalities to the number of passenger miles traveled.
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.
	1			Average Peak Period Travel Time	Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
	1			Average Non-Peak Period Travel Time	Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.	Indicates the accessibility of transit service.
Reliability	1	Roadway	Corridor	Travel Time Variability	Indicates the difference between expected travel time and actual travel time.
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	These measures indicate the ability of transit service operators to meet customers' reliability expectations.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

TABLE A
Performance Indicators, Measures and Definitions
(Page 2 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Indicator
		Mode	Level*	Measures	
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	Indicates the utilization of the transportation system by all vehicles.
	7			Average Daily Vehicle Trips	
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Indicates the utilization of the transportation system by people.
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	Indicates the utilization of the transportation system by trucks.
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.
	7			Passengers per Vehicle Revenue Mile	
	7			Passenger Mile per Train Mile (Intercity Rail)	
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).
				Percentage of Distressed Lane Miles	
				Percentage of Roadway at Given IRI Levels	Indicates roadway smoothness.
Return on Investment/ Lifecycle Cost	1-7				Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.

*Level
Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.
Region – Region or county commission that is responsible for RTIP submittal.
Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Proposition 1B: Corridor Mobility Improvement Account

Following the adoption of STIP Guidelines that reflected updated performance measures in 2006, the California Transportation Commission was provided an opportunity to utilize performance measures in project funding decisions as part of the Proposition 1B Corridor Mobility Improvement Account (CMIA).

CMIA program guidelines adopted by the CTC in November 2006 required the inclusion of performance measure data in the project applications. The Commission then used that information as part of the process to select projects for CMIA bond program funding. SJCOG received funding for XX projects totaling $XX in San Joaquin County. Each of these projects must comply with the CMIA guidelines adopted by the CTC.

CTC also used the CMIA program as an opportunity to introduce and require Corridor Management Plans on all CMIA funded projects. The intent of the Corridor

Management Plan is to ensure that congestion benefits derived from the project are maintained along the corridor for as long as possible using a variety of strategies. Reinforcing the importance of performance measures, critical pieces of implementing corridor management plans are the data and performance measurements necessary to determine the ongoing effectiveness of the program.

Federal

In addition to the local and State focus on performance measurement and establishing indicators of the effectiveness, the federal government has also weighed in. The 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) continued the federal government's interest in performance measures by adding and expanding requirements for the development of congestion management processes, providing data on transportation system operations and maintenance, and requiring enhanced public participation and agency consultation to ensure that the regional transportation planning process maintained its alignment with the region's vision and interest in the future transportation system.

2011 RTP PERFORMANCE INDICATORS

In light of the substantial attention directed towards performance measurement over the past several years, SJCOG reevaluated its performance measures, and introduces updated Performance Indicators as part of the 2011 RTP.

The 2011 RTP is the San Joaquin region's 25-year "statement of priorities" for the future transportation system. As such, the goals, objectives, and performance indicators are designed to clearly 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) measures, or indicators by which the region can assess its progress.

There are clear linkages between the congestion management process, goals, objectives, and performance indicators. These linkages are recognized in the 2011 RTP, and are coordinated with the local, State, and federal actions described above that incorporate an increased use of performance indicators in planning efforts and funding decisions.

Performance indicators are defined at qualitative or quantitative indicators of progress towards the objectives. The performance indicators 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 are used in a wide variety of ways.

- They are valuable for determining whether progress is being made in achieving the transportation system goals and objectives identified as valuable to the citizens of San Joaquin County.

- They are used to justify the importance and need for specific transportation improvements as the region competes for State or federal discretionary funding sources or requests federal assistance for regionally significant projects.

- For the specific purposes of the 2011 RTP, the performance indictors are used to assess the overall impacts of each RTP alternative. There are four alternatives analyzed for the 2011 RTP: a Transit Emphasis Alternative, a Highway Emphasis Alternative, a No-build Alternative, and the RTP Alternative.

Table 4-3 identifies the "Category 1" performance indicators that are directly associated with each Goal described in Chapter 2 and includes the available data for the Category 1 performance indicators. For some indicators, data were not available for the 2011 RTP and others the baseline data can be gleaned from the measures themselves. It is anticipated that in the future, data sources will be developed and utilized to report on these measures. As these sources develop, the indicators may be used to project the future impact of the RTP projects.

In addition to the Category 1 and 2 performance measures, SJCOG reports State Transportation Improvement performance measures bi-annually with the submittal of its of the STIP. The latest report on STIP performance measures from the 2010 STIP can be found in table 4-5.

Table 4-3: Category 1 Performance Indicators Baseline

2011 RTP GOALS / OBJECTIVES / PERFORMANCE MEASURES BASELINE

A) Enhance the Environment / Quality of Life / & Conserve Energy

Objective (1) **Minimize Environmental Impacts & Improve Public Health**	***Objective (2)*** **Enhance the Connection between Landuse and Transportation Choices**
Performance Measures	Performance Measures
a. Reduce current NOx (summer) attributable to on-road mobile sources (tons per day) by 70% from 2008 by 2035 **Baseline:** 39.9 Tons Per Day	a. Maintain minimum cummulative amount of transportation investment projects supporting smart growth strategies at 25% by 2035 **Baseline:** 25%
b. Reduce current ROG (summer) attributable to on-road moblie sources (tons per day) by 55% from 2008 by 2035 **Baseline:** 13.9 Tons Per Day	b. Increase current regional percentage of residents of 8.4**%** that reside 1/2 mile from a transit hub to 20% by 2035 **Baseline:** 8.4%
c. Reduce current Particulate Matter (P.M.) 2.5 attributable to on-road mobile sources (tons per day) by 43% from 2009 by 2035 **Baseline:** 1.6 Tons Per Day	c. Actively seek to enhance reduced environmental impacts, preserve/maintain environ- mental benefits consistent with the 2011 RTP EIR
d. Reduce the percentage of residents that travel more than 30 minutes plus to work from 36% to 26% by 2035 **Baseline: 36%** (2007)	

Table 4-3: Category 1 Performance Indicators Baseline (con.)

B) Increase Accessibility & Mobility

Objective (1) **Improve Regional Roadway system Performance**	***Objective (2)*** **Provide Greater Transportation Opportunity, & Expand Choice**	***Objective (3)*** **Improve Access and Use of Public Transit System**
Performance Measures	Performance Measures	Performance Measures
a. Reduce annual percentage rate of increase of regional roadway system's daily vehicle hours of delay to less than than 2% per year by 2035	a. Maintain and/or improve the percentage of environmental justice population's access to a transit hubs to be equal to or greater than the overall percentage of population's access of 8.46% through 2035 **Baseline:** 8.46%	a. Improve current regional average of transit frequency (60 Minutes) by service (fixed route / intercity bus) by 65% by 2035 **Baseline:** 60 Minutes
b. Reduce annual percentage rate of increase of regional roadway system's average peak period travel time to to less than 2% per year by 2035	b. Establish baseline per the 2011 Regional Bike Plan and increase number of miles of Class I & II Bikelanes by 20% by 2035	b. Increase current annual usage of public transit to population from 83:1 to 67:1 by 2035 **Baselone:** 83:1
c. Reduce annual percentage rate of deterioration of regional roadway system's average LOS to less than 2% per year by 2035	c. Increase current percentage of SOV to non-SOV trips (mode split) from 74%/26% to 65%/35% by 2035 **Baseline:** 74%/26%	c. Increase current number of passengers served per train mile by 30% by 2035
d. Decrease annual rate of increase of regional roadway system's current peak Vehicle Miles Traveled to less than 2% per year by 2035		d. Increase current regional percentage of on-time bus routes per year by 2035 *Note: While we believe this is an important metric to track, data is not currently available. Will establish system to track this information with public transit providers.*
		e. Reduce annual average passenger rail headway delay due to conflict with freight operations by 95% by 2035

Table 4-3: Category 1 Performance Indicators Baseline (con.)

C) Increase Safety & Security

Objective (1) **Reduce the Number of & Severity of Traffic Incidents**	***Objective (2)*** **Encourage & Support Projects that Increase Safety & Security**	***Objective (3)*** **Improve Communication & Coordination Between Agencies & Public**
Performance Measures	Performance Measures	Performance Measures
a. Improve the annual regional traffic incidents per annual VMT ratio of 1,710:1 by 15% by 2035 **Baseline:** 1,710:1	a. Maintain and/or improve average Freeway Service Patrol (FSP) response time of 5-10 minutes through 2035 **Baseline:** 5-10	a. Upon activation, monitor increase in the average annual useage of the San Joaquin County 511 traveler information system to establish a baseline by the next RTP update

C) Increase Safety & Security (Continued….)

Objective (1) **Reduce the Number of & Severity of Traffic Incidents**	***Objective (2)*** **Encourage & Support Projects that Increase Safety & Security**	***Objective (3)*** **Improve Communication & Coordination Between Agencies & Public**
b. Improve the regional roadway fatalities (Calendar Year 2008) to VMT ratio of 190,690:1 by 10% by 2035 **Baseline:** 190,690:1	b. 100% of SOV projects will assess the need and extent to incorporate ITS & operational strategies to increase the overall safety & security on the regional transportation system	
c. Reduce the rate of automobile incidents @ railroad crossings by 10% by 2035	c. Establish base line and document increase in the percentage of Tier I projects that target roadway segments with high levels of traffic incidents (11+ Annually) by 2035 **Baseline:** 11	
	d. Maintain the current number of RTP Tier I Transit Projects that increase Security at 1% of Regional FTA Section 5307 Funding **Baseline:** 1%	

Table 4-3: Category 1 Performance Indicators Baseline (con.)

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System Management & Operations

Objective (1) **Optimize Existing Transportation Roadway System Capacity**	***Objective (2)*** **Support the Continued Maintenance and Preservation of the Existing Transportation System**	***Objective (3)*** **Improve Existing Roadway Productivity**
Performance Measures	Performance Measures	Performance Measures
a. Increase the number of available Park & Ride lot spaces (1,450) by one space per every 100 new dwelling units through 2035 **Baseline:** 1,450	a. Improve the operational condition of the major regional roadway system that fall below a Pavement Condition Index (PCI) of 50 by 15% by 2035 **Baseline:** 50	a. Increase the current capacity of the transit system relative to the demand (number of buses, locomotives) and the capacity of transit maintenance facilities by 2035
b. Increase Park and Ride lot utilization per available spaces from 70% to 85% by 2035 **Baseline:** 70%	b. Increase the current ratio of Tier I projects targeting roadway system bottlenecks, chokepoints, & congested segments by 20% by 2035	b. Reduce annual percentage rate of deterioration on roadway system's current peak / off-peak lane miles at LOS (D-F) to less than 2% per year by 2035
c. Increase the number of San Joaquin County businesses (125) employing trip reduction strategies by an annual average of 15% through 2035 **Baseline:** 125	c. Increase the average annual number of vehicle trips mitigated through the Regional Congestion Management Plan by 2% per year by 2035	

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System Management & Operations (Continued…)

Objective (1) **Optimize Existing Transportation Roadway System Capacity**	***Objective (2)*** **Support the Continued Maintenance and Preservation of the Existing Transportation System**	***Objective (3)*** **Improve Existing Roadway Productivity**
d. Increase the number of active San Joaquin County van pools (132) by an annual average of 15% through 2035 **Baseline:** 132	d. Decrease the regional average of rolling stock that is beyond its useful life of 26% to 15% by 2035 **Baseline:**	
e. Increase the number of San Joaquin County rideshare participants (4,805) by an annual average of 10% through 2035 **Baseline:** 4,805		

Table 4-3: Category 1 Performance Indicators Baseline (con.)

E) Support Economic Vitality

Objective (1) **Improve Roadway Access to Key Strategic Economic Centers**		***Objective (2)*** **Promote Safe & Efficient Strategies to Improve the Movement of Goods**
Performance Measures		Performance Measures
a. Develop a system to measure and monitor the accessibility of goods movement to key strategic economic centers in San Joaquin County for the 2014 RTP		a. Develop a system to measure and monitor the safety and efficiency of goods movement by modality in San Joaquin County for the 2014 RTP supporting the following PMs b and c
b. Increase highway and major arterial access to major commercial and job centers including rail intermodal, air and sea ports in the region by 20% by 2035		b. Improve the current annual ratio of goods moved (tonnage) by non-roadway means to large trucks by 20% by 2035
c. Increase STAA terminal access system for new non-residential development by 20% by 2035.		c. Increase the regional flow of goods moved (import/export) by truck, freight, water, & air by 20% by 2035
d. Reduce good's movement related impacts on residential areas by 20% by 2035		d. Increase the number of completed regional roadway Railroad Grade separation projects from 17 to 26 by 2035 **Baseline: 17**

***Note**: PMs b, c, and d will be refined based on outcomes of STAA terminal access study conducted during fy 10/11 & 11/12*

Table 4-3: Category 1 Performance Indicators Baseline (con.)

F) Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

Objective (1) **Provide Equitable Access to Transportation Planning**	***Objective (2)*** **Engage the Public Early, Clearly, & Continuously**	***Objective (3)*** **Use a Variety of Methods to Engage the Public**
Performance Measures	Performance Measures	Performance Measures
a. At minimum, maintain &/or improve the current level of community outreach and/or workshops to project by 25% by 2035	a. Document that Initial announcements/ Notices of Preparation (NOPs) will be conducted in a timely fashion through 2035	a. At minimum, maintain general public and stakeholder committee structures (e.g., Citizens Advisory Committee , Goods Movement Task Force, Regional Stakeholder Leadership Group
b. Increase the number of persons engaged in community outreach activities for persons with disabilities (e.g., hearing impaired, physically challenged) by 10% by 2035	b. Maintain and/or improve the frequency of outreach efforts during all project stages through 2035	b. Increase the current number of presentations made to community groups by 25% by 2035
c. Ensure, by example, that printed materials are in different languages as needed relative to the demographics the project may impact through 2035	c. Document post workshop surveys conducted to determine understanding of the technical material through 2035	c. Increase the current number of responses to surveys by 50% by 2035
d. Maintain a porportional number of workshops conducted in Environmental Justice sensitive areas = to > the total number of workshops conducted for project's through 2035	d. Support local state, and federal interagency consultation and coordination efforts in all areas of planning, programming, and project delivery through 2035	d. Increase the current number of hits on SJCOG website by 2035. ***Note****: Hits are not currently tracked. Will establish base line and document progress towards improving visits to the site.*
		e. Document the use of printed and non-printed PSAs through 2035
		f. Increase the current number of citizens recieving SJCOG Horrizons Newsletter by and annual average of 10% through 2035

Table 4-3: Category 1 Performance Indicators (con.)

G) Maximize Cost Effectiveness

Objective (1)		***Objective (2)***
Support the use of state & federal grants to supplement local funding and pursue Local, state & federal funding opportunities from outside the region		**Support projects that Maximize Cost Effectiveness**
Performance Measures	Performance Measures	Performance Measures
a. Increase the total discretionary funding awards by 1% by 2035		a. Increase regional passesnger per vehicle mile revenue by 15% by 2035
		b. Improve the direct regional average fare box recovery by public transit service by 20% by 2035
		c. Proactive as possiblie to minimize cost overruns during all phases of project delivery

The Category 2 performance indicators are used specifically in the Regional Transportation Plan's Programmatic Environmental Impact Report. These are identified in Table 4-4, and described in more detail as part of the 2011 RTP EIR analysis of the Alternatives. Note that in some cases, the Category 2 measures are similar to the Category 1 indicators identified in Table 4-3. Please reference the 2011 RTP PEIR after its release on May 19, 2010 for more detailed discussion of these measures.

Table 4-4: Category 2 Performance Indicators

PM PEAK HOUR LEVEL OF SERVICE SUMMARY						
LOS	**Base Year (2010)**		**Year 2035 No Project**		**Year 2035 Plus Project**[1]	
	Lane Miles	**Percent**	**Lane Miles**	**Percent**	**Lane Miles**	**Percent**
C or better	4,749	90%	4,550	87%	5,087	88%
D	303	6%	297	6%	340	6%
E	113	2%	132	3%	177	3%
F	89	2%	275	5%	207	4%

Source: San Joaquin Council of Governments, 2010

Table 4-5: 2010 STIP Performance Indicators

STIP Guidelines: Section 19, Part B(1) - SJCOG 2007 RTP Performance Measures

Goals	Performance Indicators	Data Source	Mode	2007 Baseline Year	2018 Analysis Year With 2010 STIP
Improve Safety and Security	Fatalities per VMT[1]	CT	Roadway	I-5: 0.006 I-205: 0.007 SR-99: 0.009 SR-120: 0.017 SR-4: 0.032 SR-12: 0.023	I-5: decrease merge incidents at I-5/French Camp Road interchange SR-12: decrease turning movement incidents at intersections between I-5 and Bouldin Island
	Fatal Collisions per VMT[1]	CT	Roadway	I-5: 0.006 I-205: 0.007 SR-99: 0.009 SR-120: 0.017 SR-4: 0.032 SR-12: 0.023	I-5: decrease merge incidents at I-5/French Camp Road interchange SR-12: decrease turning movement incidents at intersections between I-5 and Bouldin Island
	Injury Collisions per VMT[1]	CT	Roadway	I-5: 0.219 I-205: 0.395 SR-99: 0.279 SR-120: 0.305 SR-4: 0.517 SR-12: 0.604	I-5: decrease merge incidents at I-5/French Camp Road interchange SR-12: decrease turning movement incidents at intersections between I-5 and Bouldin Island
	Fatalities per revenue vehicle miles	Transit Providers	Transit	City of Escalon: 0 City of Manteca: 0 City of Tracy: 0 City of Lodi: 0	N/A
	Progress in completing projects on SR-12	CT	Roadway	Improvements at SR-12/Tower Park Way/Glasscock Road intersection	Improvements at all intersections between I-5 and Boulding Island including ITS elements
	Average Freeway Service Patrol (FSP) response times	SJCOG	Roadway	6-10 Minutes	N/A
	Total Number of Distressed Lane Miles	CT/Cities/County	Roadway	I-5: 149 I-205: 43 SR-99: 70 SR-120: 34 SR-4: 60 SR-12: 45 City of Stockton: 501 San Joaquin County: 3,284 City of Lodi: 7	San Joaquin County: rehabilitation of 4 lane miles
	Percentage of Distressed Lane Miles	CT/Cities/County	Roadway	I-5: 54% I-205: 80% SR-99: 40% SR-120: 60% SR-4: 60% SR-12: 75% City of Stockton: 30% San Joaquin County: 37.5% City of Lodi: 3.6%	San Joaquin County: decrease consistent with rehabilitation of 4 lane miles

Table 4-5: 2010 STIP Performance Indicators (cont)

STIP Guidelines: Section 19, Part B(1) - SJCOG 2007 RTP Performance Measures (Continued)

Goals	Performance Indicators	Data Source	Mode	2007 Baseline Year	2018 Analysis Year With 2010 STIP
Improve Mobility and	Daily vehicle hours of delay	SJCOG	Roadway	21,539	26,734
	Passenger hours of delay per year	SJCOG	Roadway	27,785	34,487
	Peak/off-peak lane miles at levels of service (A-F)	SJCOG	Roadway	AM Peak / PM Peak LOS A-C 4,794 / LOS A-C 4,522 LOS D 192 / LOS D 298 LOS E 65 / LOS E 134 LOS F 95 / LOS F 191 Total 5,146 / Total 5,145 Daily LOS A-C 5,077 LOS D 65 LOS E 2 LOS F 2 Total 5,146	AM Peak / PM Peak LOS A-C 4,918 / LOS A-C 4,609 LOS D 231 / LOS D 289 LOS E 95 / LOS E 162 LOS F 226 / LOS F 410 Total 5,470 / Total 5,470 Daily LOS A-C 5,336 LOS D 124 LOS E 7 LOS F 3 Total 5,470
	Top ten congested corridors in the region	CT/ SJCOG	Roadway	N/A	Improvements on SR-99, SR-12, and I-5
	Average vehicle occupancy rate (VOR)	SJCOG	Roadway	1.26 persons/vehicle	N/A
	Peak vehicle miles of travel (VMT)	SJCOG	Roadway	3,124,832	4,138,206
	Off-peak vehicle miles of travel (VMT)	SJCOG	Roadway	14,393,900	19,070,987
	Average transit frequency (by service) - RTD (GP DAR, Hopper, Intercity, Interregional…)	Transit Providers	Transit	City of Escalon DAR: 15 min. City of Escalon Rte 96 (deviated Route): 2.5 hrs City of Manteca (fixed route): 1 hr City of Tracy (fixed route): 1 hr RTD (SMA): 1 hr RTD (BRT): 15 minutes RTD (Intercity): 1 hr RTD (Hopper): 1 hr 30 min RTD (Interregional): not applicable RTD (DAR): not applicable City of Lod (Fixed): 45 min (in the AM) 50 min (in the PM)	N/A
	Average Peak Period Travel Time	SJCOG	Roadway	(Hours of Travel) AM Peak: 35,168 PM Peak: 43,438	(Hours of Travel) AM Peak: 50,238 PM Peak: 60,456
	Average Non-peak period Travel Time	SJCOG	Roadway	(Hours of Travel) Off Peak: 325,708	(Hours of Travel) Off Peak: 419,821
	Percentage Population within 1/2 mile of rail station or bus route	Transit Providers	Transit	City of Escalon DAR: 100% City of Escalon Rte 96 (deviated Route): 80% City of Manteca: not available City of Tracy: 86% City of Lodi: 100%	N/A

Table 4-5: 2010 STIP Performance Indicators (cont)

STIP Guidelines: Section 19, Part B(1) - SJCOG 2007 RTP Performance Measures (Continued)

Goals	Performance Indicators	Data Source	Mode	2007 Baseline Year	2018 Analysis Year With 2010 STIP
Promote Interagency Coodination, Public Participation and Citizen Involvement	Summary of public outreach efforts and results targeting the traditionally underrepresented. (see Quality of Life)	SJCOG	All	See 2007 RTP Chapter 5	N/A
	Summary of SJCOG involvement in Goods Movement efforts	SJCOG	All	See 2007 RTP Chapter 6, p.6-27	N/A
Improve Quality of Life	Percentage of San Joaquin County workers that travel more than 35 minutes to work.	SJCOG	All	25.5%	N/A
	Commuter Surveys measuring quality of life.	SJCOG	All	N/A	N/A
Enhance the Environment	See 2007 RTP Environmental Impact Report	SJCOG	All	See 2007 RTP PEIR	N/A
	Maintain conformity between federal air quality plans and transportation plans and	SJCOG	All	See 2007 Air Quality Document	N/A
	Maintain compliance with applicable requirements to meet the State ambient air quality	SJCOG	All	See 2007 Air Quality Document	N/A
	List of completed CMAQ projects and associated emissions benefits.	SJCOG	All	N/A	N/A
Maximize Cost Effectiveness	Total discretionary funding awards (State and federal)	SJCOG	All	N/A	N/A
	Farebox Recovery Ratio or Operating Cost per Passenger (by service)	SJCOG	Transit	City of Escalon: $9.48 06/07 Op Cost/Pass. City of Tracy: $10.83 06/07 Op Cost/Pass. City of Manteca: $18.52 06/07 Op Cost/Pass. City of Lodi: $10.83 06/07 Op Cost/Pass. RTD: 32% 06/07 FRR	N/A

The Category 1 and 2 performance indicators used in the 2011 RTP were developed not only to capture a meaningful measure, but also to utilize easily accessible data. The data collection effort, therefore, relied primarily upon data available from local jurisdictions, transit agencies, Caltrans, or SJCOG. The indicators themselves were developed through discussion and consensus building. Chapter 5 describes the public outreach that took place for the 2011 RTP, but in particular, it details results of the Short Survey, which provides unique insight into the values and relative importance of the various measures to the public.

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CHAPTER 5

PUBLIC PARTICIPATION & INTERAGENCY CONSULTATION

INTRODUCTION

Public involvement and interagency consultation during the development and implementation of the Regional Transportation Plan is essential to an effective planning process. This Chapter provides an overview of the processes SJCOG currently has in place to provide all interested parties the opportunity to learn about and provide input into our various planning and programming activities. In addition, this Chapter describes the specific outreach and consultative efforts SJCOG staff undertook to assess the transportation priorities of the citizens of San Joaquin County.

Outreach efforts for the 2011 RTP were made through focus group meetings, regional workshops, online surveys, and presentation to the SJCOG standing committees. The 2011 RTP was developed in close coordination with SJCOG's interagency consultation partners through the interagency consultation conference calls and workshops; with the local jurisdictions and transit operators; and state and federal partner agencies.

2007 PUBLIC PARTICIPATION PLAN

The purpose of SJCOG's Public Participation Plan (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. This element 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.

The Public Participation Plan, last adopted by the SJCOG Board in 2007, was circulated for resource agency and citizen input. It reflects changes to public outreach efforts defined in SAFETEA-LU including:

- MPOs must develop and utilize a "participation plan" that provides reasonable opportunities for interested parties to comment on the metropolitan transportation plan and Federal Transportation Improvement Program;
- The participation plan must be developed "in consultation with all interested parties," and the public must have input on the participation plan;
- The participation plan must be in place prior to MPO adoption of transportation plans and TIPs;
- MPOs must employ visualization techniques to the maximum extent practicable; and
- MPOs must make long range transportation plans and TIPs available for public review in electronic formats such as the worldwide web.

The 2007Public Participation Plan was circulated for the required 45-day public review and comment period, which was subsequently extended to provide additional opportunity for public and agency comments in 2007. The 2007 Public Participation Plan was available to download off the SJCOG website and is currently available on the SJCOG website at http://www.sjcog.org/public-participation/default.htm. In addition, the availability of the 2007 Public Participation Plan was publicly noticed in area newspapers and circulated for comment to FHWA, FTA, Caltrans, and a variety of diverse community organizations. SJCOG staff incorporated comments into the Plan and finalized it through SJCOG Board action at the May, 2007 meeting. The 2007 SJCOG Public Participation Plan includes additional documentation of outreach efforts to develop the Participation Plan, and is included in Appendix 5-1 of the 2011 RTP. SJCOG anticipates updating the 2007 Public Participation Plan beginning in the fall of 2010 with an anticipated completion in May, 2011.

Interagency Consultation

In addition to providing the public with an opportunity to contribute to the development of the Public Participation Plan, Section 450.316(b) of the federal regulations implementing SAFETEA-LU provisions requires that the Plan be developed, to the extent practicable, in consultation with other agencies and officials responsible for activities that are affected by transportation.

The SJCOG Public Participation Plan was first developed in 1995 as the "Public Involvement Plan" to formalize strategies for involving the citizens of San Joaquin County in transportation planning decisions. In 2007, SJCOG updated and published the Public Participation Plan in response to an increased focus by the federal government to develop a more transparent planning process and increase opportunities for early and continuing involvement.

As a result, SJCOG's efforts to develop, draft, provide opportunity for public comment, adopt, and submit State and federal documents have followed the process identified in the Public Participation Plan. local, state, and federal agencies have had the opportunity to observe, comment on, and critique the public involvement process SJCOG has

committed to in its Plan. The 2007 Public Participation Plan update in response to SAFETEA-LU is one of many opportunities for agencies to voice comment on the process being used to reach out to the public. SJCOG has a public information officer on staff whose primary responsibility is to seek input on the effectiveness of the SJCOG public participation process. Although the SJCOG Public Participation Plan is only required to be updated every four years, SJCOG believes public participation is an ever evolving task and to be efficient in reaching the target community continuous outreach on what methods work "best" to involve the public in the planning process is necessary.

For the 2007 Public Participation Plan, COG staff distributed a survey to solicit comments from resource agencies about their successes in soliciting public comments. The survey (included in Appendix 5-4) was an open-ended invitation for resource agencies to provide suggestions about how to improve public participation.

Suggestions included:

- Surveys
- Email outreach
- Attend community events to solicit comments
- Educating participants on the topics of discussion, principles, and concepts
- Focus groups to test assumptions and refine future events
- Regional maps and datasets
- Diverse community involvement (blue collar workers to college graduates)

To involve resource agencies early in the 2011 RTP development process, SJCOG again distributed a survey to solicit comments from resource agencies in the fall of 2009. The survey similar to the 2007 survey was an open invitation for resource agencies to participate in the 2011 RTP planning process. (included in Appendix 5-4)

Interagency Collaboration and Public Citizen Involvement

2011 REGIONAL TRANSPORTATION PLAN

Public Outreach

SJCOG staff followed the formal process outlined in SJCOG's Public Participation Plan, which included a 45-day public comment period and public hearing in June 2010. SJCOG staff also utilized several methods to reach out to the citizens of San Joaquin County that involved public workshops and two sets of surveys. From the beginning of the outreach effort, SJCOG staff recognized that there was already a clear mandate by the citizens of San Joaquin County for the future transportation system as was voiced in the renewal of Measure K by 78% of the votes on November 7, 2006. As a result SJCOG's public outreach efforts focused on the incorporation of the draft congestion

management process into the RTP planning process, the draft tier I and II project listings; the draft goals objectives and performance measures; and the draft revenue expenditures.

Public Workshops

Seven public workshops were advertized in January, 2010 in local English language and Spanish language newspapers, on the SJCOG website and various organization websites and in the SJCOG monthly online newsletter Horizons. Public workshops were held in Stockton, Manteca, Lathrop, Lodi, Tracy, Ripon and Escalon, and Thornton during January and February, 2010.
In addition, draft RTP surveys were posted on various websites, including: SJCOG, The Regional Rail Commission, Greater Stockton Chamber of Commerce, Lodi Chamber of Commerce, Manteca Chamber of Commerce, El Concilio of San Joaquin, and The San Joaquin League of Women Voters. Fliers of the survey were distributed on the Altamont Corridor Express, the commuter rail line that stretches into the Bay Area.

SJCOG staff presented on the 2011 RTP outreach materials at meetings of the El Concilio, an education group for the Hispanic community, COMA, the San Joaquin umbrella group for all Hispanic organizations, the American Indian Council and the SJCOG Citizens Advisory Committee, where members, including the past two presidents of the local chapter of the NAACP agreed to bring the survey back to their groups.

Samples of the materials provided at the workshops are included in Appendix 5-2.

The comments ranged from project-specific priorities that targeted areas that anticipate future development to suggestions for long-term priorities and strategies for improving the regional transportation system. The comments reflect contrasts between an emphasis on highway interchanges on I-5, SR-99 and SR-120, concern about local roadway conditions and safety, while others focused heavily on alternative transportation modes such as transit and rail.

The project specific comments identified the following projects as priorities:

- ACE Equipment Maintenance Facility
- ACE Service Extensions between the San Joaquin Valley , Sacramento, Modesto, and San Francisco
- Acquisition of ACE Corridor between Niles Junction and Lathrop
- Lathrop Transfer Station
- Bus Rapid Transit Projects
- RTD's Regional Transportation Center
- I-5 HOV Lanes from Hammer to Country Club
- I-5 HOV Lanes from Hammer Lane to North of Eight Mile

- I-205/I580 Truck Climbing Lanes
- SR-4 Operational Improvements
- SR-99 Widening SR-4 to South of Arch Road
- SR-99 Widening Near Lodi, Harney to Peltier
- SR-99 at SR-4 Interchange
- I-5 at SR-4 Interchange
- Louise Avenue Widening
- Lathrop Road Widening
- Pine Street Widening
- Lower Sacramento Road Widening
- Arch Sperry Road Extension from Performance Drive to French Camp Road
- Airport Way Beautification
-
- Increase number of bus stops and the frequency of bus service
- Increase investment in rail/bus systems
- Higher Speed Rail

The workshop participants also contributed more general priorities and strategies for the development of the future transportation system. These included:

- Consider social and environmental costs in transportation investments
- Continue to encourage carpooling
- Make trains the primary way people move in/out and within the county

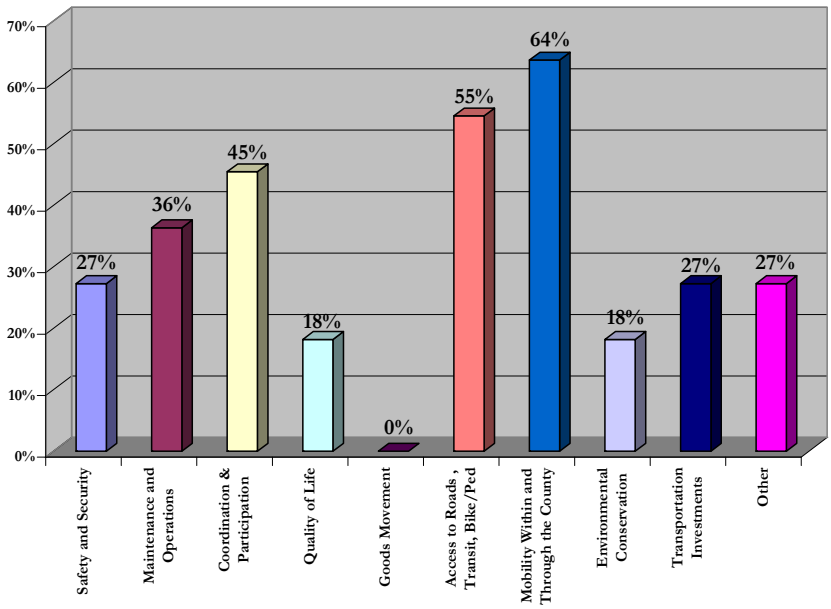
These comments are valuable, and contribute to the emphasis on managing growth in the region through a variety of strategies. The project suggestions are also valuable, although not all of the suggested projects could be included in the 2011 RTP Project List due to revenue source constraints.

RTP Short Survey

SJCOG did not receive a statistically significant number of returned surveys, however the outreach effort did educate the community about the RTP, told them where to find it and provided opportunity for comment. Although not a significantly significant number of surveys were received from public outreach participants, the results of the survey questions are shown in the tables below in recognition that public participation is important to the SJCOG process.

Figure 5-1

2011 RTP Short Survey Question 1:
What would you like to see in the future transportation system?

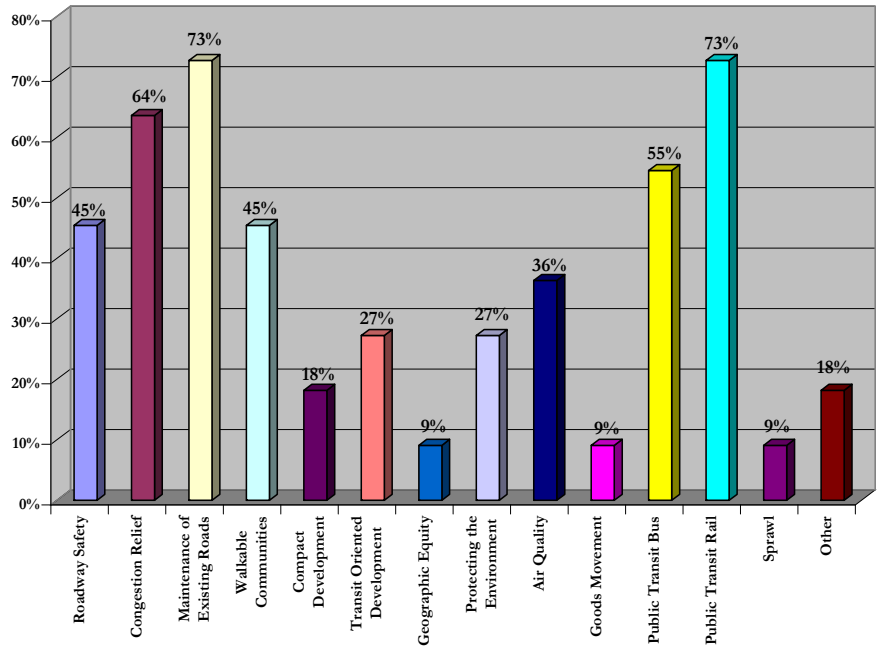


Question 1 asked about the relative importance of the Goals discussed in Chapter 2. For the purposes of this survey, the Goal of Access and Mobility was split into two separate categories. As illustrated in Figure 5-1, coordination and public participation, access to roads, transit, and bicycle pedestrian facilities, and mobility within and through the county topped the responses as important for the future transportation system. Improved Maintenance and Operations was also a high priority.

Additional comments included with Question 1 included request for transit projects that promote coordination. This is consistent with the survey results which suggests coordination and public participation are important factors to the planning process.

Figure 5-2

2011 RTP Short Survey Question 2: What Issues are important to you?



Question 2 asked respondents what issues were important to them. Figure 5-2 illustrates the responses with maintenance of existing roadways, bus transit, and rail transit topping the list.

Question 3 presented respondents with the option to re-distribute transportation funding by major RTP category from the adopted 2007 RTP funding percentages. The following seven pie charts (Figures 5-3 through 5-9) illustrate that the majority of respondents are satisfied with the transportation funding percentages as reflected in the draft 2011 RTP. The percentage funding share of the 2011 RTP for mainline highway projects has declined from the 2007 RTP; the percentage funding share of the 2011 RTP for interchanges has declined from the 2007 RTP; the percentage funding share of the 2011 RTP for local roadway projects has increased from the 2007 RTP; although the public recommended an increase to funding for the railroad crossing safety program the percentage funding share of the 2011 RTP for railroad crossing safety projects has remained unchanged from the 2007 RTP due to funding constraints; the percentage funding share of the 2011 RTP for bus projects has decreased from the 2007 RTP due to funding limitations; the percentage funding share of the 2011 RTP for rail projects has remained unchanged from the 2007 RTP; and the percentage funding share of the 2011 RTP for bike/pedestrian projects has increased from the 2007 RTP. Although this appears to fall in line with the public responses below, declining revenues within these

categories as well as an increased focus on the operations and maintenance of the system also contribute to the decline in funding share for the project categories listed above.

Figure 5-3

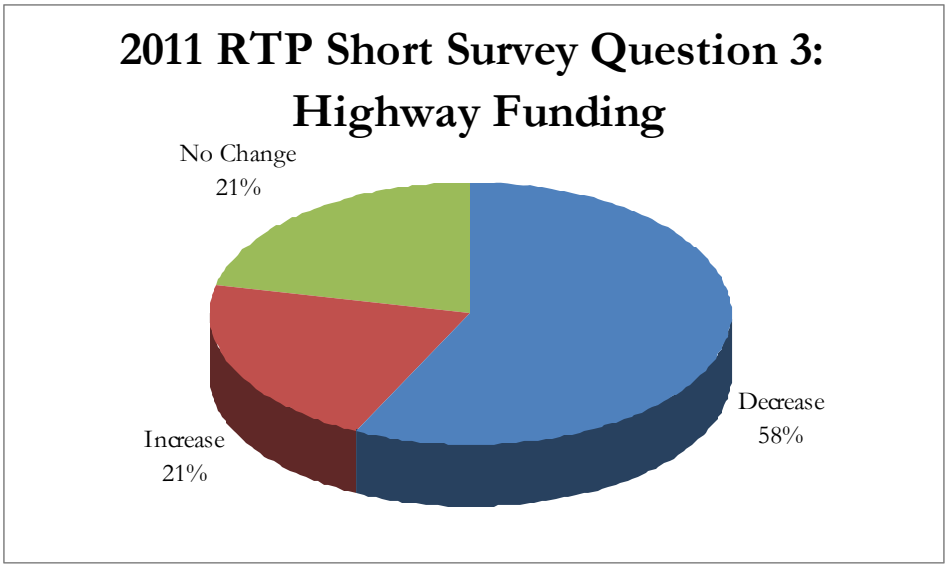


Figure 5-4

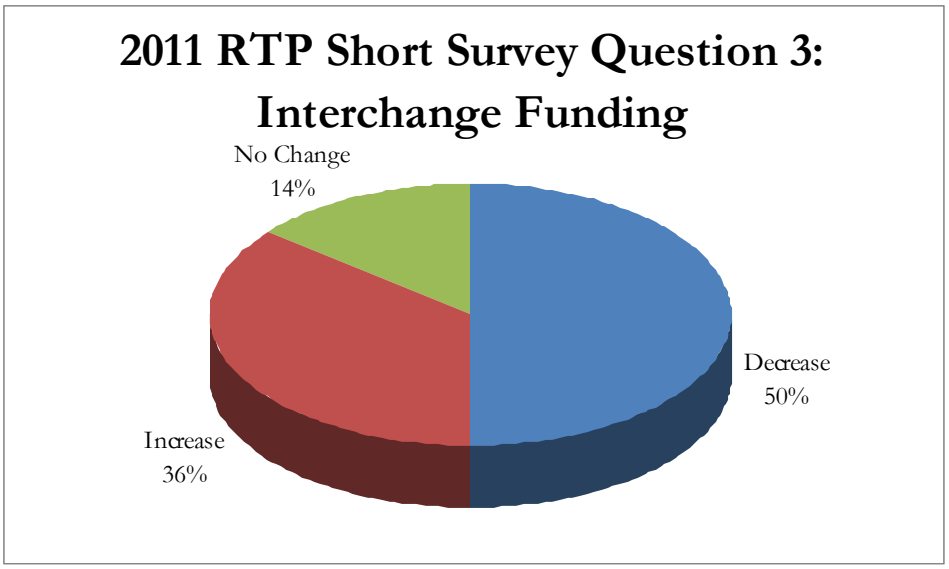


Figure 5-5

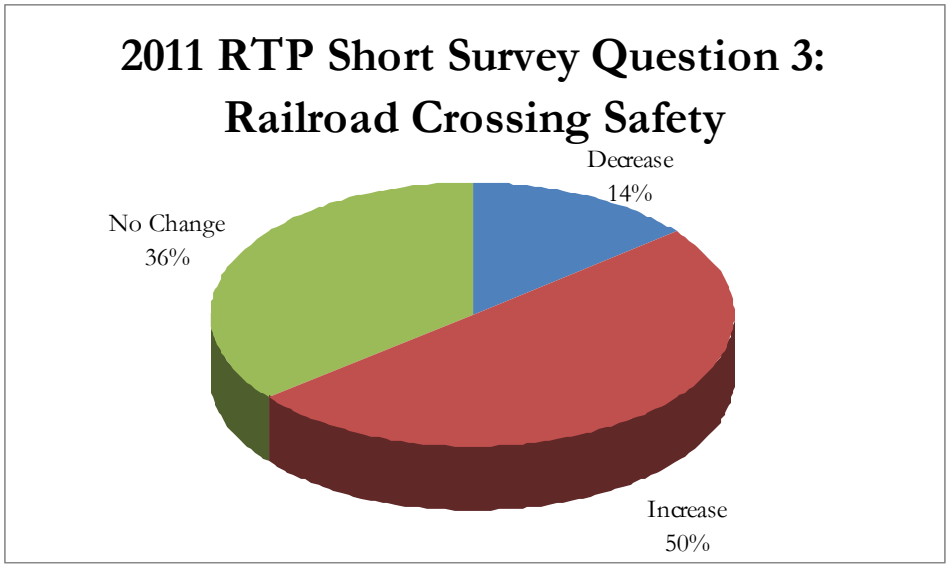


Figure 5-6

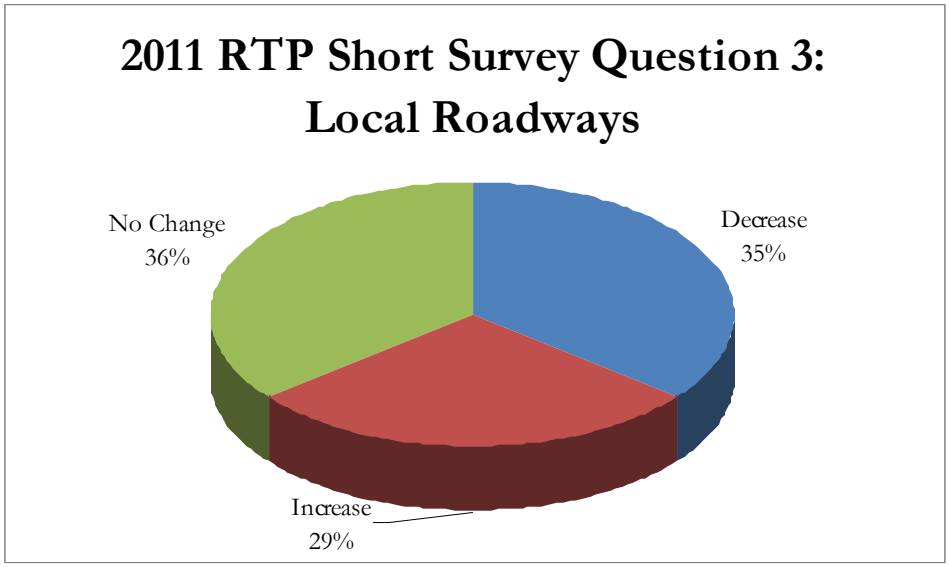


Figure 5-7

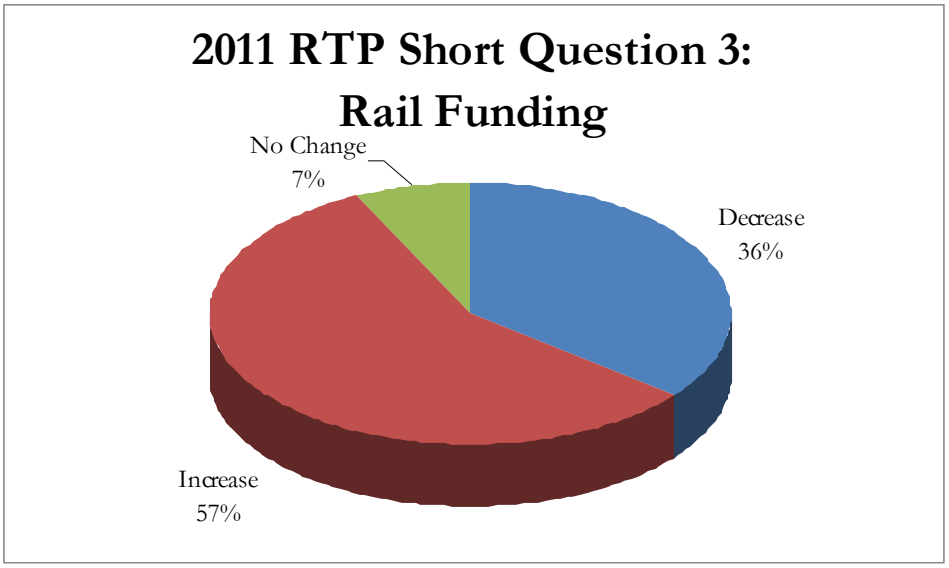


Figure 5-8

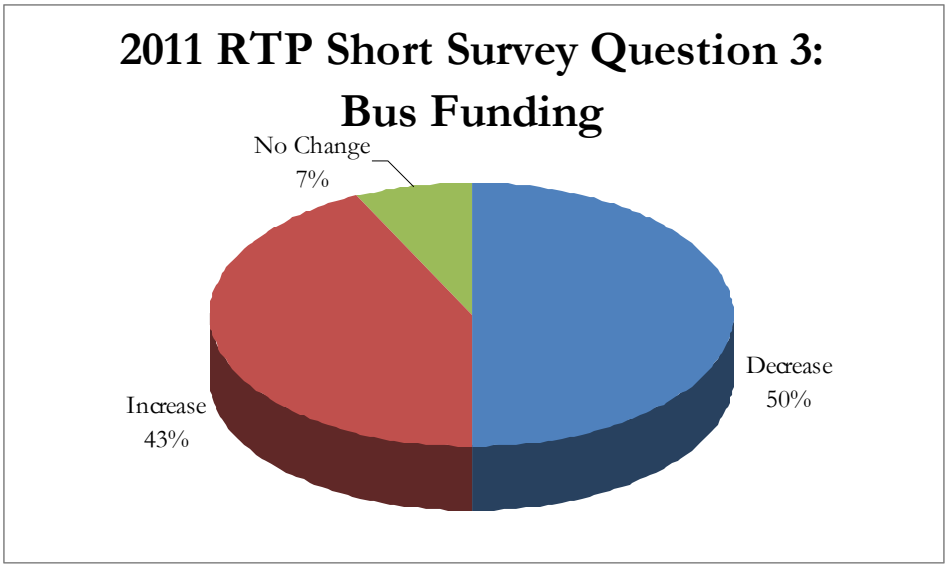
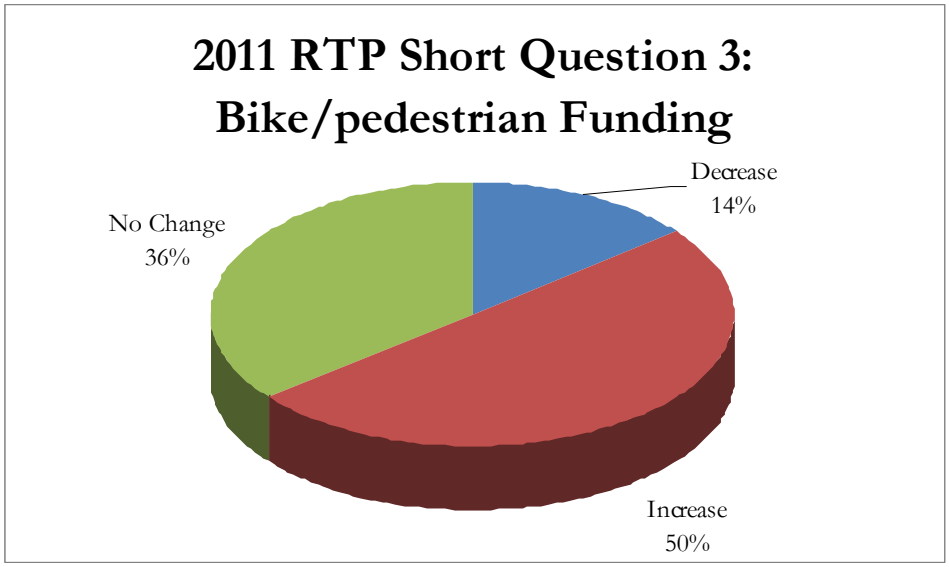


Figure 5-9



Question 4 asked respondents to numerically prioritize the items within five separate categories: Roadway Type, Travel Mode, Transit Service, Transportation Project Type, and Transportation Corridor.

Tables 5-1 through 5-5 below display the results for the first choice pick among each of the five categories.

Table 5-1: Roadway Type

RTP Short Survey Question 4A	
	1st Choice
Freeway	58%
Major Cross Street	17%
County Roads	8%
Collector Roads	8%
Other	8%
Total	100%

It is clear from Table 5-1 that freeways are the most important roadway type among respondents, followed by major cross streets.

Table 5-2: Travel Mode

RTP Short Survey Question 4B	
	1st Choice
Passenger Vehicle	33%
Carpool/Vanpool	17%
Bus Transit	17%
Walk	8%
Rail Transit	25%
Bike	0%
Other	0%
Total	100%

Table 5-2 reinforces conventional wisdom that the single occupant passenger vehicle continues to dominate the transportation sector. High marks for carpools and rail transit are encouraging.

Table 5-3: Transit Service

RTP Short Survey Question 4C	
	1st Choice
City Fixed Route	27%
Bur Rapid Transit	13%
Dial A Ride	0%
Intercity Bus	13%
Interregional Bus	0%
Commuter Rail Service (ACE)	33%
Amtrack	13%
Other	0%
Total	100%

The 33% of respondents indicate that their highest priority for transit service (Table 5-3) is the ACE commuter rail service with 27% preferring traditional fixed route transit services. .

Table 5-4: Transportation Project Type

RTP Short Survey Question 4D	
	1st Choice
Safety	31%
Roadway Maintenance	23%
Freeway Interchanges	8%
Road Widening	23%
Signals	8%
Rail Road Crossings	0%
Beautification	8%
Other	0%
Total	100%

The Transportation Project Type question (Table 5-4) moves away from the transit category to ask what type of road project is desirable. Of these, safety, roadway maintenance and road widening come out as the highest public priority.

Table 5-5: Transportation Corridor

RTP Short Survey Question 4E	
	1st Choice
I-5 North of Crosstown	18%
I-5 South of Crosstown	9%
SR-99 North of Crosstown	18%
SR-99 South of Crosstown	9%
I-205	9%
SR-120	9%
Crosstown Freeway	18%
SR-12	9%
Other	0%
Total	100%

Question 4E on the prioritization of the major transportation corridors mirrors the anticipated future development planning for San Joaquin County. I-5 in North Stockton anticipates continued growth of new home development.

Overall, the survey responses from the 2011 RTP outreach effort reinforce and contribute to the development of the future transportation system in San Joaquin County. Survey results show it is clear that although passenger cars remain important, there is a desire to maintain momentum in developing alternative modes of

transportation, increasing the safety and security of the transportation system, and managing the growth in the region.

Interagency Consultation

The fundamental interagency consultation efforts for the 2011 RTP are well established both for San Joaquin County and Valley wide. SJCOG has several standing committees through which RTP-related items are discussed with local cities and the county. These committees include the: Technical Advisory Committee, Social Service Transportation Advisory Council, Citizen's Advisory Committee, Manager's and Finance Committee, Executive Committee, and SJCOG Board. These meetings are open to the public, and include time for public comment. SJCOG also staffs the Interagency Transit Committee, which is made up of transit operators throughout the county.

The San Joaquin Valley MPOs hold ongoing Interagency Consultation Group meetings attended by MPO staff from across the Valley, the San Joaquin Valley Unified Air Pollution Control District, Caltrans District and Headquarters, Air Resources Board, U.S. Environmental Protection Agency, and the Federal Highway and Transit Administrations.

The San Joaquin Valley Directors also meet periodically to discuss higher level policy matters that frequently include air quality or coordinated transportation planning issues. Throughout the RTP development process, the MPO directors were regularly updated and consulted on a variety of issues.

The San Joaquin Valley MPOs also sponsored two Interagency workshops (August, 2009 and February 2010) to discuss the Valley MPOs progress in development of the 2011 RTPs. Participants in these workshops included Air Resources Board; Caltrans Headquarters, Districts 6, and District 10; Federal Highway Administration, U.S. EPA; San Joaquin Valley Air Pollution Control District; the 8 San Joaquin Valley MPOs. Topics of discussion for the workshops include: updates on the 2011 RTP development process undertaken by each MPO; the San Joaquin Valley conformity process; and public outreach efforts. The goal of each workshop was to facilitate an open discussion between the Valley MPOs and state and federal partner agencies in the development of the 2011 RTPs. Agendas and workshop participant list can be found in appendix 5-5

Interagency consultation also took place in the context of the 2011 RTP Programmatic Environmental Impact Report as required by CEQA. The Notice of Preparation was distributed to interested parties and stakeholder agencies, and a 45-day comment period and public hearing were held during May/June 2010.

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CHAPTER 6

PROJECT STRATEGY FORMATION: A CONGESTION MANAGEMENT PROCESS OUTPUT

Congestion management is an integral element of the region's transportation planning and programming process. It serves as a guide for implementing both near-term and long-term regional transportation improvements. On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. While SAFETEA-LU authorizes funding for many transportation categories and specific projects, it also continues the concepts identified in ISTEA and TEA-21 regarding the cooperative, continuing, and comprehensive regional planning process. For Transportation Management Areas (TMAs), metropolitan areas with population exceeding 200,000, SAFETEA-LU also establishes new requirements that MPOs must follow in the development of a Congestion Management Plan (CMP). In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP takes on a greater significance. Federal guidelines prohibit projects that increase capacity for single occupant vehicles unless the project results from a congestion management process.

All TMAs are required to develop and implement a CMP as an integral part of the metropolitan planning and programming process. This integration enables the MPO to bring objectivity to a process that will elevate those transportation strategies to consider for investmentthat will offer the greatest benefit to the region. Furthermore, the process provides a consistent and coordinated approach for responding to congestion through the investment in roadway capacity increasing measures once all reasonable non-capacity measures have been employed. The primary product resulting from this process is the formation of the project inventory list for the SJCOG Regional Transportation Plan (RTP). Information on the complete congestion management process can be found within the CMP for San Joaquin County located at the following web-link (http://www.sjcog.org/Programs%20&%20Projects/Regional_Planning.htm).

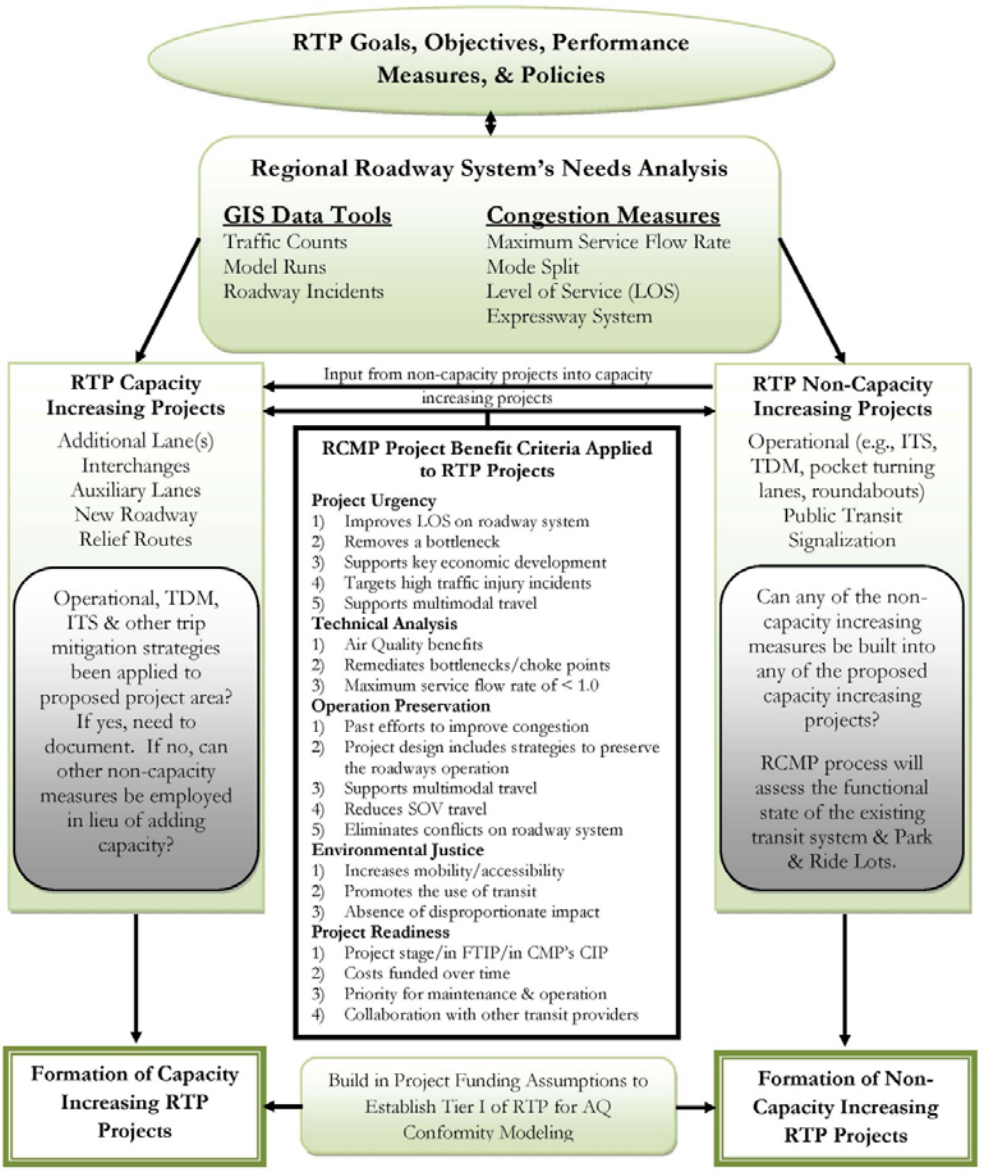
In conjunction with its partner agencies, SJCOG performed a detailed multi-step assessment of projects proposed for consideration in the financially constrained tier I list of the 2035 RTP. The foundation of the CMP process begins with an evaluation of the overall regional roadway system by using the congestion performance measures defined within San Joaquin's Regional Congestion Management Plan. The primary variable used to determine the health of the regional roadway system is Level of Service (LOS). Spurred by the desire to create an objective-driven approach to management and operations of the regional transportation system, SJCOG staff along with partner agency staff comprising the Technical and CMP Advisory Committees worked together to develop a process to formulate a hierarchy of project strategies. Arriving at a set of agreed upon project formation criteria ensures equitable consideration of all projects submitted by all of SJCOG's partner agencies.

The project formation process uses quantifiable measures that tie back to the RTP's goals, objectives, and performance measures. Using this process to evaluate the project strategies helps to ensure that those fiscally constrained projects will advance our regional goals and address areas having the greatest need. The criteria developed and applied to each one of the project strategies supported one or more of the following planning emphasis areas:

- Safety and security;
- Air quality;
- Congestion relief;
- Operational preservation;
- System management and operation;
- Integration of multimodal connectivity;
- Environmental and transportation justice;
- Economic vitality / goods movement;
- Project readiness; and,
- Collaboration.

The relationship between the RTP and the CMP which supports the decision-making process to formulate the strategies for preparation for the fiscal constraint process is depicted as follows:

Regional Congestion Management Plan's (RCMP) Integration with the SJCOG Regional Transportation Plan (RTP)



To facilitate this process, a project strategy is assigned a symbol representing the degree to which the project strategy meets the evaluation criteria. The symbols are as follows:

- ● High Priority (HP) strategy (fully meets criteria);
- ◉ Moderate Priority (MP) strategy (meets a considerable amount of the criteria);
- ◉ Low Priority (LP) strategy (meets a portion of the criteria's intent); and,
- ○ Non Priority (NP) strategy (does not meet the criteria).

For example, a major commuter rail project could receive an HP due to the congestion relief it provides along an impacted corridor. By contrast, an interstate widening project that significantly bifurcates a low-

income/minority neighborhood could receive a NP under the Environmental Justice criterion. The symbols correlate to a whole number in order to sort and formulate the project strategies from highest to lowest priority. The project scoring criteria is customized and applied to the following five project category types: 1) Regional Roadway; 2) Highway Interchange; 3) Highway Widening; 4) Grade Separation; and, Public Transit (rolling stock / fixed rail). All proposed transportation project strategies are scored against criteria tied directly to the RTP goals and objectives & performance measures. The CMP project strategy formation criteria were developed based upon the following RTP goals and objectives:

2011 RTP GOALS / OBJECTIVES / PERFORMANCE MEASURES

A) Enhance the Environment / Quality of Life / & Conserve Energy

Objective (1) **Minimize Environmental Impacts & Improve Public Health**		***Objective (2)*** **Enhance the Connection between Landuse and Transportation Choices**
Performance Measures		Performance Measures
a. Reduce current NOx (summer) attributable to on-road mobile sources (tons per day) by 70% from 2008 by 2035		a. Maintain minimum cummulative amount of transportation investment projects supporting smart growth strategies at 25% by 2035
b. Reduce current ROG (summer) attributable to on-road moblie sources (tons per day) by 55% from 2008 by 2035		b. Increase current regional percentage of residents of 8.4**%** that reside 1/2 mile from a transit hub to 20% by 2035
c. Reduce current Particulate Matter (P.M.) 2.5 attributable to on-road mobile sources (tons per day) by 43% from 2009 by 2035		c. Actively seek to enhance reduced environmental impacts, preserve/maintain environmental benefits consistent with the 2011 RTP EIR
d. Reduce the percentage of residents that travel more than 30 minutes plus to work from 36% to 26% by 2035		

B) Increase Accessibility & Mobility

Objective (1) **Improve Regional Roadway system Performance**	***Objective (2)*** **Provide Greater Transportation Opportunity, & Expand Choice**	***Objective (3)*** **Improve Access and Use of Public Transit System**
Performance Measures	Performance Measures	Performance Measures
a. Reduce annual percentage rate of increase of regional roadway system's daily vehicle hours of delay to less than than 2% per year by 2035	a. Maintain and/or improve the percentage of environmental justice population's access to a transit hubs to be equal to or greater than the overall percentage of population's access of 8.46% through 2035	a. Improve current regional average of transit frequency (60 Minutes) by service (fixed route / intercity bus) by 65% by 2035
b. Reduce annual percentage rate of increase of regional roadway system's average peak period travel time to to less than 2% per year by 2035	b. Establish baseline per the 2011 Regional Bike Plan and increase number of miles of Class I & II Bikelanes by 20% by 2035	b. Increase current annual usage of public transit to population from 83:1 to 67:1 by 2035
c. Reduce annual percentage rate of deterioration of regional roadway system's average LOS to less than 2% per year by 2035	c. Increase current percentage of SOV to non-SOV trips (mode split) from 74%/26% to 65%/35% by 2035	c. Increase current number of passengers served per train mile by 30% by 2035
d. Decrease annual rate of increase of regional roadway system's current peak Vehicle Miles Traveled to less than 2% per year by 2035		d. Increase current regional percentage of on-time bus routes per year by 2035 *Note: While we believe this is an important metric to track, data is not currently available. Will establish system to track this information with public transit providers.*
		e. Reduce annual average passenger rail headway delay due to conflict with freight operations by 95% by 2035

C) Increase Safety & Security

Objective (1) **Reduce the Number of & Severity of Traffic Incidents**	***Objective (2)*** **Encourage & Support Projects that Increase Safety & Security**	***Objective (3)*** **Improve Communication & Coordination Between Agencies & Public**
Performance Measures	Performance Measures	Performance Measures
a. Improve the annual regional traffic incidents per annual VMT ratio of 1,710:1 by 15% by 2035	a. Maintain and/or improve average Freeway Service Patrol (FSP) response time of 5-10 minutes through 2035	a. Upon activation, monitor increase in the average annual useage of the San Joaquin County 511 traveler information system to establish a baseline by the next RTP update
b. Improve the regional roadway fatalities (Calendar Year 2008) to VMT ratio of 190,690:1 by 10% by 2035	b. 100% of SOV projects will assess the need and extent to incorporate ITS & operational strategies to increase the overall safety & security on the regional transportation system	
c. Reduce the rate of automobile incidents @ railroad crossings by 10% by 2035	c. Establish base line and document increase in the percentage of Tier I projects that target roadway segments with high levels of traffic incidents (11+ Annually) by 2035	
	d. Maintain the current number of RTP Tier I Transit Projects that increase Security at 1% of Regional FTA Section 5307 Funding	

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System Management & Operations

Objective (1) **Optimize Existing Transportation Roadway System Capacity**	***Objective (2)*** **Support the Continued Maintenance and Preservation of the Existing Transportation**	***Objective (3)*** **Improve Existing Roadway Productivity**
Performance Measures	Performance Measures	Performance Measures
a. Increase the number of available Park & Ride lot spaces (1,450) by one space per every 100 new dwelling units through 2035	a. Improve the operational condition of the major regional roadway system that fall below a Pavement Condition Index (PCI) of 50 by 15% by 2035	a. Increase the current capacity of the transit system relative to the demand (number of buses, locomotives) and the capacity of transit maintenance facilities by 2035

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System Management & Operations (Continued…)

Objective (1) **Optimize Existing Transportation Roadway System Capacity**	***Objective (2)*** **Support the Continued Maintenance and Preservation of the Existing Transportation**	***Objective (3)*** **Improve Existing Roadway Productivity**
Performance Measures	Performance Measures	Performance Measures
b. Increase Park and Ride lot utilization per available spaces from 70% to 85% by 2035	b. Increase the current ratio of Tier I projects targeting roadway system bottlenecks, chokepoints, & congested segments by 20% by 2035	b. Reduce annual percentage rate of deterioration on roadway system's current peak / off-peak lane miles at LOS (D-F) to less than 2% per year by 2035
c. Increase the number of San Joaquin County businesses (125) employing trip reduction strategies by an annual average of 15% through 2035	c. Increase the average annual number of vehicle trips mitigated through the Regional Congestion Management Plan by 2% per year by 2035	
d. Increase the number of active San Joaquin County van pools (132) by an annual average of 15% through 2035	d. Decrease the regional average of rolling stock that is beyond its useful life of 26% to 15% by 2035	
e. Increase the number of San Joaquin County rideshare participants (4,805) by an annual average of 10% through 2035		

E) Support Economic Vitality

Objective (1) **Improve Roadway Access to Key Strategic Economic Centers**		***Objective (2)*** **Promote Safe & Efficient Strategies to Improve the Movement of Goods**
Performance Measures		Performance Measures
a. Develop a system to measure and monitor the accessibility of goods movement to key strategic economic centers in San Joaquin County for the 2014 RTP		a. Develop a system to measure and monitor the safety and efficiency of goods movement by modality in San Joaquin County for the 2014 RTP supporting the following PMs b and c
b. Increase highway and major arterial access to major commercial and job centers including rail intermodal, air and sea ports in the region by 20% by 2035		b. Improve the current annual ratio of goods moved (tonnage) by non-roadway means to large trucks by 20% by 2035

E) Support Economic Vitality (Continued…)

Objective (1) **Improve Roadway Access to Key Strategic Economic Centers**		***Objective (2)*** **Promote Safe & Efficient Strategies to Improve the Movement of Goods**
Performance Measures		Performance Measures
c. Increase STAA terminal access system for new non-residential development by 20% by 2035.		c. Increase the regional flow of goods moved (import/export) by truck, freight, water, & air by 20% by 2035
d. Reduce good's movement related impacts on residential areas by 20% by 2035	***Note**: PMs b, c, and d will be refined based on outcomes of STAA terminal access study conducted during fy 10/11 & 11/12*	d. Increase the number of completed regional roadway Railroad Grade separation projects from 17 to 26 by 2035

F) Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

Objective (1) **Provide Equitable Access to Transportation Planning**	***Objective (2)*** **Engage the Public Early, Clearly, & Continuously**	***Objective (3)*** **Use a Variety of Methods to Engage the Public**
Performance Measures	Performance Measures	Performance Measures
a. At minimum, maintain &/or improve the current level of community outreach and/or workshops to project by 25% by 2035	a. Document that Initial announcements/ Notices of Preparation (NOPs) will be conducted in a timely fashion through 2035	a. At minimum, maintain general public and stakeholder committee structures (e.g., Citizens Advisory Committee , Goods Movement Task Force, Regional Stakeholder Leadership Group
b. Increase the number of persons engaged in community outreach activities for persons with disabilities (e.g., hearing impaired, physically challenged) by 10% by 2035	b. Maintain and/or improve the frequency of outreach efforts during all project stages through 2035	b. Increase the current number of presentations made to community groups by 25% by 2035
c. Ensure, by example, that printed materials are in different languages as needed relative to the demographics the project may impact through 2035	c. Document post workshop surveys conducted to determine understanding of the technical material through 2035	c. Increase the current number of responses to surveys by 50% by 2035

F) Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts (Continued……..)

Objective (1) **Provide Equitable Access to Transportation Planning**	***Objective (2)*** **Engage the Public Early, Clearly, & Continuously**	***Objective (3)*** **Use a Variety of Methods to Engage the Public**
d. Maintain a porportional number of workshops conducted in Environmental Justice sensitive areas = to > the total number of workshops conducted for project's through 2035	d. Support local state, and federal interagency consultation and coordination efforts in all areas of planning, programming, and project delivery through 2035	d. Increase the current number of hits on SJCOG website by 2035. ***Note****: Hits are not currently tracked. Will establish base line and document progress towards improving visits to the site.*
		e. Document the use of printed and non-printed PSAs through 2035
		f. Increase the current number of citizens recieving SJCOG Horrizons Newsletter by and annual average of 10% through 2035

G) Maximize Cost Effectiveness

Objective (1) **Support the use of state & federal grants to supplement local funding and pursue Local, state & federal funding opportunities from outside the region**		***Objective (2)*** **Support projects that Maximize Cost Effectiveness**
Performance Measures	Performance Measures	Performance Measures
a. Increase the total discretionary funding awards by 1% by 2035		a. Increase regional passesnger per vehicle mile revenue by 15% by 2035
		b. Improve the direct regional average fare box recovery by public transit service by 20% by 2035
		c. Proactive as possiblie to minimize cost overruns during all phases of project delivery

Beginning on the following page, the matrix entitled "Application of CMP Criteria for RTP Project Formation Strategies" summarizes the criteria used and its relationship to the different transportation project categories. The criteria was applied to near and mid-term projects that have an open to traffic date of 2020 and earlier. The first column of the matrix correlates each criterion back to the individual goals, objectives, and performance measures representing the foundation of the RTP.

Immediately following the CMP Criteria Matrix is an example of the application of the criteria to specific RTP Highway Interchange projects. It should be noted that once the technical analysis was completed, other qualitative considerations were considered in order to arrive at the final project list (e.g., project urgency, cost-effectiveness, and state and federal project delivery conditions). The full results of the application of CMP project formation criteria for highway widening, highway interchange, regional roadway, grade separation, and public transit projects (rolling stock/fixed rail) is located in Appendix 6-1.

The process of examining each project based on its own merit to a uniform set of criteria within each project category produces a prioritized list of strategies. In all instances, in addition to an array of other criteria, all proposed capacity increasing projects were reviewed to ensure that past non-capacity increasing strategies to control and reduce congestion were reasonably applied. Furthermore, the examination ensured that there was no other reasonable non-capacity increasing strategies overlooked that could provide the needed congestion relief prior to moving forward with a capacity increasing project. Knowing that all proposed project strategies have undergone this process meeting federal requirements allows for the application of funding assumptions to arrive at a fiscally constrained tier I project list for the RTP. The application of the funding assumption is discussed in detail in the following chapter.

Other aspects of the Regional CMP used to meet additional local, state, and federal requirements is discussed **Chapter 9** entitled "Congestion Management, System Performance & Maintenance".

APPLICATION OF CMP CRITERIA FOR RTP PROJECT FORMATION STRATEGIES

RTP Goal, Objective, Performance Measure	Project Urgency		Criteria	Project-Type Categories: Regional Road-way	RR Grade Sep.	Hwy. Widen - ing	Hwy. Inter-change	Rail	Transit
B.1.a-d; D.2.b; D.3.b	Project Urgency Subcategories	Addresses Segments on Network @ LOS D/E/F	LOS - Project Addresses Segments on the transportation network @ LOS D/E/F: **HP** - LOS F: **MP** - LOS E; **LP** - LOS D; **NP** - LOS A, B, C	*	*	*	*	*	*
E.1.a-d		Supports Goods Movement for Strategic Economic Centers &/or Key Support for Ag.	**HP** - Supports STAA access to Key Economic Center(s) including agriculture; **MP** - Supports improvement to existing STAA route &/or improves significant route that supports farm to market activities **LP** - Supports improvement of STAA route that is not directly associated with a key economic center; **NP** - Not associated with key economic drivers	*	*	*	*		
C.1.a-d; C.2.c-d; C.3.a-d		Extent Project Addresses High Traffic Injury Related Incidents (IRIs)	**HP** - 11+ Injury Related Incidents; **MP** - 7-10 Injury Related Incidents; **LP** - 2-5 Injury Related Incidents; **NP** - 0-1 Injury Related Incidents	*	*	*			
A.2.a-c; C.1.c-d		Project clearly improves safety and removes barriers to promote walking and biking to a neighborhood school	**HP** - Directly; **NP** - No Correlation	*	*				
A.2.c; B.3.a-e; C.3.a; D.3.a		Provides Improved Access to Essential Services	**HP** - Project provides increased/improved access to 4+ essential activities or services (e.g., medical, areas with a high concentration of jobs, public/private schools, major hubs of recreational & leisure activities); **MP** - Project provides increased/improved access to 3 essential activities or services; **LP** - Project provides increased/improved access to 2 essential activities or services; **NP** - Project provides increased/improved access to 1 essential activities or services					*	*
E.2.a-d		Provides Greater Access to Multimodal Goods Movement Hubs	**HP** - Project improves access to and from to 2 or more major goods movement related activities (freight, air, water); **MP** - Project directly improves access to and to from at least 1 other major goods movement related activities (freight, air, water); **LP** - Project indirectly supports access to and from at least i other major goods movement related activity (freight, air, water); **NP** - No relationship to other multimodal goods movement activities	*	*	*	*		

RTP Goal, Objective, Performance Measure	Technical Analysis		Criteria	Project-Type Categories: Regional Rdway.	RR Grade Sep.	Hwy. Widen - ing	Hwy. Inter-change	Rail	Transit
A.1.a-d; C.1.a	Technical Analysis Subcategories	Project Supports AQ Emission Reductions in Approved Transportation Control Measures	**HP** - Project supports 4+ of the TCMs adopted by the sponsoring agency; **MP** - Project supports 3 TCMs; **LP** - Project support 2 TCMs; **NP** - Project supports 1 TCM	*	*	*	*		
B.1.a-d; D.2.a-b		Project Remediates a Bottleneck or Choke Point	**HP** - Remediates bottleneck/choke point causing LOS of F; **MP** - Remediates bottleneck/choke point causing LOS of E; **LP** - Remediates bottleneck/choke point causing LOS of D; **NP** - No association with bottleneck/choke point	*		*			
A.1.a-d; B.1.a-d; D.2.a-c		Supports a MSFR of < 1.0	**HP** - Project targets a roadway segment of LOS F and meets the minimum of MSFR of < 1.0; **MP** - Project targets a roadway segment of LOS E and meets the minimum of MSFR of < 1.0; **LP** - Project targets a roadway of LOS D; **NP** - Project targets a roadway of LOS A, B, or C	*	*	*	*		

RTP Goal, Objective, Performance Measure		Operational Preservation	Criteria	Project-Type Categories: Regional Rdway.	RR Grade Sep.	Hwy. Widen - ing	Hwy. Inter-change	Rail	Transit
B.2.b-c; C.2.b-c; D.1.a & 2.a	Operational Preservation Subcategorie	Operational Improvements have been Reasonably Exhausted	**HP** - Project sponsor has reasonably employed past measures to improve roadway operations through non-capacity adding measures (e.g., signalization, pocket lanes, stripping configurations, improved access to transit, intersection improvements, and access management); **MP -** Past measures have been employed. However, other measure(s) have been identified. As a standalone project, these measures have been assessed and cannot make enough difference in congestion relief to justify at this time; **LP -** Operational measures has been identified to improve congestion to bridge the gap until the capacity increasing project is complete and open to the public; **NP** - A significant non-capacity increasing measure has been identified that can make a significant difference in congestion relief. This measure needs to be employed before project can be considered eligible for federal funding	*	*	*	*		
A.2.c; B.2.b; B.3.a-e; C.2.b; D.2.a-d & 3.b		All Reasonable Operational Preservation Measures are Included in Project's Design	**HP** - Project design includes all reasonable TDM/ITS/Operational elements to maximize and extend the operational life of the roadway to avoid, to the extent possible, the need to add capacity in the future; **MP -** A stand alone non-capacity increasing project will be delivered concurrently to preserve operations. Project is in the RTP; **LP -** Other non-capacity increasing projects are planned to be delved that are designed to improve the roadway operations in the future; **NP** - No operational measures are included/associated with the project	*		*			
A.1.d; A.2.c; B.2.b-c; B.3.a-e	Operational Preservation Strategies (Continued)	Project Design Includes Elements that Support Multimodal Travel	**HP** - Project design includes 3+ modes of travel outside of the automobile (e.g., sidewalks, Class I/II/III bike lanes, public transit access & operation (e.g., bus pullout stops, number of new bus stops on segment, improved access to ACE stations). Significant transit routes are defined by SJCOG as inter- and intra-city routes that operate on roadways that are classified as major collectors or higher and/or support Bus Rapid Transit. Class III bike routes must be on a paved shoulder with supporting signage; **MP -** Design include 2 modes of travel; **LP -** Design includes 1 mode of travel; **NP -** Design includes 0 alternative modes of travel	*	*	*	*		
A.3.a; B.2.c; B.3.a-e; D.2.d & 3.aE.1.a		Provides for and/or Promotes Intermodal Connectivity Resulting in the Reduction of SOV Travel	**HP** - Project connects 3+ additional modes of transportation (e.g., fixed rail, air passenger, expanded rolling stock, interregional services, trolley shuttle services); **MP -** Project connects 2 additional modes of transportation; **LP -** Project connects 1 additional modes of transportation; **NP-** Project connects no additional modes of transportation					*	*
A.2.b; B.3.a-e; D.2.a & 3.a; E.1.2.a-dG.1.a; G.2.a; G.3.a		Productivity Standards are Maintained and/or are Expected to Increase	**HP** - Project needed to increase productivity standards due to increased demand; **LP -** Project needed to maintain productivity Standards; **NP -** No apparent supply and demand					*	*
A.2.b; B.2.b-c; B.3.a-e; D.1.b; D.2.d		TRANSIT Project is Expected to Reduce Reliance on Use of Private Vehicles	**HP** - Transit service and/or facility supports (3 modes) bike, pedestrian, and shorter auto trip travel. (e.g., bike racks on bus @ facility, secured and safe parking lots and bus stops, lockers @ transit hub, bike/walking paths leading to and from hubs and key transfer points); **MP -** Transit service and/or facility supports (2 modes) bike, pedestrian, and shorter auto trip travel; **LP** -Transit service and/or facility supports (1 modes) bike, pedestrian, and shorter auto trip travel; **NP -** Transit service and/or facility supports (no additional modes) bike, pedestrian, and shorter auto trip travel					*	*
A.1.a-d; B.1.a-d; B2.a-c; B.3.a-e; E.1.a; E.1.c; E.2.b		Project is located on Regional Expressway or link the Highway System to the Regional Expressway Network	**HP** - Project is part of the Regional Expressway Network or directly connects with and supports 1 regional expressway road; **MP -** Project indirectly supports 2+ expressways; **LP -** Project indirectly supports 1 expressway; **NP -** Project is not on the network and does not support the expressway system	*	*	*			
C.1.d; e.2.c		Project Scope Improves and or Elliminates Conflicts @ Roadway/Railraod Crossings	**HP** - Project design includes 3+ modes of travel outside of the automobile (e.g., sidewalks, Class I/II/III bike lanes, public transit access & operation (e.g., bus pullout stops, number of new bus stops on segment, improved access to ACE stations); **MP -** Design include 2 modes of travel; **LP -** Design includes 1 mode of travel; **NP -** Design includes 0 alternative modes of travel	*					

				Project-Type Categories					
RTP Goal, Objective, Performance Measure	**Environmental Justice**		**Criteria**	**Regional Rdway.**	**RR Grade Sep.**	**Hwy. Widen - ing**	**Hwy. Inter- change**	**Rail**	**Transit**
A.2.b; A.2.d; B.2.a; C.3.a	**Environmental Justice Subcategories**	Improves Mobility & Accessibility in EJ Sensitive Areas	**HP** - Project clearly improves 3 modalities (e.g., roadway circulation, walkability, biking, use of public transit) in an identified EJ community to access work, desired goods, services, activities & destinations; **MP -** Project supports 1-2 modalities; **LP -** Project indirectly supports different modalities for an EJ are/community; **NP -** No relationship to an EJ sensitive area/community	*	*	*	*		
A.2.b.d		Mobility & Accessibility in EJ Sensitive Areas & Use of Transit	**HP** - Project is expected to serve a transportation disadvantaged population of more than 8,000; **MP -** Between 5,000 and 8,000; **LP -** Between 2,000 and 5,000; **NP -** Less than 2,000					*	*
A.2.b.d		Disproportionate Level of Impact on EJ Sentitive Communitiess	**HP** - No significant impact/ displacement of residents and businesses and does not bifurcate communities in an identified EJ sensitive area; **MP -** Moderate impact, but deemed resolvable; **LP -** Significant impact, but deemed resolvable; **NP -** Significant impact, and is deemed un-resolvable.	*		*			
RTP Goal, Objective, Performance Measure	**Project Readiness**		**Criteria**	**Regional Rdway.**	**RR Grade Sep.**	**Hwy. Widen - ing**	**Hwy. Inter- change**	**Rail**	**Transit**
G.1.a; G.3.d	**Project Readiness Subcategories**	Project Stage- Conceptual/ Project study/ Environmental/ Final Design /ROW Complete	**HP** - Project has completed all preconstruction activities; **MP -** In ROW/Design phase; **LP -** In Project Approval / Environmental Document phase; **NP -** In Conceptual Study phase	*	*	*	*		
C.2.d; G.1.a		Costs are Funded over Time (Transit)	**HP** - Project is contained in an approved budget for project operations and is identified in the Short Range Transit Plan or Federal Transportation Improvement Program; **LP** - Project is not contained in the Short Range Transit Plan or Federal Transportation Improvement Plan					*	*
C.2.c; G.1.a; G.2.a		Priority of Project Maintenance & Operation (Transit)	**HP** - Project is contained in the 5 year horizon of the Short-Range Transit Plan; **MP -** Project is contained in the 10 year horizon of the Short-Range Transit Plan; **LP -** Project is contained in the 10 - 20 year horizon of the Long Range Transportation Plan (RTP)					*	*
D.2.b-c		Project in FTIP &/or CMP CIP	**HP** - FTIP & CMP; **MP -** FTIP only; **LP -** CMP only; **NP -** Not Included	*	*	*	*		
RTP Goal, Objective, Performance Measure	**Collaboration**		**Criteria**	**Regional Rdway.**	**RR Grade Sep.**	**Hwy. Widen - ing**	**Hwy. Inter- change**	**Rail**	**Transit**
A.2.d; F.2.d; F.3.a	**Collaboration Subcategory**	Project Involves Collaboration with Multiple Transit Providers	**HP** - Project involves collaboration with 3+ additional public transit agencies; **MP -** Project involves collaboration with 2 additional public transit agencies; **LP -** Project involves collaboration with 1 public transit agency; **NP -** Project involves no additional collaboration					*	*

Highway Interchange Review & Formation Process

●HP ●MP ●LP ○NP

						Project Urgency				Technical	Operational Preservation			Environ-mental	Project Readiness	
						LOS	Economic Vitality		Safety & Security	MSFR	Past Efforts	Multi-Modal	Expressway Connectivity	Equity	Stage	FTIP/ CMP
						Addresses Segments on Network @ LOS D/E/F	Goods Movement for Strategic Economic Centers &/or Key Support for Ag.	Provides Greater Access to Multimodal Goods Movement Hubs	Extent of Traffic Injury Incident (IRI)	Maximum Service Flow Rate is < 1.0	Operational Improvements have been Reasonably Exhausted	Project Design Includes Elements that Reduce SOV Travel	Links Regional Expressway to the Highway System	Improves Mobility & Accessibility in EJ Sensitive Areas	Conceptual - Project study - Environmental - Final Design - ROW Complete	Project in FTIP &/or CMP CIP
	Project Sponsor	Facility Name/ Route	Project Description	Project Boundaries	Year Open											
1	Stockton	I-5 at French Camp Rd	Reconstruct interchange	I-5 at French Camp Rd	2014	◉	●	●	◉	◉	●	◉	◉	◉	◉	●
2	Stockton	SR 99 at Mariposa Rd	Reconstruct interchange	SR 99 at Mariposa Rd	2025	◉	◉	◉	◉	◉	◉	●	●	◉	◉	◉
3	Stockton	I-5 at Hammer Ln	Reconstruct interchange	I-5 at Hammer Lane	2016	◉	◉	○	◉	◉	◉	●	○	●	◉	◉
4	Stockton	I-5 at Eight Mile Road	Reconstruct interchange	I-5 at Eight Mile Road	2017	◉	◉	○	◉	○	◉	◉	●	○	◉	◉
5	Tracy	I-205 at MacArthur	Modification of existing interchange	I-205 at MacArthur	2014	○	●	○	◉	○	●	◉	●	○	◉	◉
6	Manteca	SR-120 at Union Road	Reconstruct interchange	SR-120 at Union Road	2015	◉	●	○	◉	○	●	●	○	○	◉	●
7	Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR-99, 6 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane	2016	○	●	○	○	○	●	●	●	◉	◉	○
8	Lathrop	I-5 at Louise Avenue	Reconstruct interchange	I-5 at Louise Avenue	2020	○	◉	◉	◉	○	◉	◉	●	○	◉	○
9	Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive	2015	◉	◉	○	○	◉	◉	◉	○	◉	◉	◉
10	Ripon	SR-99 at Jacktone/UPRR Interchange	On-ramp improvements	SR-99 at Jacktone Overcrossing/UPRR Interchange	2020	●	◉	○	◉	○	◉	◉	●	○	○	○
11	San Joaquin County	SR-132 at Bird Road	Upgrade interchange, lengthen ramps, widen approaches, install signal controls	SR-132 at Bird Road	2011	○	●	◉	○	○	●	○	○	○	◉	●
12	Stockton	SR 99 at Eight Mile Rd	Reconstruct interchange	SR 99 at Eight Mile Rd	2017	○	◉	○	◉	○	◉	◉	●	○	○	◉
13	Tracy	I-205 at Lammers Rd	Construct new interchange	I-205 at Lammers Rd	2015	○	●	○	○	○	●	○	●	○	○	◉

Highway Interchange Review & Formation Process (Continued…….)

●HP ⊙MP ⊙LP ○NP

						Project Urgency				Technical	Operational Preservation			Environ-mental	Project Readiness	
						LOS	Economic Vitality		Safety & Security	MSFR	Past Efforts	Multi-Modal	Expressway Connectivity	Equity	Stage	FTIP/ CMP
						Addresses Segments on Network @ LOS D/E/F	Goods Movement for Strategic Economic Centers &/or Key Support for Ag.	Provides Greater Access to Multimodal Goods Movement Hubs	Extent of Traffic Injury Incident (IRI)	Maximum Service Flow Rate is < 1.0	Operational Improvements have been Reasonably Exhausted	Project Design Includes Elements that Reduce SOV Travel	Links Regional Expressway to the Highway System	Improves Mobility & Accessibility in EJ Sensitive Areas	Conceptual - Project study - Environmental - Final Design - ROW Complete	Project in FTIP &/or CMP CIP
	Project Sponsor	**Facility Name/ Route**	**Project Description**	**Project Boundaries**	**Year Open**											
14	Lathrop	I-5 at Lathrop Road	Reconstruct interchange	I-5 at Lathrop Road	2018	⊙	⊙	⊙	⊙	○	⊙	⊙	●	○	○	○
15	Stockton	SR 99 at Morada Ln	Reconstruct interchange	SR 99 at Morada Ln	2017	○	⊙	○	⊙	○	⊙	⊙	○	⊙	⊙	○
16	Tracy	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road	2017	○	⊙	○	●	○	●	⊙	○	○	○	○
17	Manteca	SR-120 at McKinley Avenue	Construct new interchange with necessary auxillary lanes	SR-120 at McKinley Avenue	2020	⊙	⊙	○	○	○	○	●	●	○	○	○
18	Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman	2015	⊙	⊙	○	○	○	○	⊙	●	○	⊙	⊙
19	Stockton	SR 99 at March Lane/Wilson Way	Construct new interchange	SR 99 at March Ln/Wilson Way	2019	○	⊙	○	○	○	⊙	⊙	○	⊙	○	○
20	Ripon	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street induding reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)	2018	●	⊙	○	⊙	○	○	⊙	○	○	○	○
21	Stockton	I-5 at Gateway Blvd	Construct new interchange	I-5 at Gateway Blvd	2018	○	○	○	○	○	○	●	○	○	⊙	⊙
22	Ripon	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange	Reconstruct interchange induding reconstruction of existing overcrossing structure	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange	2022	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
23	Lodi	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange	SR-99 at SR-12 West (Kettleman Lane)	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
24	Stockton	SR 99 at Gateway Blvd	Construct new interchange	SR 99 at Gateway Blvd	**2025**	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
25	Lodi	SR-99 at Turner Road	Modify on-ramps and off-ramps	SR-99 at Turner Road	2030	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Note: Tier I projects beyond 2020 are not subject to CMP screening process

CHAPTER 7

STRATEGIC INVESTMENTS

INTRODUCTION

This portion of the 2011 RTP describes the investment strategy for the San Joaquin region. It specifies planned future projects and transportation management strategies intended to most effectively accommodate future transportation needs. The investment strategy is a balanced approach to modal development intended to fulfill the objectives and performance indicators which guide the RTP 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.

The 2011 Regional Transportation Plan promotes a "balanced" transportation system. It calls for significant investment and system expansion of alternative transportation modes while adding some capacity and operational improvements to the existing highway and arterial roadway network. These capacity improvements to the existing highway system are defined by the federal air quality conformity regulation as "regionally significant" projects.

The investment strategy is broken into two components. Tier I investments contain the highest priority and most urgent investment needs. Enough funding is anticipated to be available over the life of the RTP to develop and construct or implement these improvements. Tier I improvements constitute the "financially constrained" element of the RTP.

Also included in the RTP is a vision element, which includes additional projects and improvements that are needed and important to the regional system but which are not able to be funded at this time. These projects constitute the proposals to be brought forward into Tier I if additional transportation revenue can be generated or attracted to the region. This vision element will be the subject of a further action plan to develop approaches to initiate development of the Tier II improvements and to develop financial options to make them a reality during the current planning horizon.

There continues to be on-going dialogue with all stakeholders to improve our understanding of how the transportation system impacts the quality of life in San Joaquin County. The participation process has shed light on important values such as mobility choice and accessibility, travel time reliability, cost effectiveness, and environmental sensitivity. The planning process is iterative. System-wide performance indicators have been developed and will be used to help policy makers and the community at large evaluate trade offs between alternative packages of transportation improvements. The performance indicators will also be used as a tool to help evaluate how this RTP contributes to the quality of life in the San Joaquin region.

REGIONAL STREETS AND HIGHWAYS ACTION ELEMENT

Several intersecting highways are pivotal to mobility in San Joaquin County. Figure 7-1 illustrates the street and highway system. On a north-south axis this includes Highway 99, the "Main Street" of the San Joaquin Valley, and Interstate 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. Without improvements, both Highway 99 and I-5 within San Joaquin County are projected to operate significantly beyond capacity, resulting in sustained peak period driving conditions and deteriorating levels of service.

Major east/west movement is handled by Route 132 at the southern tip of the county, Interstate 580 and I-205 in the southwest county, and Route 120, Route 4 and Route 12. Interstates 205 and 580 serve as a gateway connection between the San Joaquin Valley and the Bay Area, and as such 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. Each operates as a freeway segment for a brief but important segment between Highway 99 and I-5. Both Routes 4 and 12 connect with Bay Area counties across the San Joaquin Delta. These two lane rural roads now handle significant commuter and interregional traffic.

Highways 26 and 88 in the central and northeast portion of the County are two lane rural highways which 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.

As noted in Figure 7-1, several key arterial roadways link communities within the County and are essential to intra county traffic movement. Other portions of this system in the County are "J" routes, which connect to roadways in other counties. These roadways handle some of the highest traffic volumes on the local system, link downtown areas and connect to major activity centers throughout the County.

Major Factors in Development of Street and Highway Investment Strategies

Increased Travel Demand

Throughout the 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, Highway 99, Interstate 205, Highway 120 and Highway 12 in particular are projected to experience a substantial increase in total demand. Truck traffic is also expected to increase

substantially on major north-south and east-west highway connecting to adjacent roads. The Plan identifies key projects targeted to improve the most impacted portion of the highway and arterial roadway system.

Operational and Transportation System Management (TSM)

Improving the ability of a highway or arterial street to efficiently move traffic without added capacity is the target of operational and 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, limiting left turn moments to major public street connections and turn pockets. This can also include advanced technology applications (often referred to as Intelligent Transportation Systems (ITS)) such as closed circuit television to monitor and convey real time travel conditions, changeable message signs, traffic detection equipment and traveler information systems. These hi-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. Freeway Service Patrol program aide motorists to minimize traffic disruption and help to clear accidents. As opportunities to add capacity reach their limit and when cost/benefit is considered, operational and TSM strategies become important investment strategies to improve traffic flow on the existing system. This Plan incorporates several such investments as part of the action element.

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 and transit agencies are responsible to maintain a tremendous existing investment in the street and highway system, rolling stock and travel way. In addition to roadway pavement this includes sidewalk, drainage systems, bridges and other structures, signal systems, signage, fleets and equipment, and landscaping. The 2011 Regional Transportation Plan (RTP) calls for a significant portion of future revenues to be dedicated to maintain and operate the current system. Within the 25-year RTP period, the combined operations and maintenance investment in the existing transportation system is over $3 billion.

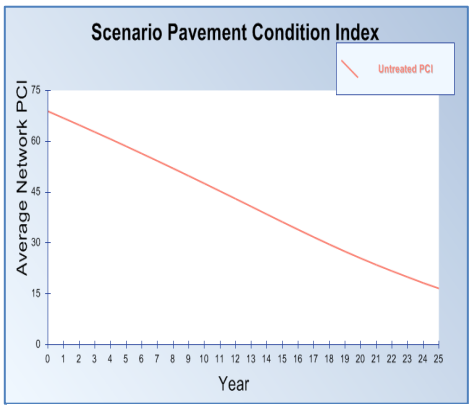
Local Streets and Roads

Local streets and roads are vital in 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 as well as routine maintenance, preventative maintenance, rehabilitation and reconstruction of pavement and bridges. In San Joaquin County, preservation of the local road condition and performance is a priority due to the value and importance of these roadways to regional mobility and national economic vitality. Each jurisdiction uses some type of Pavement Management System (PMS) as a tool to assess operations and maintenance needs by:

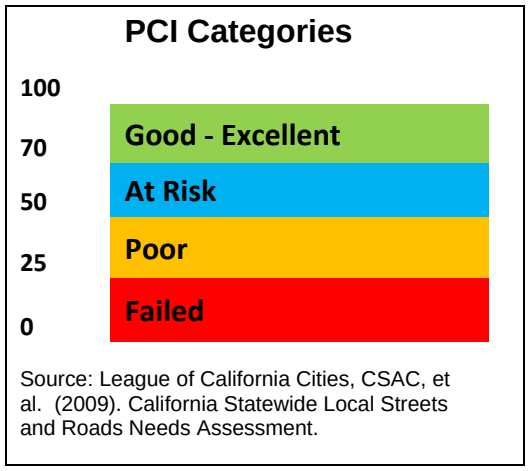
- regularly inspecting pavements to monitor condition and needs;
- evaluating the pavement condition with an index describing the condition from poor to excellent;
- selecting roads and streets that need treatments;
- recommending maintenance treatments;
- providing a snap-shot on their pavement condition; and
- assisting to maximize financial investments.

In San Joaquin County pavement management is performed through PMS computer software applications including Street Savers, Cartegraph, MicroPaver, and I-worq. Several jurisdiction also use these systems to manage the operations and maintenance of local bridges.

Fundamental engineering tells us that pavement deteriorates over time. With weathering, aging, and traffic loading, the pavement surface dries and shows signs of loose aggregates. This is depicted in the diagram (right) that if roads are left untreated, pavement deterioration will propagate out and become more severe with continued traffic loadings. In San Joaquin County, much of the local streets and roads are aging beyond their useful life and are in need of rehabilitation and reconstruction.



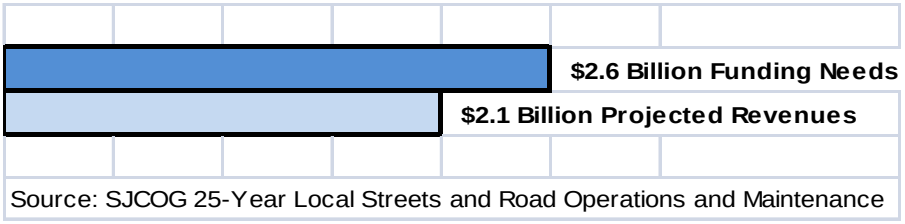
Source: City of Stockton Public Works



Source: League of California Cities, CSAC, et al. (2009). California Statewide Local Streets and Roads Needs Assessment.

In 2009 a statewide local streets and roads needs assessment was commissioned by the League of California Cities, County State Associate of Counties (CSAC), and the California Regional Transportation Planning Agencies (RTPA), along with other bodies of municipal public works agencies. The objective was to fully assess the condition of the local system and complete the overall transportation-funding picture for California's transportation network. The results provided analyses and information, including pavement conditions and funding needs for San Joaquin County, one of which was assessing the strength of pavement using a pavement condition index or PCI, based on a scale of 0 (failed) to 100 (excellent). This PCI index is based upon weighted measurement of the pavement area, i.e., longer roads have more weight than short roads when calculating the average. The study found the statewide average is at 68. In San Joaquin County, the average PCI is 70 based on total lanes miles of over 7,000.

According to the statewide study, the 10-year (2008-2018) pavement funding needs for San Joaquin County, based upon projections of individual jurisdiction pavement and bridge management systems, total $1.3 billion. Using a four-percent escalation rate, the 25-year local roadway operations and maintenance needs for the San Joaquin County total $2.7 billion. Funding for local roadway operations and maintenance in San Joaquin County is provided through six major programs: state gas tax, state Proposition 42, state Local Transportation Fund, federal Surface Transportation Program, federal Highway Bridge Program, and the county transportation sales tax (Measure K). The 25-year revenues projected to be available to the region from these funding sources total $2.2 billion. While these numbers suggest that roadways will deteriorate faster than local jurisdictions are able to finance maintenance, this funding level is anticipated to maintain the road condition PCI of 70 or better.



State Highways

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 Operation and Protection Program (SHOPP). The SHOPP is currently divided into eight major project categories including: major damage restoration, collision reduction, mandates, bridge preservation, roadway preservation, mobility, roadside preservation, and facilities. Caltrans monitors the condition and operational effectiveness of the state highway system, including all state-owned highways and bridges, through periodic inspection, traffic studies, and system analysis. Caltrans prepares a 10-year plan for SHOPP projects based upon the needs identified by each Caltrans District across the state through this monitoring. Caltrans subsequently prepares a 4-year program of SHOPP projects every two years based upon funding approved by the California Transportation Commission (CTC) and the statewide funding priorities at that time. The CTC is required to adopt the 4-year SHOPP and ensures consistency with available state funding. Based upon actual programming in San Joaquin County from multiple past SHOPP cycles the 25-year investment in state highway operations and maintenance is projected to total over $500 million.

Transit

San Joaquin County features five public transit operators and one passenger rail system that combined served over six million passengers. The transit system provides mobility for people without cars such as the 11 percent of the regions families below the poverty

level[1], 10.6 percent of elderly[1], 11 percent of disabled[1], or 41 percent that are of driving age but do not have drivers licenses[2]. The transit system also serves as a viable alternative to driving for thousands of area residents who own cars. By reducing the number of vehicles on the roads, public transit helps to fight congestion and curb greenhouse gas emissions.

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 is the ongoing operating costs of fuel purchases; drivers, mechanics, dispatchers, and equipment and facility leases necessary to operate a transit system. 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.

Over the next 25 years, operating and capital replacement costs for San Joaquin County transit providers are projected to total $3.5 billion. This includes $2.4 billion in operating costs plus $1.1 billion for capital replacement. But dedicated revenues over the same period, which does not include discretionary funding, is expected to total only $2.7 billion ($1.4 billion for operations and $1.3 billion for capital). The result is $800 million in initial unfunded needs.

Several factors influence the rising cost of transit operations in San Joaquin County such as:

- Increased fuel costs and employee benefit packages
- More stringent emissions regulations on vehicle propulsion systems
- Construction and maintenance of passenger amenities (many of the bus stops are nothing more than a pole and sign)
- Capital costs to purchase vehicles or construct maintenance/storage facilities leading to decreased ongoing expenses
- Replacement of the aging vehicle fleet
- Technological improvements in fare collection and automated vehicle locating equipment

The San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (ACE), the region's largest movers of intra- and inter-regional riders have the greatest operating and capital replacement needs. RTD's operating and capital replacement needs account for $2.0 billion, or nearly 57 percent of the region's 25-year

[1] 2000 U.S. Census

[2] *Community Indicators of Alcohol and Drug Abuse Risk, San Joaquin County 2004,* Center for Applied Research Solutions (CARS), Inc.

needs. ACE's operating and capital replacement needs account for $1.2 billion, or nearly 34 percent of the region's 25-year needs.

Additional Transportation Funding

The 2011 Regional Transportation Plan includes an augmentation of funding assumed over the life of the Plan, which is attributable to some important public decisions to invest more in transportation infrastructure. Together these new resources have significantly increased the Tier I element of the Plan providing a great opportunity to provide congestion relief, transportation options and enhanced quality of life. The key is to expand these resources on improvements which provide the greatest benefit but in a cost efficient manner.

Measure K Renewal: In November 2006, voters in San Joaquin County approved the renewal of this ½ cent sales tax dedicated to transportation in San Joaquin County by a margin of 78% approval. This adds over $3.1 billion in transportation resources available between 2011 and 2041. Funds will be used roughly one-third for maintenance and safety, one-third for transit and alternative modes of travel, and one-third for roadway operational and capacity improvements.

Regional Transportation Impact Fee: In the Spring of 2006 all local governments in San Joaquin County and SJCOG approved a Regional Transportation Impact Fee on new development. These funds, which will be collected through the life of this Plan and are targeted to key regional highway and roadway improvements and regionally significant transit improvements.

Proposition 1B: In November 2006, voters in California approved Proposition IB, a transportation bond program totaling over $19.9 billion over ten years. San Joaquin County will see an increase in roadway maintenance, transit and capital improvement funds which come by formula. San Joaquin County has also received funds from several other programs which are determined on a competitive basis. To date projects throughout San Joaquin County have been awarded $482 million in Proposition 1B competitive funds. These include over $400 million for mainline highway projects, over $45 million for regional roadway improvements, and over $27 million for railroad crossing grade separations.

Planned Highway and Major Roadway Investments

The 2011 RTP identifies significant capacity increases and operational improvements to more efficiently manage traffic conditions. The capacity improvements are targeted to corridors which are the most essential to mobility in the county and have gone through the congestion management process as described in chapter 6. Further revenues are directed to locations which currently experience congestion and which have existing deficiencies- addressing new needs. There are also some gaps in strategically important portions of the system that are priority targets to resolve. This includes extensions of

the roadway network to improve connectivity and upgrade of interchanges where lower standard facilities are no longer adequate to handle near tern travel demand.

The second priority is to address areas of congestion and deficiencies that are anticipated based on the substantial increase on travel growth projected for the county. Several portions of the highway and local arterial system will have remaining capacity fully absorbed within the next ten years and begin to experience regular and elongating daily congestion and declining levels of service.

It should be noted that as the County continues to grow and travel demand increases it is important to provide investment in transit, Commute Connection, and bike and pedestrian improvements, particularly to be most efficiently coordinated with community growth and downtown and neighborhood revitalization efforts. The objective of this Plan is that modal share of these alternatives to the single occupant vehicle increases over the life of the Plan. Subsequent sections of this chapter highlight the investment strategies.

This alternative means of handling future travel needs is vital in that despite increases in revenue available there will not be enough funding to resolve all anticipated congestion simply by adding roadway capacity. Environmental and neighborhood concerns also will play a major role in determining the best option to improve mobility.

The planned roadway improvements will significantly decrease future congestion and take a significant step towards extending the current system in areas of major growth in the County in comparison with a no build option. Despite this, some areas of congestion will remain. The Tier II list of improvements would do even more to reduce future congestion and enhance connectivity. As this Plan moves forward it is important for the region to focus on developing funding strategies and policies to also move towards achieving the Tier II vision element to truly provide for the mobility needs in San Joaquin County over the next 25 years.

While enhanced mobility is important, maintaining what we already have and ensuring the current system is operating safely is equally important. Therefore the roadway investment element identifies resources to adequately operate, maintain and where necessary rehabilitate the existing roadway system. The scope of this investment is very substantial as for example approximately $1 billion in the Measure K funds will be available for roadway maintenance over the life of the Measure K renewal program, and over $100 million in Proposition IB funds will go towards maintenance over the course of the ten year life of the bond program.

Tables 7-1 through 7-4 at the end of this Chapter display the Mainline Highway Improvements, Interchange Improvements, Regional Roadway Improvements, and Railroad Crossing Safety projects. Mainline Highway and Interchange improvements are also illustrated in Figures 7-1, and 7-2 below in addition to Regional Roadway project in Figure 7-3 below.

Figure 7-1: 2011 RTP Mainline Highway Improvements

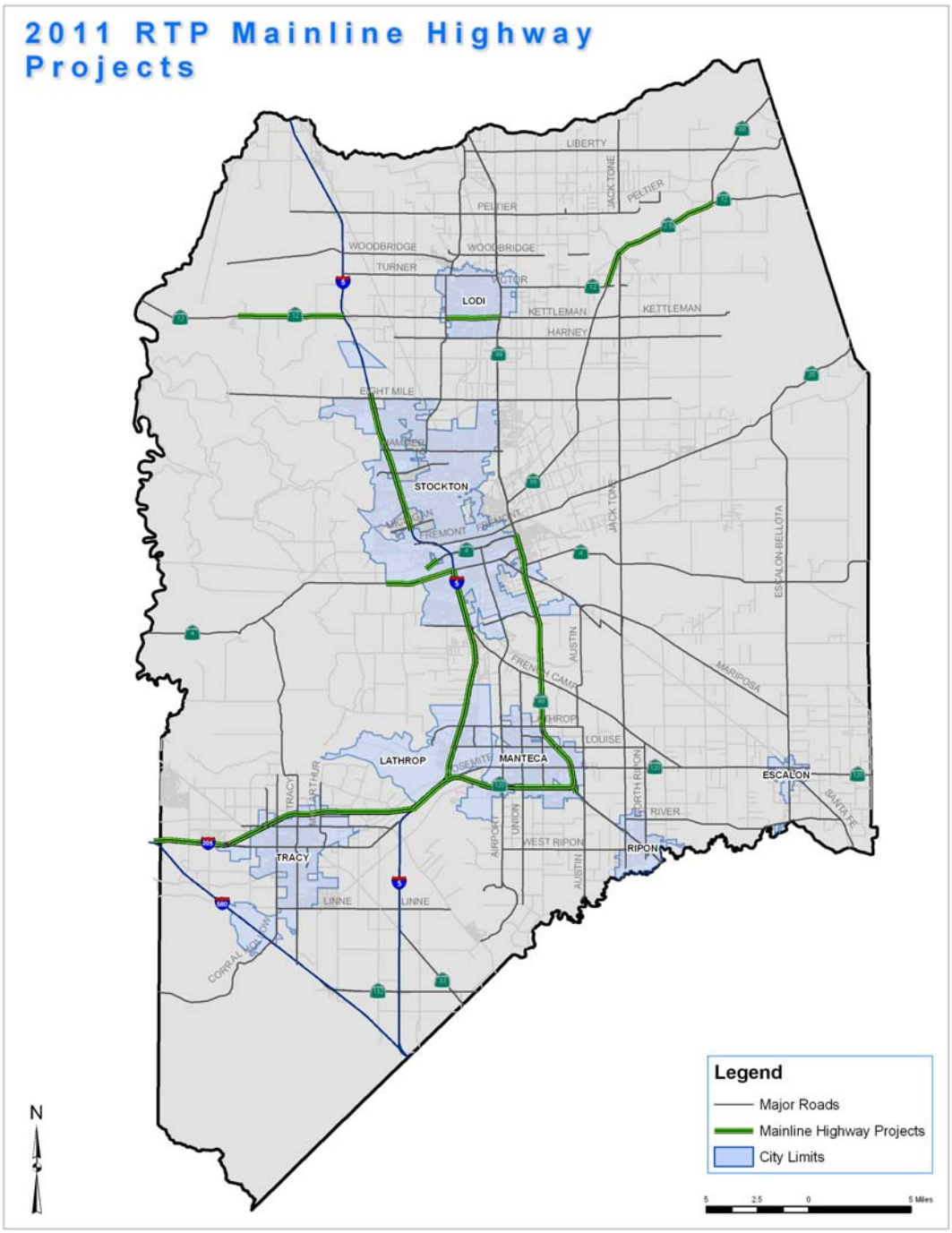


Figure 7-2: 2011 RTP Interchange Improvements

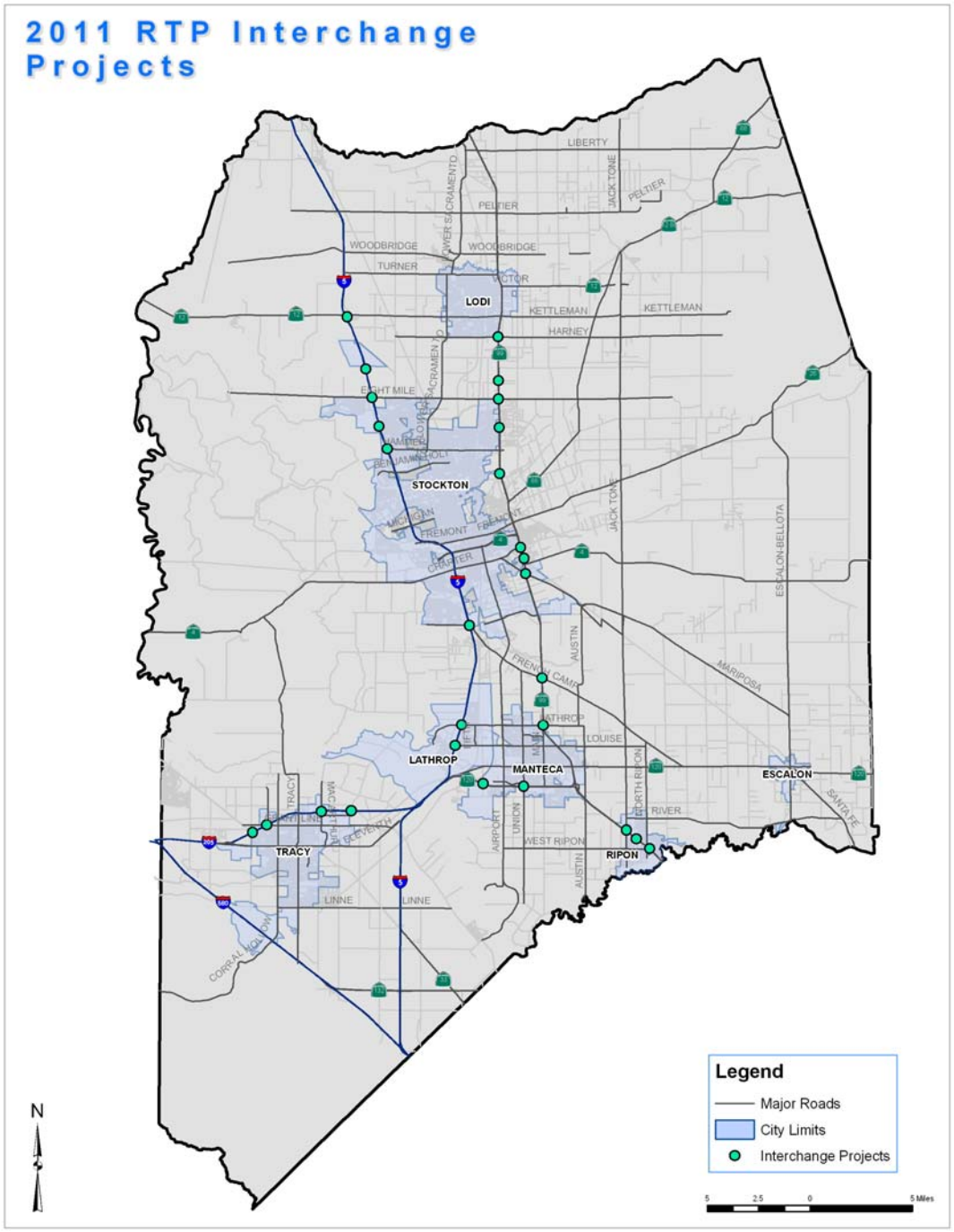
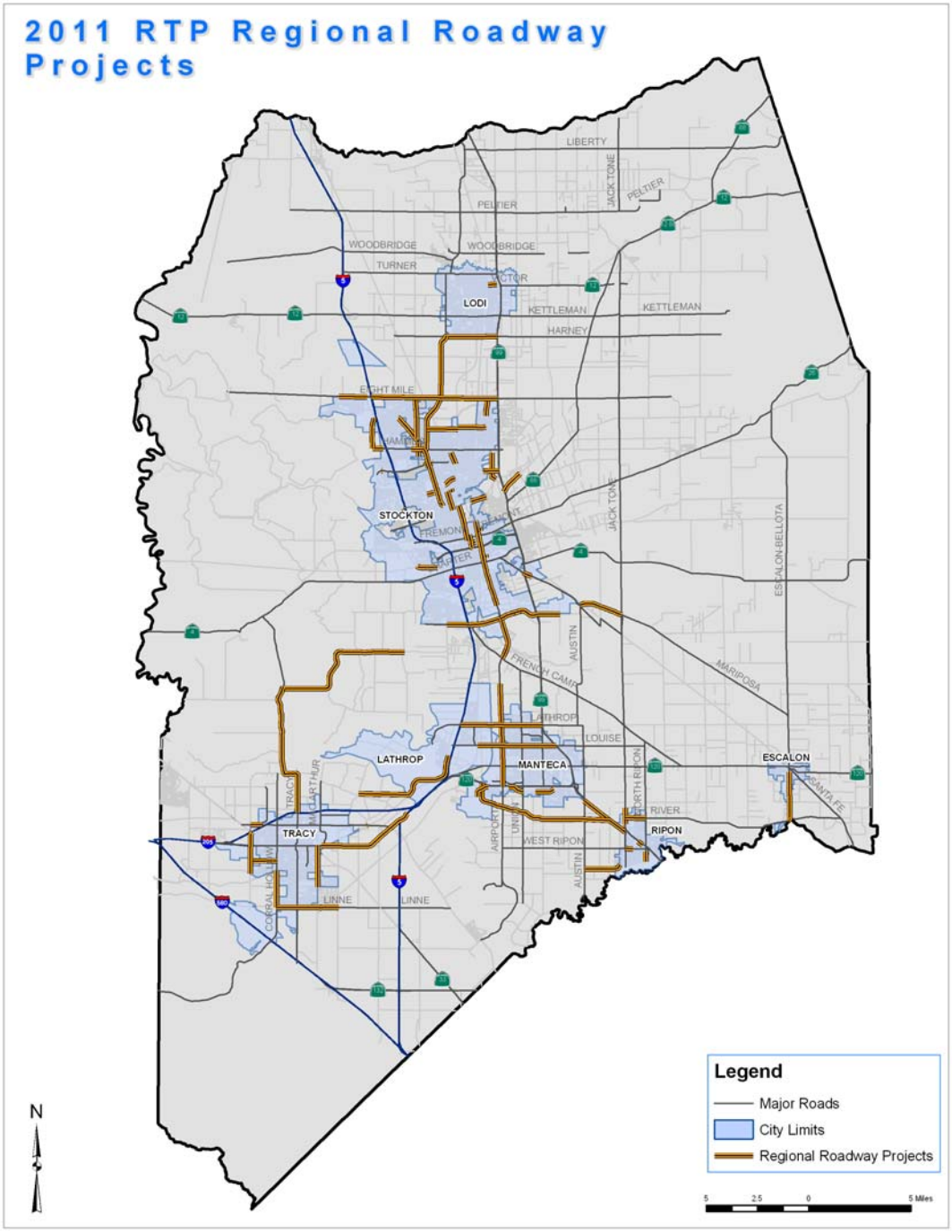


Figure 7-3: 2011 RTP Regional Roadway Improvements



Highlights of Near Term Actions (2010-2025)

Short Range Plan, 2010-2025

- Adequately maintain existing roadway infrastructure and improve when fiscally possible.
- I-205 Auxiliary Lanes between Tracy Blvd and Mountain House Parkway
- The SR-99 South Stockton widening from Cross-town Freeway to Arch Road
- The SR-99 Manteca Widening from Arch Road to SR-120
- I-5 North Stockton Widening between Country Club and Hammer Lane
- The I-205 widening between I-5 and Eleventh Street in Tracy.
- Safety and operational improvements on SR-12 west of I-5
- Extend the Highway 4 Cross-town Freeway from Fresno Avenue to Navy Drive
  Arch-Sperry Road extension and French Camp Interchange
- Prepare a Systems-Level Planning analysis of various transportation system alternatives using multimodal performance measures.
- Pursue ground access improvements for the Port of Stockton.
- Implement the capital improvements for highways, regional roads, and interchanges for this time period.
- Continue implementation of the congestion management process

Long Range Plan, 2025-2035:

- Maintain Existing Roadway Infrastructure at acceptable levels of service
- Implement as appropriate and feasible the recommendations of the completed studies
- Complete 6-8 lane improvements on I-5 in central County.
- Modify crucial freeway-to-freeway connectors at I-5 and Route 4, Highway 99 and Route 4, Route 120 at I-5 and SR-99
- Complete remaining widening and operational improvements to Highway 12
- Develop and implement operational and traffic management strategies on County freeway segments
- Complete identified local access interchange improvements to improve connectivity and link to the extended roadway network in areas of growth.
- Continue to enhance access at the Port of Stockton and major industrial areas to support economic development
- Continue to improve the arterial system based on subsequent preliminary engineering and traffic analysis.
- Continue implementation of the congestion management process.
- I-205 HOV lane between I-580 and I-5
- I-5 HOV network (French Camp Road to Charter Way; SR-120 to French Camp Road; Country Club to Hammer Lane; Hammer Lane to North of Eight Mile

TRANSIT ACTION ELEMENT

The San Joaquin Council of Governments continues to encourage and support development of a "balanced transportation system" for San Joaquin County. That support is evidenced by the devotion of a significant portion of the local transportation sales tax (30%) to support public transportation.

This Regional Transportation Plan supports transit as an essential service needed by many members of the community 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.

This long range Regional Transportation Plan emphasizes 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, accessibility and achieve state and federal air quality standards.

This Plan also seeks to coordinate improved public transit services with complementary and supportive land use development policies. For instance, multimodal stations can be 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 workstations.

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) is legislation which prohibits discrimination on the basis of disability. Other Federal laws which affect the design, construction, alteration, and operation of facilities include the Architectural Barriers Act of 1968 (ABA), and the Rehabilitation Act of 1973. These laws apply to all Federally funded facilities. The ADA applies to facilities, both public (title II) and private (title III), which are not federally funded. Newly constructed and altered facilities covered by titles II and III of the ADA must be readily accessible to and usable by people with disabilities.

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in Federally-assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 U.S.C. 794). The FHWA has specific ADA policies for statewide planning in 23 CFR 450.210(a)(1), for metropolitan planning in 23 CFR 450.316(a)(1),

Projects contained in the 2011 San Joaquin Council of Governments' Regional Transportation Plan comply with all applicable ADA requirements.

The Existing Transit System

Transit systems relevant to this Action Element consists of local, intercity, interregional, and dial-a-ride bus services, as well as intercity and interregional passenger rail systems currently operating in San Joaquin County. The system also includes needed services such as demand response for both those who are in need of transit for medical purposes and those in rural areas (General Public dial-a-ride).

All cities and unincorporated areas in San Joaquin County are served by a public transit system. These systems range in size and complexity. From the 130 buses operated by the San Joaquin Regional Transit District (RTD), to the single bus operated by the City of Ripon.

There are four types of public transit services currently operated by RTD and the cities in San Joaquin County: general public fixed-route, general public dial-a-ride, general public route-deviation, and paratransit dial-a-ride. Figure 7-3 shows the various transit services available for each city and unincorporated areas within San Joaquin County. Figures 7-4 through 7-9 display the existing routes for transit service in the County.

Figure 7-3 Available Transit Services in San Joaquin County

Area	Local			Intercity Fixed-Route	Inter-Regional Fixed Route	Inter-City And/Or Commuter Rail
	Fixed Route	General Public Dial-A-Ride	Specialized Dial-A-Ride			
Escalon	X	X	X		X	
Lathrop	X (Route Deviation)			X	X	X
Lodi	X	X	?	X	X	?
Manteca	X	?	X	X	X	X
Stockton	X	X	X	X	X	X
Tracy	X	X	?	X	X	X
Ripon		X?	X	X	X	
Unincorporated Area		X	X			

Intercity and Interregional Bus Service

Interregional services have expanded by moving to larger over-the-road coaches, thereby increasing capacity. This shift has also helped to increase capacity on the intercity coaches as well. Ridership has increased commensurate with this growth. RTD provides interregional bus services to targeted employment centers in downtown Sacramento, Alameda County, and Santa Clara County. Riders can connect to other transit services in these area such as Sacramento Regional Transit District, Bay Area Rapid Transit (BART), Santa Clara Valley Transit Authority, Livermore Amador Valley Transit Authority (LAVTA), and Central Contra Costa Transit Authority (CCCTA).

Countywide Dial-A-Ride Service

General public dial-a-ride service operates in areas where ridership could not support fixed route service. General public dial-a-ride service is also used as a "feeder" service to intercity route services. RTD provides general public dial-a-ride services to residents in the unincorporated areas of the County.

RTD Intercity Fixed Route Service

RTD's Intercity fixed route service connecting the cities of Lathrop, Manteca, Ripon, and Tracy, to Stockton. The Intercity routes also link Stockton residents to other transit services such as the Lodi Grapeline, Delta Breeze, SCT/LINK buses at the Lodi Station in Downtown Lodi; the Tracy Tracer in downtown Tracy; and Manteca Transit in downtown Manteca and at the Manteca Wal-Mart. Intercity buses run on approximately 60 minute headways.

RTD County Hopper Deviated Fixed Route Service

RTD's Hopper is a flexible fixed route service connecting Ripon, Escalon, Manteca, Lathrop, Thornton, Woodbridge, Acampo, Morada, and Linden to Stockton, Tracy, and Lodi. The Hopper replaces RTD Countywide General Public Dial-a-Ride (DAR), Rural Elderly and Disabled DAR, and County Area Transit (CAT) fixed route.
Most RTD Hopper Routes will deviate up to 3/4 of a mile for ADA certified Elderly & Disabled passengers not able to reach the fixed route stops. Advanced reservations are required for this service.

Stockton Downtown Transit Center

The new Downtown Transit Center is designed to enhance downtown transit service, improve transit access to downtown businesses and government agencies and provide a catalyst for downtown re-development activity. The transit hub is home to RTD staff and includes a boardroom, information center, passenger concourse, satellite police station, and 2,100 square feet of retail space. Additionally there are 20 bus bays that will help improve access for RTD buses in Downtown Stockton.

RTD Intelligent Transportation Systems program

RTD has also implemented an ITS (Intelligent Transportation Systems) element, SmartTrac. This system is designed to integrate schedule adherence via GPS locators on all vehicles. Additionally, it utilizes a voice interactive telephone system that allows riders to accurately schedule their trips. Automated passenger counters are also in place to track the number of riders and where they travel. Maintenance is also enhanced by this element: proactive sensors are placed aboard vehicles to detect preventative maintenance measures prior to major breakdowns. Overall performance will be greatly enhanced with this ITS element in place.

Altamont Commuter Express (ACE) Rail Service

ACE is in its third decade of providing commuter rail service between downtown Stockton and Diridon Station in downtown San Jose. Ace currently operates three round-trip trains and a fourth train scheduled when future ridership resumes the levels prior to the economic downturn. ACE continues to focus on improvements to individual stations. On the rail, trackage and signal improvements to upgrade service and passenger targeted services such as wi-fi access, special event trains and on-board educational programs.

A Altamont Commuter Express Joint Exercise of Powers Agreement was executed by the Alameda County Congestion Management Agency, the Santa Clara Valley Transportation Authority, and the San Joaquin Regional Rail Commission to oversee the Altamont Commuter Express rail service. An important feature of the ACE JPA is that it delineates the cost-sharing formula of the member agencies.

Robert J. Cabral Station

administrative offices and main station in San Joaquin County. Located in downtown Stockton, the Robert J. Cabral Station serves as the downtown transit hub for the Altamont Commuter Express and the business offices of the San Joaquin Regional Rail Commission. Renovations began in 2009 on the station to improve the accessibility and circulation for pedestrians, bicycles, automobiles, and transit buses.

Amtrak San Joaquins Service

The Amtrak San Joaquins intercity rail service includes six daily round trips with two trains stopping daily at the Cabral Station and Lodi Station (to/from Sacramento) and four trains stopping at the BNSF station on San Joaquin Street (to/from the Bay Area). All six round trip trains travel to and from Bakersfield on the BNSF line, making periodic stops through the San Joaquin Valley. Connecting bus service to northern California and Los Angeles and points south are also available through the San Joaquins service. A San Joaquins Strategic Plan to upgrade and expand service is currently in development.

Escalon Transit Service

The City of Escalon operates e-Trans flexible Fixed Route and Dial-A-Ride services. The City contracts their transit services with Storer Coachways. e-Trans flexible Fixed Route, Intercity Route 1, operates between the Main Street Escalon Park-n- Ride Lot and Modesto at McHenry Avenue at Standiford Avenue in Modesto, three times each weekday. This service connects riders to the Riverbank-Oakdale Transit Authority (ROTA) service at Jacob Myers Park in the City of Riverbank, Modesto Area Express (MAX) and the Stanislaus Regional Transit (StaRT) bus routes.

e-Trans also provides door-to-door service within the City of Escalon and the surrounding unincorporated county areas. RTD supplements transit services in the unincorporated areas surrounding the City of Escalon through the Countywide general public dial-a-ride service.

Lodi Grapeline

The City of Lodi's fixed route service, known as Grapeline, initiated service in FY 1994-95 with four routes utilizing the downtown area as a hub. The service is extremely successful and demand has warranted its expansion to five routes plus three express routes operating in the morning and afternoon commute periods. The City also operates a general public dial-a-ride and ADA certified Elderly & Disable passenger service called Vineline. The general public dial-a-ride provides limited service to locations just outside the City limits.

Tracy Fixed Route Service

In the past, the City of Tracy used only a demand responsive system to provide its residents with local public transit service. In August 2001, Tracy began its fixed route service and the Tracer Paratransit Bus service began in December 2001. In February 2004, an update to the City of Tracy Transit Analysis and Action Plan was completed and a new three-route structure was recommended with new service provided to the Prime Outlets, Food 4 Less and along W. 10th St. A new commuter bus service was implemented and a comprehensive bus stop improvement program was recommended. The service runs five buses from 6:30 a.m. to 7:30 p.m. Running in opposite directions, these buses make stops at many key public venues, including stops that allow customers to board RTD Intercity buses.

Manteca Transit Service

Manteca Transit began intra-city operations on November 1, 2006. The current fleet consists of five cutaway buses providing fixed-route and Dial-A-Ride services. The service operates Monday-Friday between the hours of 6:00 a.m. and 7:00 p.m.. January 4, 2010, Manteca transit initiated a third transit route operating in the opposite direction

of Route 2. All Manteca Transit vehicles are wheelchair accessible and bicycle racks are available on most buses.

Coordinated Human Services Transportation Plan

In 2005, Congress included provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that added coordination requirements to the newly created New Freedoms program (5317), the Job Access Reverse Commute program (5316), and the Formula Program for Elderly Persons and Persons with Disabilities (5310). As a result, all 5317, 5316, and 5310 projects must be derived from a locally developed coordinated human service transportation plan (CTP).

The San Joaquin Regional Transit District (RTD), the designated recipient for San Joaquin County's large urbanized area, took the lead to prepare the CTP for the county. The CTP was last update by RTD in September 2007. Additional detail on the Coordinated Plan is contained in Chapter 11.

Transit System Security Plan

Transit operators throughout San Joaquin County identify various plans and strategies that support homeland security and safeguard the personal security of all motorized and non-motorized users. All operators receiving FTA Urbanized Area Formula Program (5307) funding are required to expend at least one percent of their 5307 funds on transportation security projects, unless the operator certifies to FTA that these expenditures are not necessary. Public transportation security projects include, increased lighting in or adjacent to public transportation systems, increased camera surveillance, emergency telephone line or lines to contact law enforcement or security personnel, and any project intended to increase the security and safety of an existing or planned public transportation system.

The San Joaquin Regional Rail Commission's (SJRRC) Altamont Commuter Express (ACE) Passenger Train Emergency Preparedness Plan promotes emergency preparedness by formulating and testing policies and procedures designed to prevent and plan for; control and respond to; stabilize and recover from an emergency arising from or affecting the operation of the ACE commuter rail service. SJRRC's plan assigns responsibilities and priorities, establishes tasks, sub tasks, and designates authority in the event of an emergency. This plan complies with 49 CFR Part 239, Passenger Train Emergency Preparedness. Participants to this plan include SJRRC, Herzog Transit Services, UPRR, JPB, BNSF, and Bay District Amtrak.

Transit Systems Performance

COG's ongoing efforts to ensure a well performing transit system is in place was established in December 1997 with the adoption of the Transit Systems Performance Study Final Report and updated in 2009 with the adoption of the 2009 Regional Transit Systems Plan. . The study, initiated by COG in an effort to respond to questions concerning the performance of the County's transit systems and developed cost-effectiveness and efficiency from the operating cost and ridership perspective. The study recommended a three year period where the goal is to exceed, or not exceed the performance measure (cost/hour; passenger/hour; and subsidy/passenger); depending upon the measure. The performance indicators are reflective of each operators system and growth plans. The SJCOG Board adopted the revised Transit System Performance Objectives in September 2009.

TRANSIT SYSTEM MAPS

Figure 7-4 (a) RTD Weekday/Weekend/Holiday Service System Map

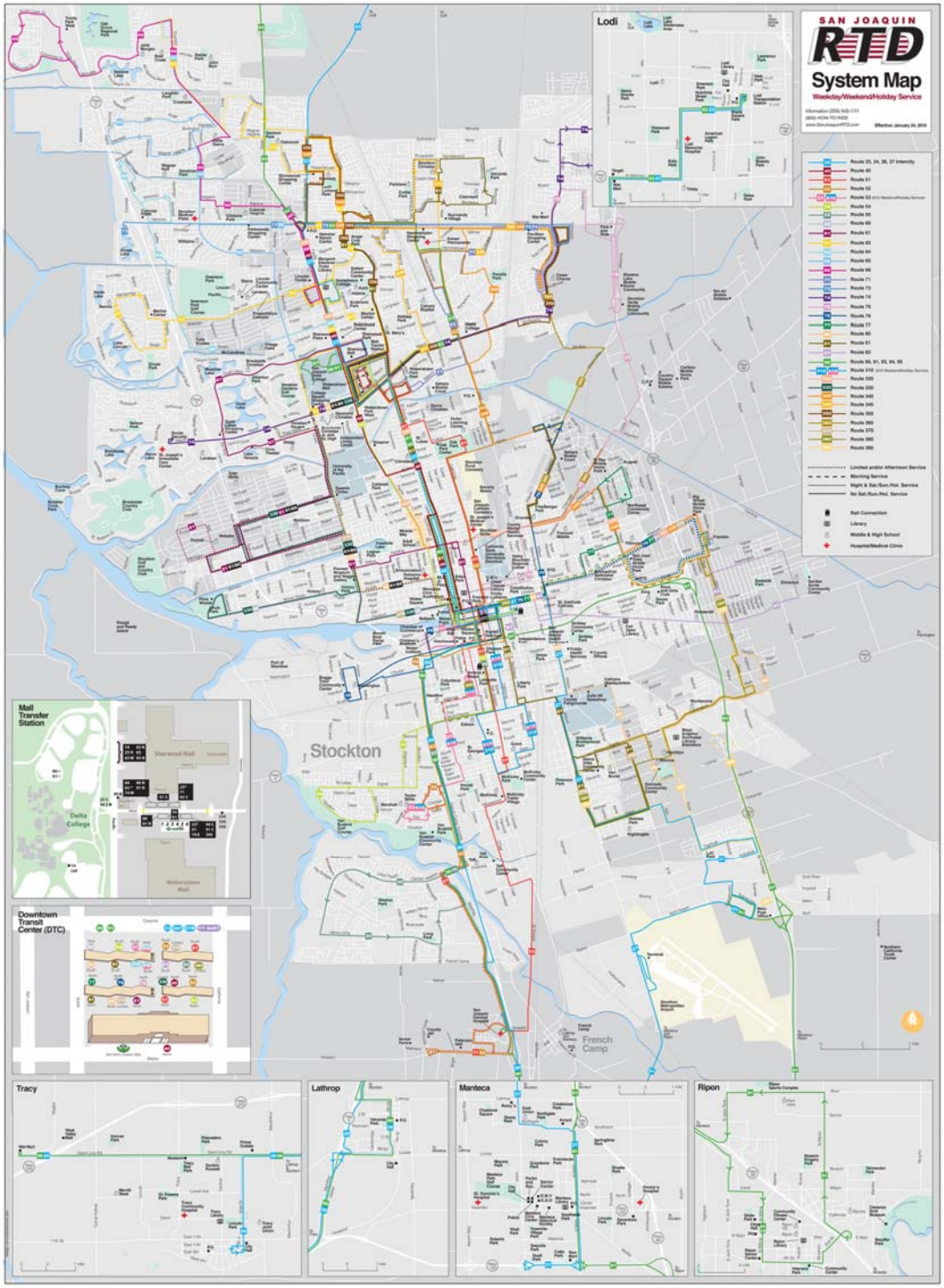


Figure 7-4 (b) RTD Metro Hopper Service System Map

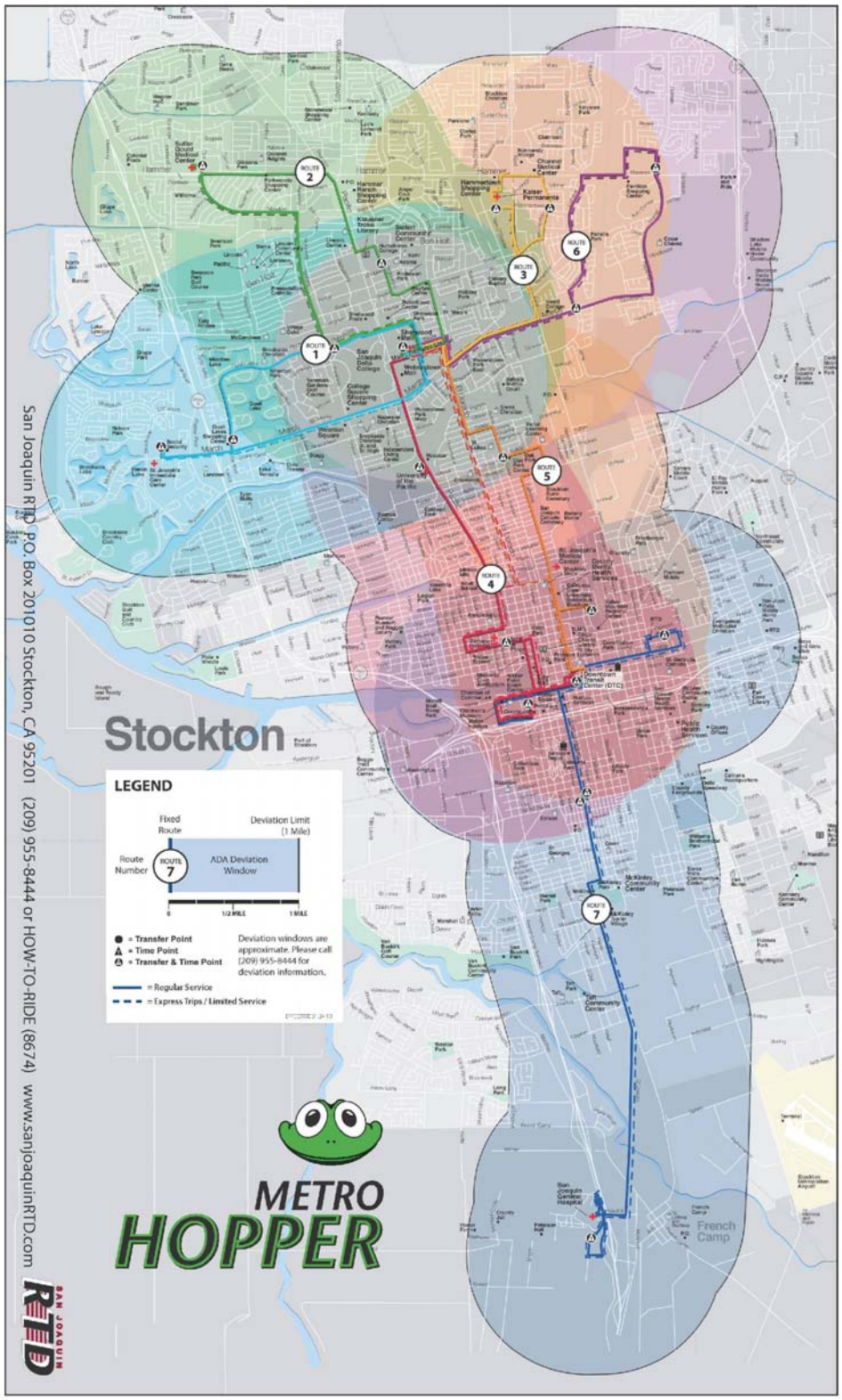


Figure 7-5 Escalon Transit System Map

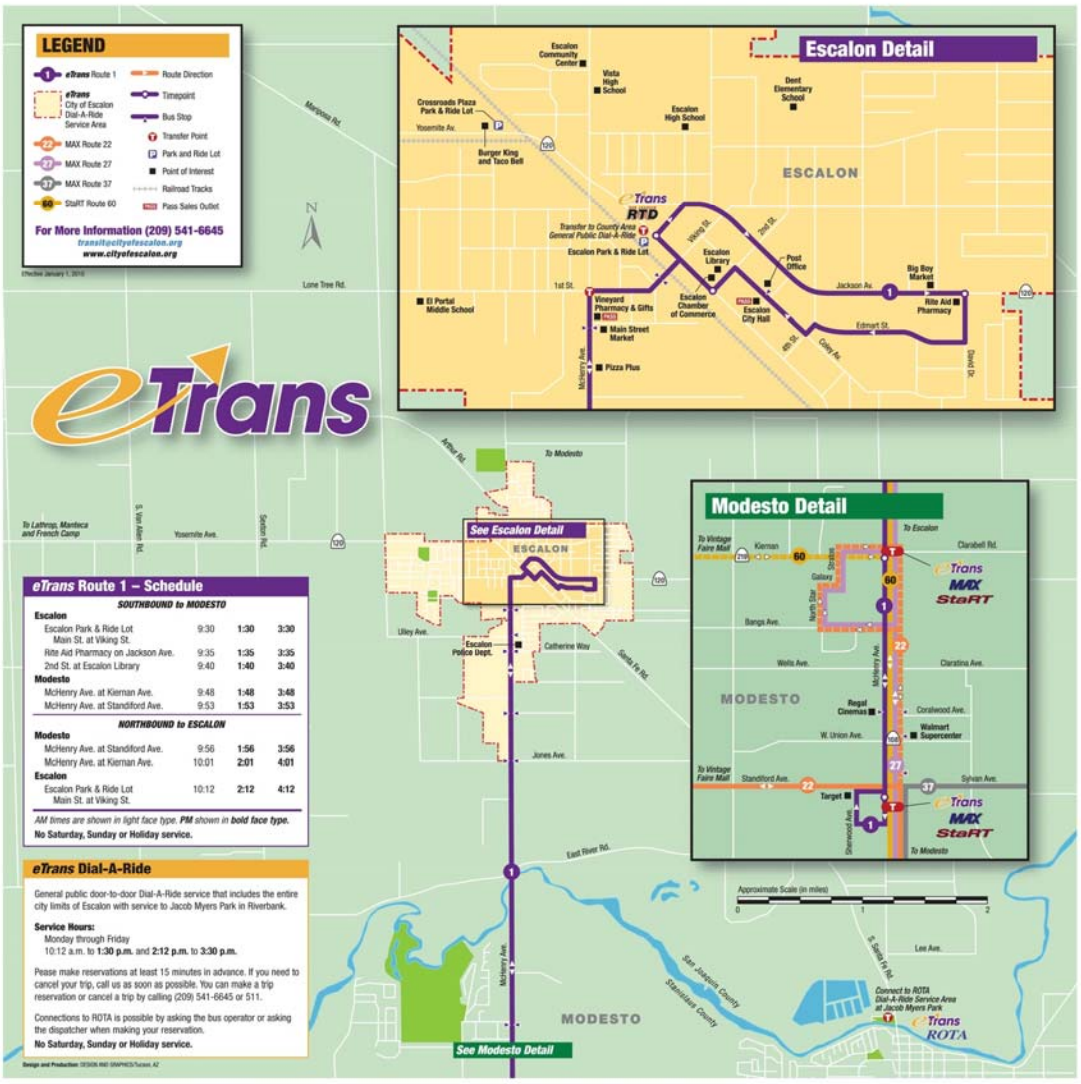


Figure 7-6 Tracy Tracer Transit System Map

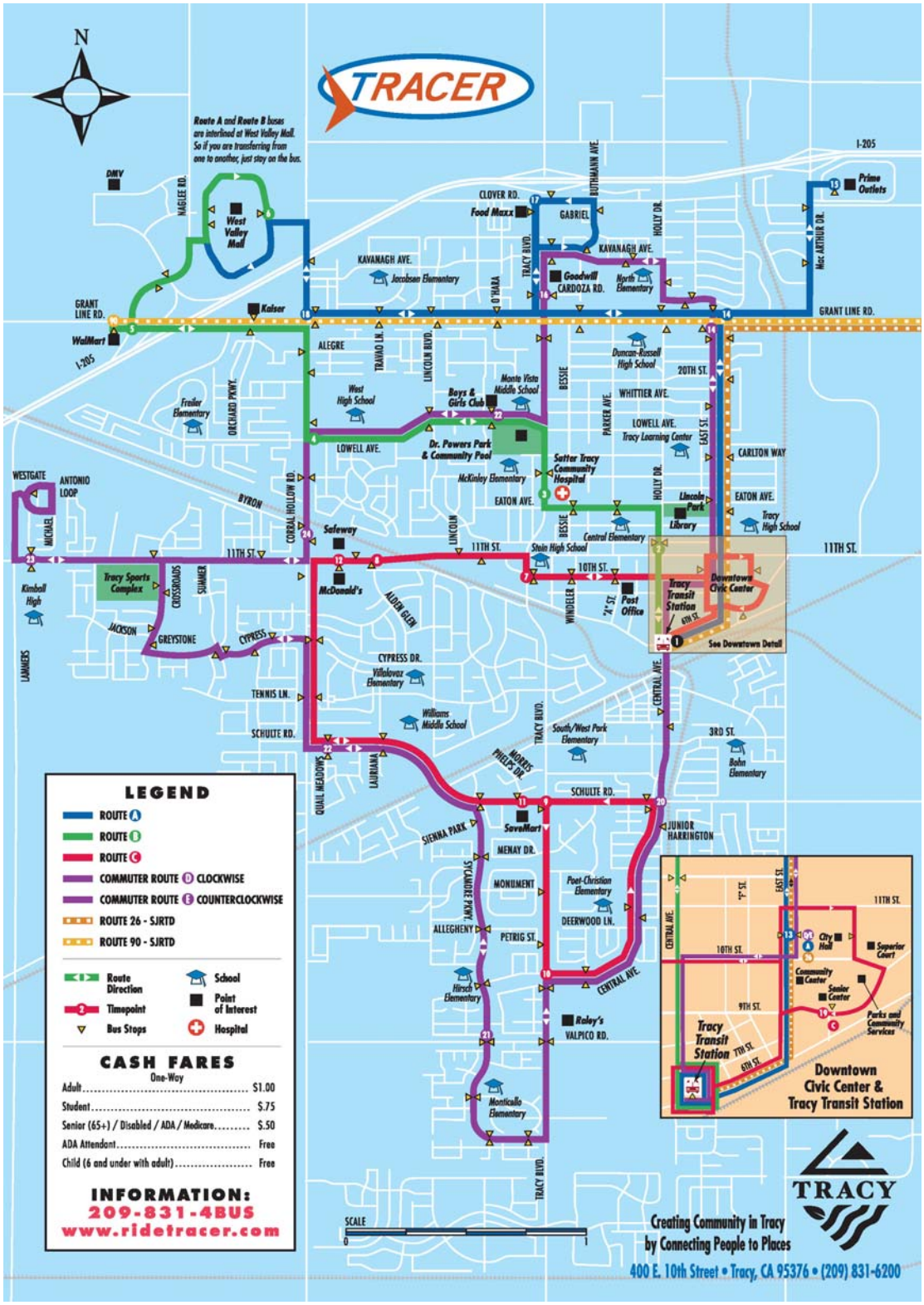


Figure 7-7 Manteca Transit System Map

manteca transit

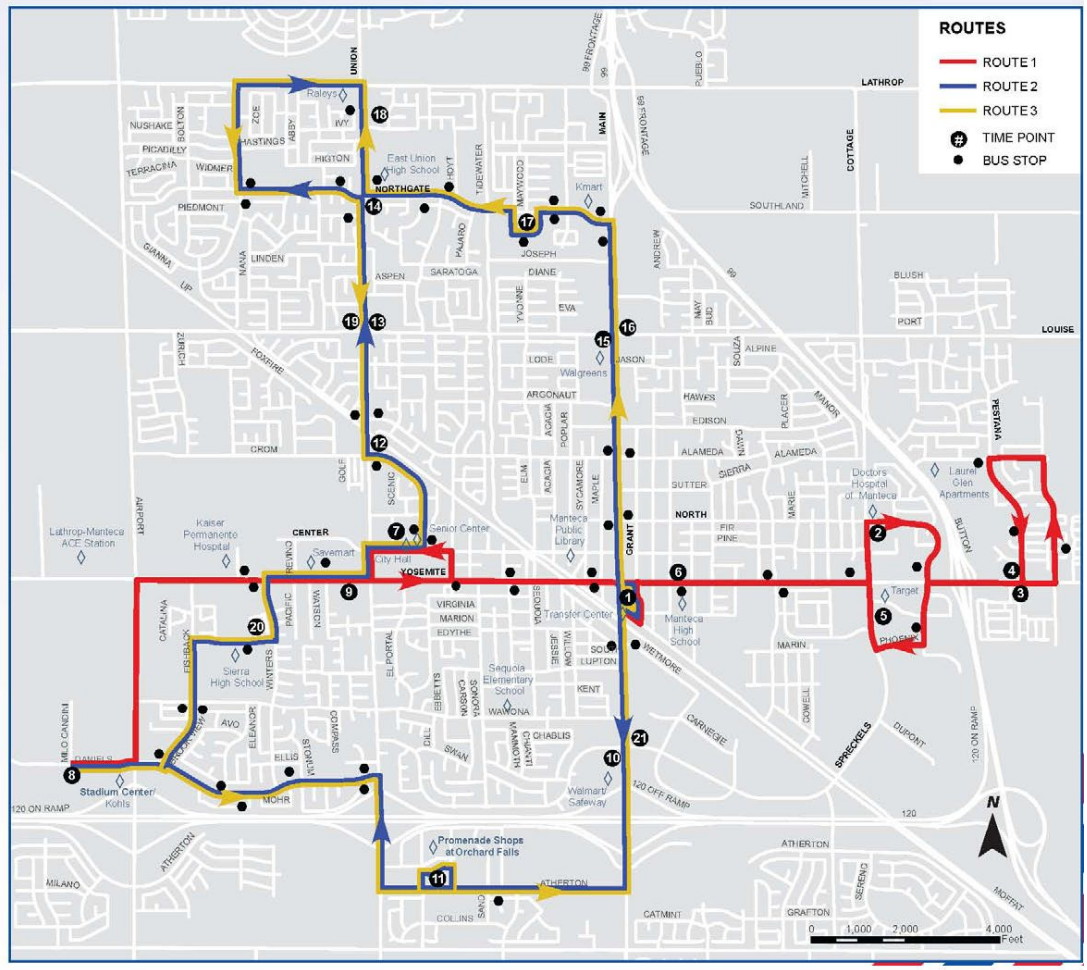


Figure 7-8 (a) Lodi Grapeline Weekday Transit System Map

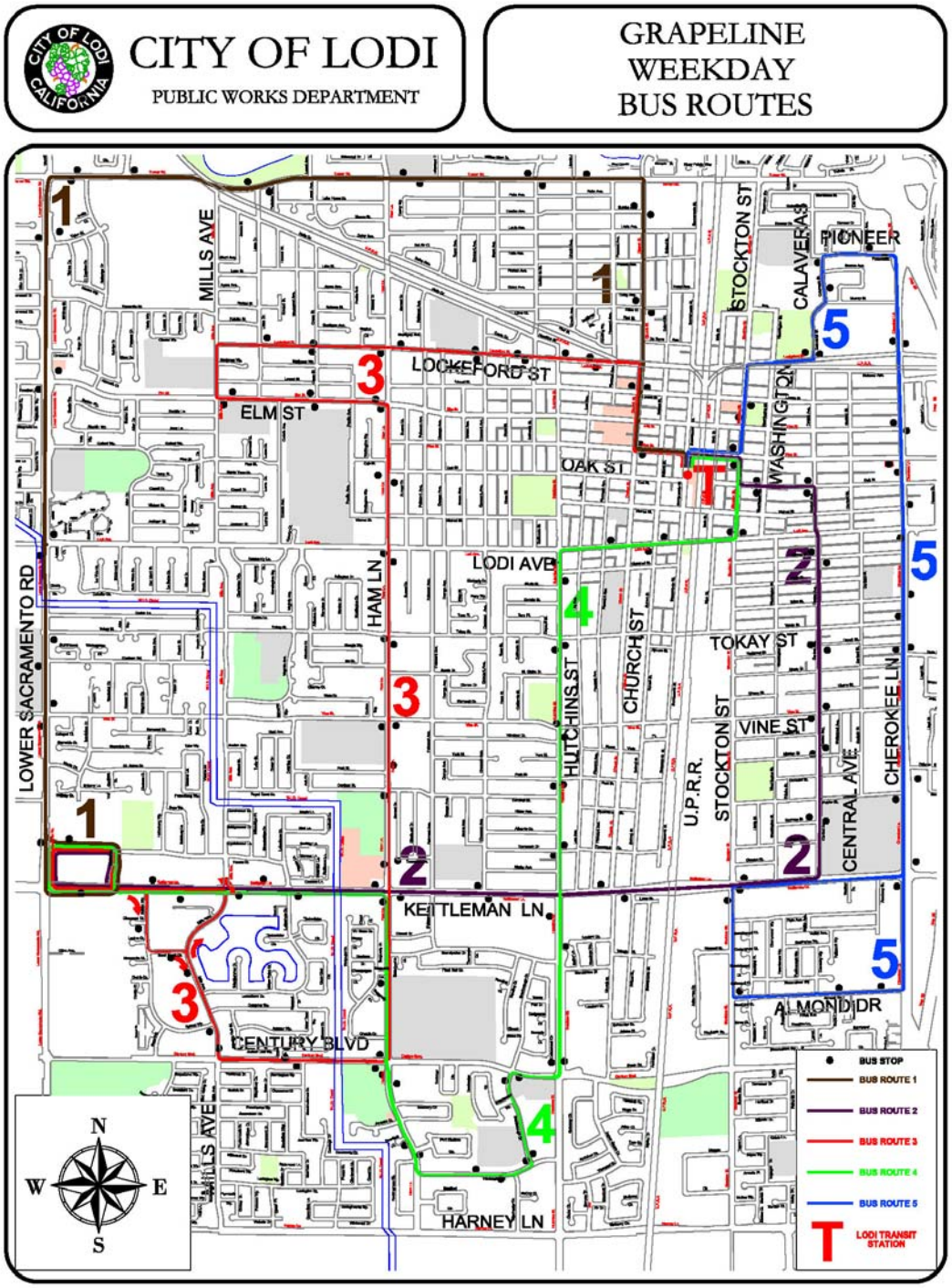


Figure 7-8 (b) Lodi Grapeline Weekend Transit System Map

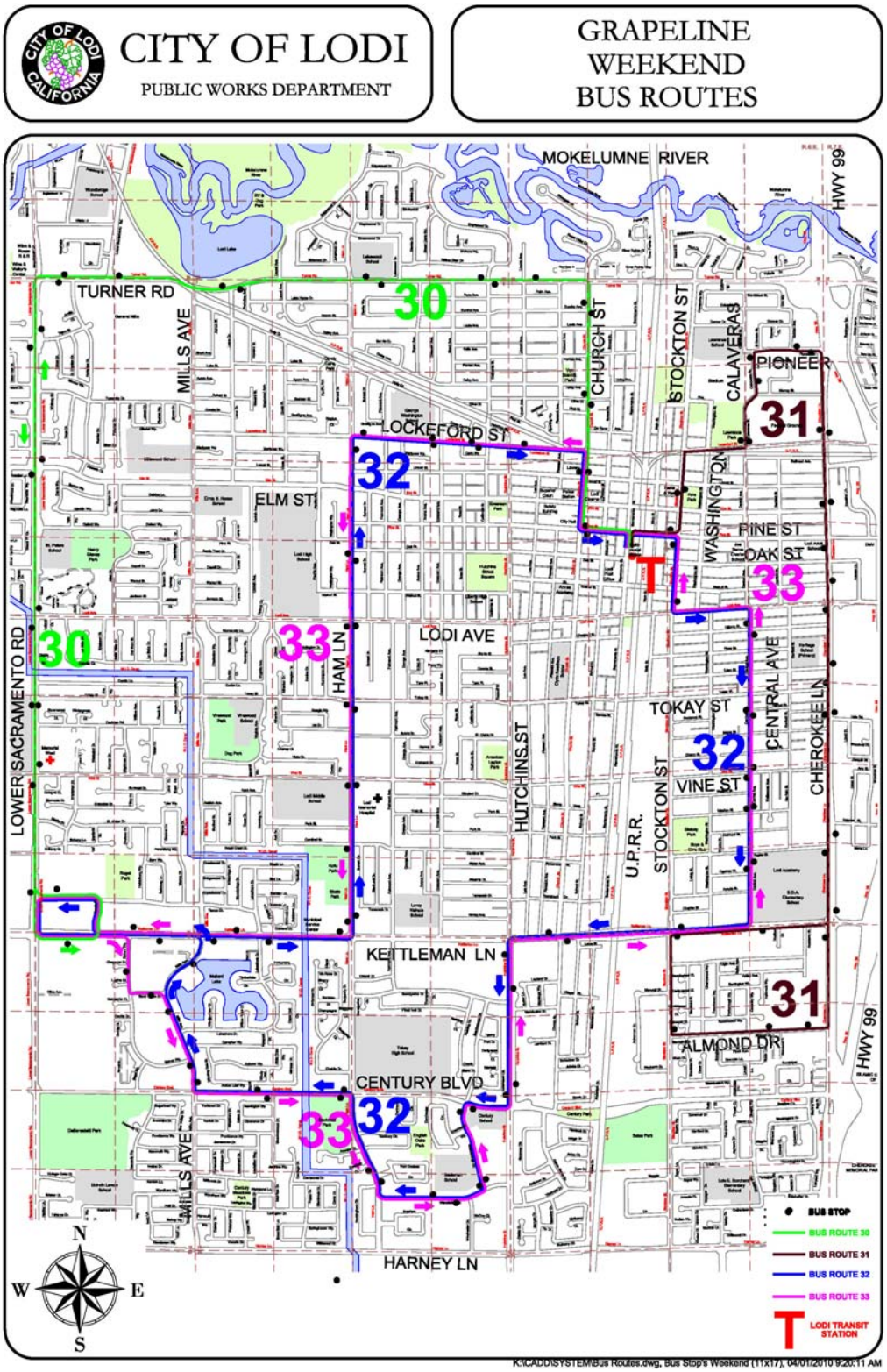


Figure 7-8 (c) Lodi Grapeline Express Transit System Map

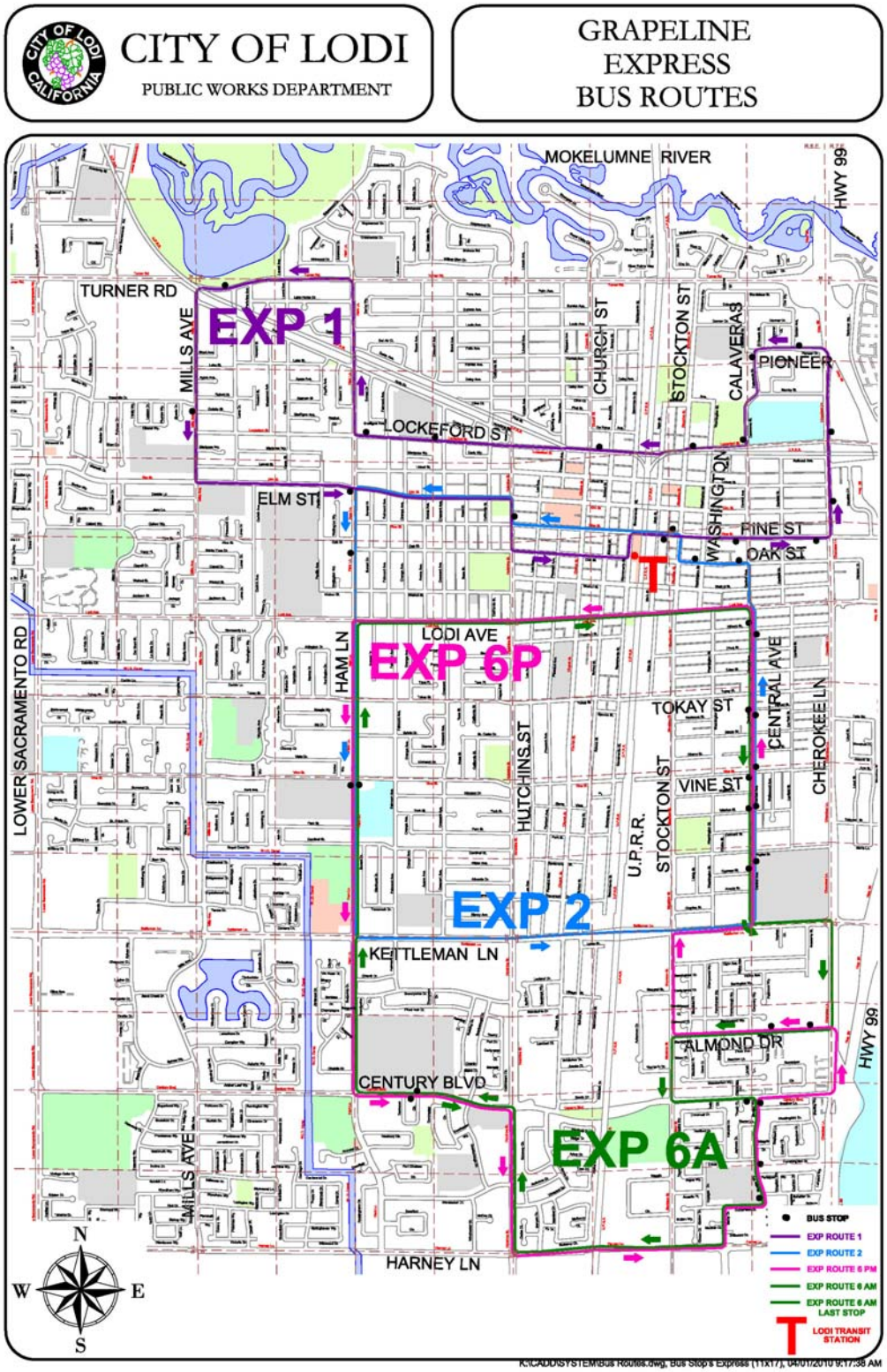
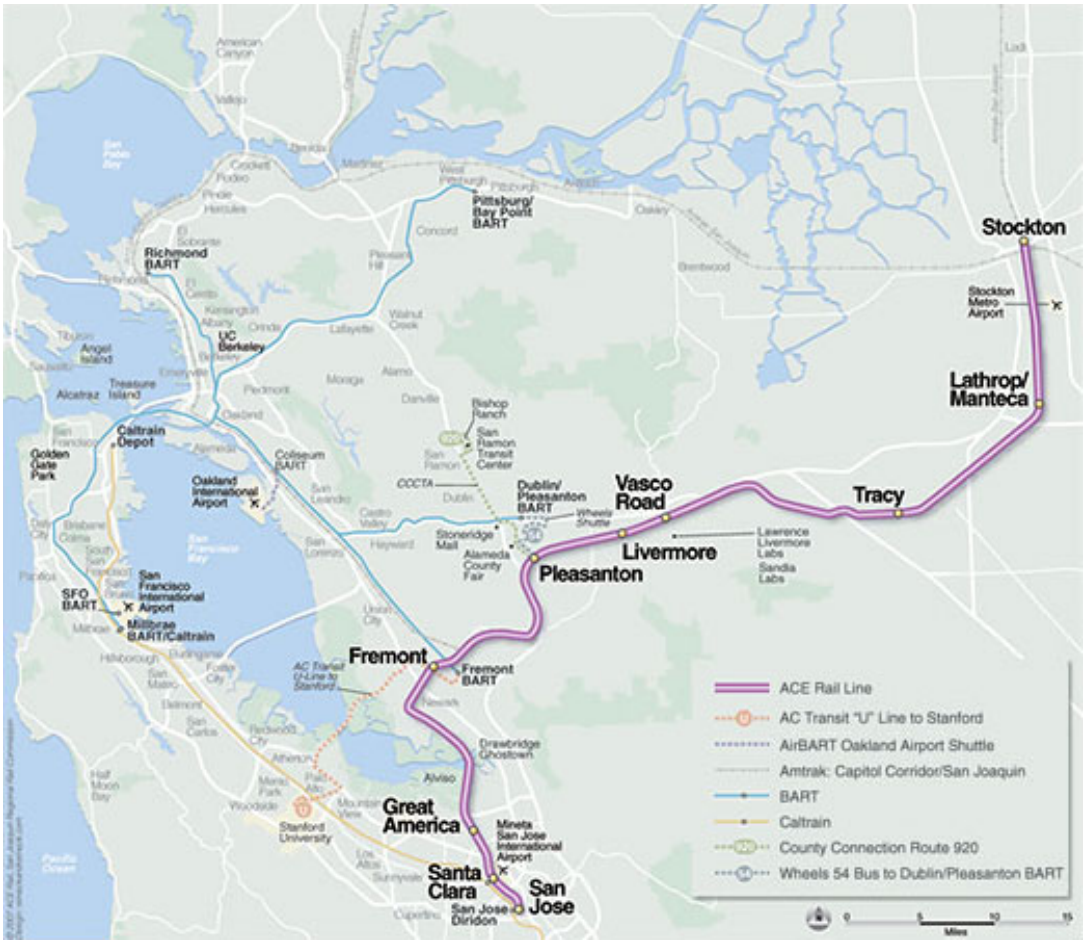


Figure 7-9 Altamont Commuter Express Passenger Rail System Map



Needs and Issues

Rapid Growth and its Demand upon the Mass Transit System

San Joaquin County is experiencing a growing market demand for intercity and interregional alternative modes of transportation. Increasing travel interaction between San Joaquin County's cities and the Bay Area, as well as the Sacramento area and San Joaquin Valley communities, has increased the need for both inter-city and interregional transit service.

Where local dial-a-ride services were once sufficient for meeting the region's mobility needs, evolving transit demands now call for new and improved services. Each year COG's assessment of "Unmet Transit Needs" finds the need for expanded local, intercity, and interregional services. Sometimes these needs are not reasonable to meet from a cost-effectiveness standpoint. The challenge lies in finding a way to meet the increasing transit needs in a cost-effective manner. This can be accomplished by reducing the total cost of the system or by increasing the ridership. Reducing the cost is particularly challenging given that primary cost components are labor related. Increasing ridership seems to be the option with greatest potential for affecting a transit system's cost-effectiveness.

The availability of transit services alone will not induce individuals to leave their autos when traveling; a series of benefits, consequences (in the form of congestion and pollution), and supporting activities are also required. Studies have shown that pricing and land use (ease of access) are the two most effective means of achieving increased transit usage, congestion management, and auto-related air quality goals for the region.

Transportation and Air Quality

For areas that fail to meet relevant air quality standards, federal and state clean air legislation have set auto occupancy standards to be achieved during peak commute periods. Although not specifically required, an increased reliance on transit is expected to meet such goals. The region is committed to improved public transit as a transportation control measure (TCM) as part of the Air Quality Attainment Plan, which is part of the State Implementation Plan (SIP).

Although the provision of increased transit is key to our region achieving federal and state air quality goals and standards, it must be coupled with other supportive elements such as:

- The integration of increased density developments and transit services which support the walk-to-transit and bike-to-transit trips
- The identification and support of multimodal terminals and park-and-ride lots, as well as their integration with support commercial services to allow for trip avoidance

- The expanded support for transit services within the local communities to provide for increased mobility options and access
- Local support and mandates for employee transportation allowances, parking fees, flexible work hours, and transit pass subsidies
- Local support and mandates for fleet operator alternative fuel programs
- Local support for all alternative modes including transit, rideshare, vanpools, bicycling and telecommuting

Financing Transit

Securing adequate and stable funding to support existing and future public transportation system operations will continue to challenge COG and its member jurisdictions.

Local funds, including Transportation Development Act (TDA), State Transit Assistance (STA), and Measure K funds, are the primary source of revenue for transit systems. Other important revenue sources include farebox receipts and Federal funds.

TDA funds are based on sales tax revenues, thereby making them subject to fluctuating economic conditions. Historically, TDA funds have grown at a slightly faster rate than inflation, signifying growth in consumption due in part to population growth. Emerging commute patterns and an increased emphasis on air quality will require that Transportation Development Act funds increasingly be used to exclusively fund public mass transit projects.

Senate Bill 716 (SB 716) (Wolk 2009) requires counties that had a population of less than 500,000 as of the 1970 census, but that have a population of 500,000 or more as of the 2000 census or at a subsequent census, would require the local transportation funds (TDA) apportioned to the urbanized areas of those counties to generally be allocated for public transit purposes and not for street and road purposes, except that cities in those counties with a population of 100,000 or fewer would be exempt from this requirement. San Joaquin County has passed the 500,000 population threshold of SB 716 and cities within San Joaquin County with a population greater than 100,000 will be required to comply with this statute by July 1, 2014.

Measure K, the local ½ cent sales tax, is an important source of capital and operating funds for transit projects in San Joaquin County. The recent passage of the Measure K Renewal program secures funding to the year 2041. A large percentage of transit funding in San Joaquin County comes from the Measure K program.

Covering operating shortfalls is and will remain a primary concern for all transit systems.

Freight Rail Conflicts with ACE

Pacific Rim trade has grown substantially in the last ten years. This has resulted in a substantial increase in freight rail traffic on the Union Pacific line over the Altamont Pass, including major portions of the rail used by ACE. This has resulted in a substantial increase in freight train/ACE passenger train conflicts and a significant decrease in on-time performance of the ACE service. Over the next 10 years, freight rail demand is projected to continue to increase – posing greater challenges to ACE's on-time performance standards. ACE and the Union Pacific have a current agreement to achieve 95 percent on-time performance for the passenger rail system, but future freight demands could outweigh the passenger performance goals. Based on this reality, the San Joaquin Regional Rail Commission has identified the need to purchase and directly own the majority of ACE's service line from Stockton to Niles Junction as a top priority. This right-of-way purchase and potential track/signal upgrade is also critical to the startup of short haul rail service from the Central Valley to the Port of Oakland.

Current Transit Planning Activities

Escalon Short Range Transit Plan

The City of Escalon completed their 10-year Short Range Transit Plan (SRTP) for FY 2008/09 – 2017/18 in November 2008. The SRTP identified the 10-year operating and capital plans as well as targeted performance measures. The 10-year plan envisions the continued intracity services provided and an increase in frequency from three to eight trips per day between Escalon and Modesto. This vision is based on the availability of Measure K Renewal program funds becoming available in FY 2010/11. The capital plan identifies bus replacements during the 10-year window to replace aging vehicles and provide additional buses for the increased service to Modesto.

Manteca Short Range Transit Plan

The City of Manteca completed their five year SRTP in February 2009. The update reflects the first comprehensive look at Manteca's Transit system since its initiation in 2006. The transit system has been successful in attracting riders as attested to its 129 percent increase in ridership during the initial two years of operations.

The SRTP identified the 5-year operating and capital plans as well as targeted performance measures. Recommendations from the SRTP include a marketing plan to brand the system to increase the visibility and improve the user friendliness of the transit systems web site; developing a third route to provide two-way travel eliminating circuitous travel; reinstating the taxi voucher program; and investments in transit bus stops, safety and security, and vehicle replacements.

Tracy Tracer Short Range Transit Plan

The City of Tracy completed an update to their SRTP in September 2009. The update provided comprehensive market research analysis of the transit system, established goals, objectives and performance standards, documented transit needs through public outreach, provided service plan and fare recommendations, plans for facility development, and established a detailed operating and capital financial plan.The SRTP recommended modifications to routes with the opening of the Downtown Multimodal Transit Station in February 2010; increased bus frequency on Routes A&B during the peak commute periods; additional bus stops; the extension of Routes D&E to Kimball High School; and implementation of a subscription service between residential areas and the ACE station. The capital plan identified options for future bus replacements and propulsion types.

Ripon Short Range Transit Plan

The City of Ripon is preparing its first SRTP to evaluate the need for transit services in the City of Ripon and determine the most appropriate strategies to meet those needs. The first Technical Memorandum of the SRTP development identified the transit dependant populations, employment and service centers, funding strategies, capital equipment necessary and potential marketing and outreach activities to promote a service. Based on the above elements, a transit demand analysis was conducted.

Annual Unmet Transit Needs Planning Process

Each year SJCOG evaluates available transit services and identifies any unmet transit needs. Recently, COG's analysis found the need for an additional public forum that allows citizens to address transit needs. This forum is separate from the TDA process and will be held annually. The level of transit service included in this Regional Transportation Plan reflects the recently adopted Regional Transit Systems Plan, tempered by the level of available resources.

Interagency Transit Committee

SJCOG established the Interagency Transit Committee in August 2004. The committee was created to improve coordination and communication among transit operators within the County. The committee meets monthly and is comprised of representatives from each of the transit agencies and jurisdictions within San Joaquin County. Each year the committee focuses on specific goals to improve the overall transit system. The committee is currently working to develop a Regional ADA application for Dial-A-Ride service, and will explore the idea of having a Regional ADA certification card for passengers.

Proposed Improvements

Capital and operating projects include maintenance and expansion of existing transit services to the fullest extent possible.

Bus Service

This Plan calls for the continuation of local, intercity and interregional bus service, and is supported by the Measure K Renewal Strategic Plan. Additionally, this plan continues the countywide Dial-A-Ride program.

Capital projects include the continued improvements to the Downtown Stockton Transit Center; buses for fleet replacement, expansion, and expansion replacement; support vehicles; facility upgrades; maintenance and facility equipment; and passenger amenities, such as shelters and information boards.

Service modifications and additional service will be provided as the region grows and travel patterns continue to change. Targeted improvements to capture a greater percentage of "choice riders," particularly for intercity and commute trips will be a key target market. Additional BRT new starts service on the Airport Way and Hammer Lane corridors. A second area of BRT expansion would provide improved frequency along the intercity and interregional routes. Improved delivery of lifeline service and job access to employment centers will also be a focus. The overarching goal of finding ways to provide transit service in a cost-efficient manner that meets public needs will also continue as a key objective.

Development of the transit infrastructure to support intra-city transit is a priority for the Cities of Escalon, Manteca, Tracy, and Ripon. Procurement of buses, construction of maintenance and fueling facilities will greatly reduces the operating costs when compared to leasing vehicles and facilities.

Adequate specialized 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 need to 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. An updated Coordinated Human Services Transportation Plan, previously referenced, will provide continued strategic direction to guide the future development of the social services transportation system.

Table 7-5 lists projects included in the bus transit action program.

Rail Service

This Plan includes the operation and enhancement of the ACE 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 UP 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 Capitals passenger rails service. ACE is also exploring a greening of its locomotive fleet in conjunction with planned rolling stock replacement.

In the longer term the Regional Rail Commission is exploring the eventual extension of commuter rail service to south Sacramento and into Stanislaus County. This would require policy level and funding support from adjacent counties as well as new trackage rights agreements with 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.

Table 7-6 identifies the Action Program for Rail Corridor projects. The unfunded projects represent increased frequencies for the Altamont commuter service. Movement from Tier II to the Action program can occur in future Plans once funding to support frequency improvements is identified.

Short Range Plan, 2010-2025

Bus

- Continue to focus on cost-effectiveness and service efficiencies
- Ensure as a priority the continued provision of lifeline services for the transit dependent and transit assisted population
- Ensure that cross system coordination, such as ADA qualification, for transfer and timed connecting service is effectively developed and implemented
- Continue to expand intracity fixed route service in Escalon, Manteca, Lodi, Ripon, and Tracy, ensuring transit measures of effectiveness are applied to decisions concerning service expansion
- Incrementally develop older and disabled specialized service responding to the growing older population
- Continue to expand intercity and commuter bus service cost-effectively but with a focus on attracting choice riders and job access
- Develop the Regional Operations Center for RTD and expand service maintenance facilities and yards Lodi

- Fully implement BRT on the Downtown Transit Center to Hammer Lane start-up corridor/ incrementally extend service on Airport Way
- Continue to develop cleaner, more energy efficient passenger and service fleets as part of vehicle and equipment replacement cycles
- Implement safety and security measures as a top priority

Rail

- Participate with other passenger rail operators and service improvements between Niles Junction and downtown San Jose
- Increase passenger rail service between Stockton and San Jose. Service frequencies will be increased if demand warrants, operational funding exists, and the necessary track rights agreements are executed
- Continue to develop governance, funding, trackage rights, and operational strategies to extend passenger rail service to Stanislaus County and Sacramento County
- Develop and construct a new Amtrak Station in Stockton
- Implement planned safety and security measures as a top priority
- Continue to develop cleaner, more energy efficient locomotives and rolling stock as part of vehicle and equipment replacement cycles
- Implement Northern California Logistical Program, short-haul rail service
- Complete construction of a new passenger rail maintenance facility and yard

Long Range Plan, 2025 - 2035

Encourage each locality to develop an integrated land use and transportation planning process consistent with increasing access and use of countywide transit systems.

Bus

- Continue development of intercity and interregional service with the objective of increasing transit modal share of intercity and interregional trips and as a strategy to balance VMT and population growth
- Continue to emphasize cost effective and efficient service development
- Initiate express bus service as the County HOV network is developed as a congestion management strategy
- Ensure specialized service for the older and disable communities keeps pace with population growth in the demographic areas
- Expand service maintenance facilities and yards for Tracy

Rail

- Initiate passenger rail commute service to Stanislaus County and Sacramento County if financial agreement with other Counties permits

- Expand and improve existing passenger rail service between Stockton and San Jose.
- Improve connections to BART and other feeder transit services
- Upgrade and expand stations including improved passenger amenities and ITS equipment

Tier II RTP Projects

Tier II RTP transit projects seek to implement the goals of the short and long range transit plans of San Joaquin County transit operators. RTD's Tier II projects support local transit systems, as well as expand services as needed to keep up with population growth. SJRRC's Tier II projects continue work on the ACE extension from the Central Valley to the Sacramento Commuter Rail, continuing to replace and improve rolling stock and track, conduct a dual mode rail-road hybrid demonstration project, improvement to the rail/port to port/rail freight services, construct a direct ACE/BART connection in Alameda County, and enhancements to the Altamont corridor to increase train speeds and improve safety..

AVIATION ACTION ELEMENT

The services provided by San Joaquin County's airports address a variety of local and regional needs. The aviation system connects the traveling public and freight and cargo movers with airports in major metropolitan areas of the State and neighboring areas of Nevada. The aviation system serves the U.S. military directly or in an auxiliary fashion. Many of the airports support local farmers as well as police and medical services. Aviation activities also provide recreational opportunities for the citizens of San Joaquin County. Together, the airports provide a viable mobility option for the County's citizens and businesses.

This Regional Transportation Plan supports those activities and seeks to improve the connection of the airports with other modes of transportation.

The Existing Aviation System

San Joaquin County's aviation system includes six airports that are open for use by the general public. These airports are:

- Stockton Metropolitan Airport
- Tracy Municipal Airport
- New Jerusalem Airport
- Lodi (Lind's) Airport
- Kingdon Executive Airport
- Lodi (Precissi) Airpark

Stockton Metropolitan, Tracy Municipal and New Jerusalem airports are publicly owned, while the remaining three airports are privately owned. The characteristics of San Joaquin County's public access airports vary significantly, from size and number of operations to their types of activities and to their expected growth and impact on the local economy. As a group, the airports combine a range of services designed to meet the passenger, business, agricultural, recreational, and emergency services needs for the region. Stockton Metro, the largest airport, is a regional facility that offers the only air cargo and air passenger service in the county. Tracy Municipal Airport specializes in travel to and from the Bay Area, for both business and pleasure users. Lodi Airport provides a wide variety of general aviation services, ranging from corporate business travel to parachuting instruction. Kingdon Airport offers flight training, private flight use, and supports crop-dusting services in the area south of Lodi. New Jerusalem, a bare landing strip surrounded by farm lands, serves primarily flight training users. Lodi Airpark is a family operation, owned and used primarily by a local crop-dusting business.

Stockton Metropolitan Airport

Stockton Metropolitan Airport is the largest publicly owned airport in San Joaquin County on 1,552 acres. It is located on the Southern boundary of the city of Stockton in the heart of California's central valley.

The airport is conveniently located between two major north-south thoroughfares; Interstate 5, 1.5 miles to the West, and State Highway 99, which borders the airport on the East side. The airport's facilities and

physical location afford Stockton Metropolitan Airport the flexibility to respond to increased transportation demands. With other Bay Area airports nearing capacity and having limited expansion potential, Stockton Metropolitan Airport is well positioned to undertake an expanded regional role. Stockton Metropolitan Airport is the only commercial service airport in the County and the only one capable of accommodating large jet aircraft.

Stockton Metro facilities include two parallel runways, high-speed taxiways, aircraft parking and storage facilities, a 44,500-square-foot passenger terminal with four passenger gates, a full-service air cargo facility and warehousing complex, aircraft hangars, and a commercial/industrial business park. The main primary instrument runway is used chiefly by commercial and military aircraft. The secondary runway, 11R/29L, is used by general aviation aircraft. There are three airline gates and no airfreight gates. General aviation facilities include 152 hangars and 143 tie downs. The airport has four fixed-based operators. There are approximately 195 aircraft based out of the airport, made up of single and multi-engine, jet propelled and military aircraft.

Due to the recent work completed for the airports Master Plan Update, recent operational data is available. Data from the air traffic control tower shows 70,892 total operations from July 2007 to June 2008. Of the total operations, 17,528 were local operations. Itinerant operations, which account for 75% of total operations, are performed by aircraft using the Airport for air carrier and air taxi operations and by general aviation aircraft accessing the Airport for business or personal use.

Services provided for passenger convenience include an airport terminal, three air carrier gates, 550 low-cost parking spaces, auto rental offices, a coffee shop and restaurant, a lounge, and a gift shop.

Passenger Service

Commercial passenger service, discontinued in 2003, was reinstated with the arrival of Allegiant Air, which offers three weekly flights to Las Vegas, NV. Allegiant Airlines is also hoping to introduce commercial passenger service between Stockton and Hawaii. This service is anticipated to begin in the late fall of 2010.

To facilitate commercial development at the airport, airport property is now included in Foreign Trade Zone #231. This designation will be useful for businesses located within the Centre Porte Business Center, the Airmetro Business Park, or other areas at the Airport. In addition, construction was completed on the Arch Road/Route 99 Interchange project which improved roadway access to the airport area. Additional near-term projects that will greatly improve access from I-5 is the construction of a new eight-lane roadway (Sperry extension) from the French Camp/I-5 interchange to McKinley and widening of the existing Sperry Rd. from two to eight lanes.

General Aviation
Stockton Metro is an active general aviation airport. A number of Stockton area corporations use the facility for their aircraft operations. There are numerous fixed base operators and services located at the airport. General aviation services offered include: charter services, flight schools, aircraft sales, fueling, maintenance/repair services and aircraft storage.

Military Use
Thirty-three military aircraft are based at Stockton Metro. Training exercises are still conducted with fixed wing aircraft along with non-fixed type aircraft.

Other Airport Activities
As San Joaquin County's regional facility, Stockton Metro serves as a site for important public health and safety services. Among the operations that take place or are based at the airport are: County Sheriff helicopter operations, hospital "life flight" activities, and forest and brush fire suppression aircraft operations.

Airport Land Use
Stockton Metro is focused on keeping incompatible land uses outside of the highly impacted airport zones. The area around the airport is partially within the City of Stockton, and partially within the unincorporated area. Based on the general plan, land use designation for this land in both jurisdictions is primarily commercial/industrial or agricultural, designations that are compatible with airport operations. However, some areas within the high noise contours allow existing residential use and infill development.

Zoning on the airport property is Airport Multi-Use, which should encourage commercial development at the airport. The area around the Airport has all been designated for development, except the area to the south. This area has a General Plan designation of General Agriculture and a Zone Classification of General Agriculture, 40-acre minimum parcel size.

The airport property now includes the Centre Porte Business Center, along with the Airmetro Business Park. The Centre Porte Business Center is located on the north side of the runways, and bounded on the north by Arch-Airport Road and on the east by Rt.99. The Airmetro Business Park is located at the main entrance to the Airport. Both business centers are located within an established Enterprise Zone and, as part of the Stockton Metro Airport, have recently been designated a Foreign Trade Zone.

Ground Access
Ground access to Stockton Metro is limited to two primary routes: Airport Way and Route 99 via Arch Road. No direct access road to Interstate 5 currently exists, although the City of Stockton will be extending Sperry Road east to Arch Road and improve the French Camp/I-5 interchange by 2013. This project is included in the short range improvement portion of this RTP. San Joaquin RTD is also planning to expand BRT service to Stockton Metro. This project is incorporated in the Bus Action Plan. This is a dual project with the City of Stockton and San Joaquin RTD.

Master Plan Update

In 2008, Stockton Metropolitan began the preparation of a major update to its current Master Plan. As part of this Master Plan Update, aircraft activity at Stockton Metropolitan is currently forecasted to increase to 99,900 annual operations over the 20-year forecast period. This forecast
anticipates that the Airport will experience the greatest percentage of growth in business jet and
air carrier activity. This high growth forecast is based on the following assumptions:

1. Neighboring airports are experiencing capacity constraints;
2. Population growth in Stockton Metropolitan Airport's service area is expected to continue; and
3. Stockton Metropolitan Airport has the facilities to accommodate additional growth (e.g.,
   longest runway in San Joaquin County sufficient land to accommodate new facilities).

Additionally, the County is aggressively planning for a primary air cargo carrier at the Stockton Metropolitan Airport. Initially, it is expected that the air cargo operator will conduct only one cargo flight in and out of the Airport per night. Over the 20-year timeframe, air cargo activity is anticipated to increase to 20 daily flights by 2028. Immediately adjacent to Stockton Metropolitan Airport is a 550-acre master-planned business park, Airpark 599. With more than 5 million square feet of development to begin construction in 2009, one quarter of the development area at Airpark 599 has been dedicated for airport-related and air cargo space. A key attribute and advantage of the site is that occupants will have direct runway access at the airport.

Tracy Municipal Airport

The second largest publicly owned airport in San Joaquin County is Tracy Municipal Airport. The airport is located approximately 4 miles south of the city center. Tracy Municipal is owned by the City of Tracy, but operated by the Tracy Flight Center. Fixed base operations, such as aircraft maintenance, flight school, aviation supplies, and fuel, are contracted out by the City. The City only rents hangars and tie-downs. Airport property includes 310 acres.

The runway configuration at Tracy Municipal consists of two active runways: One is the primary while the other is considered a secondary runway. The main runway is 4002 feet long, and the secondary runway is 3438 feet long. Both runways allow for instrument approaches. There are no runway alterations planned at this time. The current annual operations for the airport totals 59,701. This includes 20,475 local operations and 39,226 itinerant operations. The 20-year forecast for the airport is 107,200 annual operations.

Existing structures on the airport property include hangars, tie-downs, automobile parking, and a fueling facility. There is currently one fixed base operator at the airport.

General Aviation
Tracy Municipal Airport is exclusively a general aviation airport. The facility is primarily used for business, flight training, and recreational flights. There are approximately 120 aircraft based out this airport, made up of mostly single engine along with multi-engine (4) rounding out the rest.

Other Activities
Tracy Municipal is used by a wide variety of aircraft: helicopters, Lear jets, hot air balloons, gyrocopters, paraplanes and crop dusters.

Airport Land Use
Due to continuing development in the southern part of the City, the Tracy Airport has experienced conflict with surrounding land uses in recent years. The most heavily impacted areas around the airport are reserved for industrial use, but these uses have not always been adequately regulated. As a consequence, there are some incompatible land uses near the Airport. With the adoption of a major update to the Airport Land Use Compatibility Plan in 2009 by the County's Airport Land Use Commission, the compatible land uses within the airport's area of influence have been more clearly defined.

Ground Access
Ground access to the Airport is available on Tracy Boulevard, by way of I-205, or Eleventh Street (Business I-205) to the northeast.
No bus, shuttle, or rail service to the airport is available. However, the Southern Pacific rail line is 2-miles from the airport. There is a potential for rail service with shuttle connections to the airport via this rail line.

New Jerusalem Airport

The New Jerusalem Airport, owned by the City of Tracy, is located about four miles southeast of the city. The airport can accommodate only small, light aircraft. The airport property covers 315 acres, though 174 acres are leased for agricultural use.

The New Jerusalem Airport is unattended and offers no services or facilities for based aircraft. The airport is essentially a 3530-foot runway with a taxiway. There are no airfield support facilities located at the airport with no future plans for improvements or additional airport facilities at this time.

New Jerusalem Airport is unattended and, therefore, no records are kept regarding its operations. The current annual operations for the airport are estimated to be 4,000. The 20-year forecast for the airport remains the same at 4,000 annual operations.

Lodi (Lind's) Airport

Lodi Lind's Airport is a private airport located about three miles north of Lodi, on the west side of state highway 99, just south of Collierville. This airport is the most active of the privately owned public access airports in the county. Lodi Lind's can accommodate all general aviation aircraft, some business jets and even DC-3 planes.

Lodi Airport has two runways. The main runway, with an orientation of 12/30, has dimensions of 42' by 3735. The secondary runway, with an orientation of 8/26, is 26' by 2,070'. The runway facilities allow for an instrument approach. Buildings on the property include: an administration office, a restaurant, and hangers for 167-based aircraft, a skydiving school, and various business buildings. Future airport facility plans include a 1,000-foot runway extension to the southeast and the building of additional condo-hangers.

Operations include charter plan services, corporate jet flights, and business flights. The Airport is also home to three agricultural services firms. In addition, the Airport offers flight support services including 24-hour fuel and aircraft maintenance. The current annual operations for the airport totals 54,000. This includes 28,080 local operations and 25,920 itinerant operations. The 20-year forecast for the airport is 150,000 annual operations. The growth is anticipated to occur in the local and itinerant piston aircraft with moderate growth in larger turboprop and jet operations

Kingdon Airpark

Kingdon Airpark is a privately owned airport located about 3 miles southwest of Lodi and five miles northwest of Stockton. The airport is privately owned and was originally constructed in the 1940s to support military training activity during World War II. The airport presently hosts a variety of aviation activities including pilot training and aerial application of agricultural chemicals. The airport has several types of hangars for lease and also provides aviation fuel services. The airport is also home to the Delta Flying Club. Current facilities at Kingdon Airport include a visual approach runway, 60' x 3705, with a 12/30 identification. The current annual operations for the airport totals 24,472. This includes 20,460 local operations
and 3,812 itinerant operations. The 20-year forecast for the airport is 84,500 annual operations. The aircraft fleet mix for the long range scenario is expected to have an increase in the number of business jets and turboprop aircraft for itinerant operations.

Lodi (Precissi) Airpark

Lodi Airport, originally built in 1945 as a public use airport, is located south of the City of Lodi in an unincorporated portion of San Joaquin County. The airport is privately owned and its primary function is a base for a commercial aerial chemical application service for both agriculture and insect abatement purposes. Lodi Airpark is also used for pilot training activity.

The airport has one runway that 1875 feet in length with a 7/25 orientation. Hangars for the 9-based aircraft are also on the property. The airport does not have any approach aids or runway edge lighting and there are no additional airport facilities planned for Lodi (Precissi) Airport at this time. The current annual operations for the airport totals 6,000. This includes 1,000 local operations and 5,000 itinerant operations. The 20-year forecast for the airport is 12,000 annual operations. No fuel or other services are available to the public.

Needs and Issues

Demand

A top priority at Stockton Metro Airport is to continue to develop and expand air passenger service. As the County and the surrounding market region continues to grow over the next 25 years, it is anticipated that market conditions will support an expansion and diversification of service. Passenger facility and terminal improvements will be developed as needed to respond to air passenger service needs. The airport's Master Plan update, expected to be completed in early 2011 will facilitate the planning for these improvements.

According to reports from Tracy and Lodi Airports, demand for general aviation facilities exceeds supply. Tracy Municipal Airport maintains a waiting list for hangar space and has recently built 44 new hangars.

Ground Access

Stockton Metro Airport has the greatest opportunities for expanded ground access options. Bus, and shuttle services are modes that could be, but are not currently available for airline passengers. The remaining airports are more isolated from a population center, and serve primarily general aviation needs, so the opportunities for transit services are more limited or unneeded. Stockton Metro will be much easier to reach once the planned Arch-Sperry Road connection to Interstate 5 is completed in 2013. Expanding the Bus Rapid Transit service to Stockton Metro will improve connections with the airport and the Downtown Transit Center (DTC), and allow riders to connect to other bus routes at the DTC.

Airport Land Use

Over the past decade, former agricultural areas in San Joaquin County have been developed for residential or commercial use. Since many of the region's public access airports are in agricultural areas, or in the urban fringe, much of the new growth is moving closer to the airports. Assuring that the area around the public access airports is devoted to compatible uses has become a more challenging task in this high growth environment.

The SJCOG Board of Directors assumes the responsibility as the Airport Land Use Commission (ALUC) which regulates land uses around the airport areas of influence through its Airport Land Use Compatibility Plan (ALUCP). The purpose of the ALUCP is to provide for orderly growth of each public access airport and the areas surrounding each airport, and which safeguards are used for the general welfare of the inhabitants within the vicinity of each airport and the public in general. The plan, originally adopted in 1982, was updated and amended in 1993 and 2009 to be a more effective tool in protecting airport operations. The most recent amendment to the ALUCP was approved by the SJCOG Board in 2009, which changes the land use zones for all of the general aviation airports, in accordance with Caltrans planning guidelines. As part of the update scope, new noise contours were established including the use of single-event noise analysis. The update included the adjustment of building height guidelines and safety standards for each one of the airport surfaces. Geographic Information System (GIS) airport layers were also created that correlate with noise contours and the safety guidelines within each contour for better review of projects to support the continued sustainability and enhancement of airport infrastructure and overall public safety.

It should be noted that due to the preparation of a major update to its Master Plan, the Stockton Metropolitan Airport was not included in the 2009 update. The ALUC will amend the 2009 ALUCP to incorporate Stockton Metropolitan as soon as the County's Board of Supervisors approves the Master Plan and certify the Plan's EIR.

Noise, height and safety issues are regulated through regional standards set in the plan by SJCOG, as the ALUC. General Plans, General Plan amendments, specific plans, Environmental Impact Reports (EIRs), and development applications that fall within an airport's Area of Influence are reviewed and commented on to ensure compliance with the ALUCP. A developer fee is levied by the responsible jurisdiction to offset the cost to the extent possible of reviewing projects and maintaining the ALUC.

Even with a comprehensive ALUCP in place, as growth occurs, the physical relationship of development to the airport and the impact that this will have on the future of the airport operation and the health and safety of the public can become a concern. This has been a topic of concern especially for the Stockton Metropolitan Airport and Tracy Municipal Airport.

Aviation Planning Activities

Stockton Metro Airport Master Plan and Update

As noted above, in 2008 Stockton Metro began a major update to the 1997 Airport Master Plan. The new Master Plan will include a conceptual site plan and the following new land uses and facilities: relocate terminal facilities; runway modifications; new taxiways and aprons; replace Airport Surveillance Radar; commercial and industrial land use area; and access to Airport East property.

Tracy Municipal Updated its Master Plan in 1998

The Tracy Municipal Airport Master plan covers the periods from 1998 to 2016. Forecasted plans would support up to 107,000 annual operations, double the amount in 1995. Among the issues dealt with in the Master Plan update included land use compatibility, potential land acquisition requirements, activity forecasts, facility requirements, and funding requirements.

Proposed projects in the Master Plan include the relocation of the Airport's fuel storage area, a new electrical system and vault, runway and taxiway construction (principally slurry seals), new hangar facilities, land acquisition, improvements to the Airport water and sewer systems, a pilot's lounge, improvements to the Airport's entrance, an aircraft wash rack with drainage improvements, and a helicopter landing pad.

Proposed Actions

Proposed Actions in this Aviation Action Element are best understood if one first has an overview of Airport Financing in San Joaquin County.

Publicly owned airports in San Joaquin County receive funds for airport improvements from four sources:

- Federal Aid to Airports
- California Aid to Airports Program
- Income (various sources)
- Local subsidies

The privately-owned airports obtain all their revenues from income--lease of hangars or airport property, landing fees, airport rentals, instructional services, fuel sales, etc., although some safety projects are eligible for California Aid to Airports program funds.

Stockton Metro Airport funds the majority of its capital improvements with Federal Aid to Airports grants. For runway, taxiway or other related improvements, Federal Aviation Administration funds cover 90% of the total cost. For passenger-related improvements, the Federal Aviation Administration requires a 50% match.

Tracy and New Jerusalem also receive monies from a discretionary allocation that the California Transportation Commission makes to small and medium-sized general aviation airports. These funds are raised from the aviation fuel tax. The State of California also offers low interest loans to general aviation airports for capital improvements.

While most airport programs are funded by earmarked revenues (fuel taxes, etc.), the availability of such revenues is discretionary and does not always guarantee that funds will be secured and allocated for projects. Private airports will continue to rely solely on

their ability to generate income for needed improvements. If demand for services remains strong, income is likely to cover the cost of new capital facilities.

Ongoing Efforts

- Support and assist in development of additional passenger air carrier service at Stockton Metro.
- Assist Stockton Metro in expanding facilities to meet growing general aviation demands.
- Continue to work with the privately owned airports to support their operations and to maintain compatible uses within the airport area of influence.
- Continue to work with the local jurisdictions to keep land uses around the airports in the County compatible with airport operations.

Short Range Plan, 2010-2025

- Work with the Tracy Municipal Airport and Stockton Metropolitan Airport to obtain funding from the state and federal governments for their respective development programs.
- Assist San Joaquin RTD and the City of Stockton as needed to implement the Bus Rapid Transit expansion route to the Stockton Metro Airport and surrounding area.
- Work with Stockton Metro in the update of the Airport Master Plan.
- Update the ALUCP.
- Assist the City of Stockton and San Joaquin County to fund and complete the Arch/Sperry Road widening and extension project.
- Continue to work with the Lodi Lind's Airport to support its operations and to maintain compatible uses within the airport area of influence. Of particular interest to SJCOG is the development of aviation easements and rules for their usage for privately owned and public access airports.
- Complete and implement the Action Plan of the Central California Aviation Systems Plan.

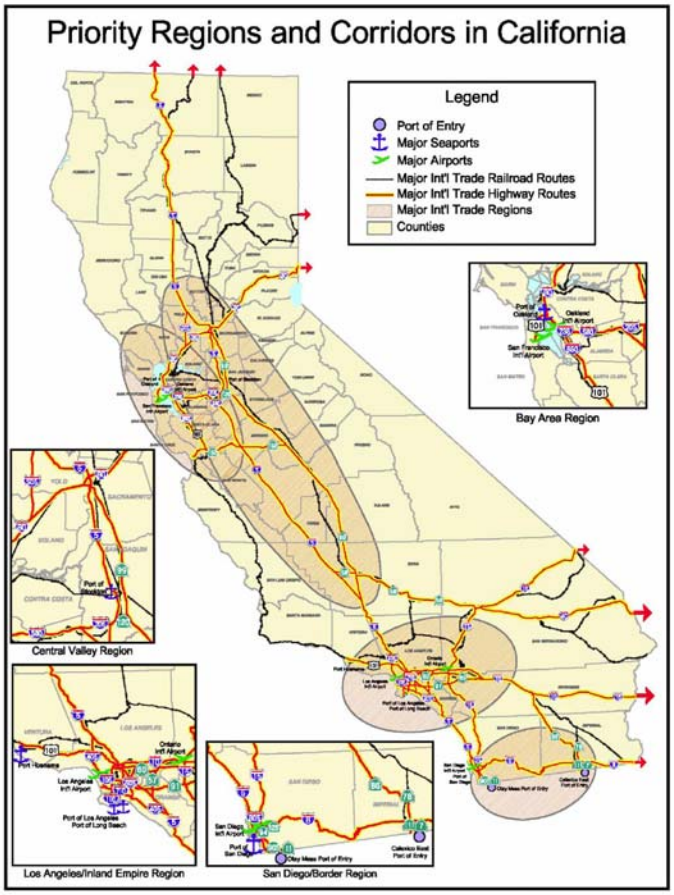
Long Range Plan, 2025-2035

- Protect and support the expansion of general aviation service at Tracy Municipal, Stockton Metro, and Lodi Lind field.
- Continue to work with County airports on land use compatibility issues.
- Continue to assist Stockton Metro Airport to develop and improve its capital facilities and to grow both the air passenger and air cargo markets.
- Implement the Action Plan of the Central California Aviation Systems Plan;
- Continue to work with public access airports to increase their access to State and federal funds.

GOODS MOVEMENT IN SAN JOAQUIN COUNTY

Goods movement throughout the San Joaquin Valley, and particularly within San Joaquin County, is a key component of the economic vitality and growth of the region. San Joaquin County is ideal for the multi-modal movement of goods throughout the region. The San Joaquin Valley region is one of the four major international trade regions in California, as noted in the 2007 State Goods Movement Action Plan (GMAP)

The goods movement industry and a cohesive transportation infrastructure are directly linked to job creation and the overall improvement of the economy. Improving the goods movement infrastructure also is pivotal to relieving congestion on freeways and increasing mobility regionally and interregional. Furthermore, private and public partnerships are essential for the betterment of the goods movement industry.



The Existing System

San Joaquin County has a unique intermodal system consisting of a state and interstate highway system, inland port, major railroads, a metropolitan airport., pipelines, and intermodal yards. These assets are as follows:

1) ***The Highway Transportation Infrastructure System*** (HIS) links San Joaquin County to major California urban markets, and is particularly critical to the field-to-market component of the extensive agricultural operations in the Valley. The San Joaquin County is a major Northern California distribution point where two primary North-South highways, I-5 and State Route 99 intersect, and are joined by the Stockton Crosstown Freeway and Highway 120 through the City of Manteca. I-5 is the main North-South route for freight movement along the West Coast from Canada to Mexico. State Route 99 is the main inland route through center of the State which connecting major cities throughout the San Joaquin Valley. I-205, which aligns with I-580 running

west, is the gateway of goods movement from the San Joaquin Valley to the Greater Bay Area. Numerous trucking lines and carriers are dependent on the San Joaquin County's ground transportation infrastructure both for through travel and the movement of goods to and from the Port of Stockton, railroad intermodal yards, and the Stockton Metropolitan Airport. The graphic entitled "Priority Regions and Corridors in California" is from the State of California's Goods Movement Action Plan which shows the important the transportation infrastructure of San Joaquin County and the entire Valley is to the State of California.

2) The ***Port of Stockton***, located on the Stockton Deepwater Ship Channel, 75 nautical miles due east of the Golden Gate Bridge, the Port of Stockton, California, owns and operates a major, diversified intermodal transportation center that encompasses more than 2000 acres of operating area and real estate. The Port has over 11,000 lineal feet of waterside docking for vessel berthing and cargo operations. There are 40 miles of rail track which can be served by the Union Pacific Railroad (UP) or the Burlington Northern Santa Fe Railroad (BNSF). On-dock rail and rail service to more than seven million square feet of warehousing are both available, including over 700,000 square feet that is waterborne transit shed warehousing. Dry bulk, break bulk, and general cargo shipments compose the largest percentage of the Port's dockside operations. Stockton's deepwater channel has a designed depth of 35 feet at mean low water based upon U.S. Army Corps data. Panamax-sized vessels with load capacity up to 45,000 ton dead weight class fully loaded and partially loaded 80,000 ton dead weight vessels can be accommodated. There is no width restriction of vessels, and ships up to 900 feet in length can navigate the Stockton Ship Channel. The Port is one mile from Interstate 5 and all interconnecting major highway systems. The nearest port of entry for container cargo is the Port of Oakland.

3) The San Joaquin County based major railroads include the ***Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroads.*** The UP intermodal terminal plays a critical role in the railroad's California service profile, and serves both the San Joaquin and Sacramento regions. In 2002, the facility was made the western US terminus for the railroad's "Blue Streak" cross-country container service. Operated in cooperation with the Norfolk Southern Railroad, this expedited service provides a major link for double-stack container trains moving eastbound and westbound via Chicago between the Port of Oakland and major transshipment terminals in eastern Pennsylvania and New Jersey. The "Blue Steak" service was expanded to handle containers moving between California and Atlanta, Georgia. The Northern California-Northeast corridor through Lathrop also connects to the Union Pacific's service connecting Los Angeles with Dallas, Texas and Memphis, Tennessee.

The BNSF facility is the result of an $80 million investment by the company that will connect freight to BNSF's 33,000 miles of track across 28 states and Canada. The new facility contains two loading and unloading tracks, averaging 7,000 feet in length, with the capacity to hold approximately 150 intermodal railcars. Storage tracks accommodate 230 intermodal railcars and have more than 800 containers and trailer parking spaces. In

addition to building the facility, BNSF established a 55-acre wildlife sanctuary for the preservation of native species and contributed more than $9 million to intersection and roadway improvements.

Reciprocal switching agreements between both lines provide the local economy with efficient rail service.

4) The ***Stockton Metropolitan Airport*** is located on the Southern boundary of the city of Stockton in the heart of California's central valley. The airport is conveniently located between two major north-south thoroughfares; Interstate 5, 1.5 miles to the West, and State Highway 99, which borders the airport on the East side. Situated on 1552 acres of land, the Stockton Metropolitan Airport has an 8,650 foot long, 150 foot wide primary ILS runway, with a take-off distance available of 11,037 feet. The Stockton Metropolitan Airport air cargo capabilities, long runway, and warehouse facilities allow it to accommodate wide-body aircraft for transportation of all types of cargo. In 2002, the airport launched a $10-million improvement program with air cargo in mind. The primary enhancement is an expanded cargo ramp area encompassing approximately 10 acres. Warehousing and cold storage facilities are available adjacent to an additional air cargo apron. Low landing fees and convenient access to the region's highway system make Stockton Metro an extremely cost effective alternative to other Northern California airports.

Private/Public Sector Partnerships

Formulating and maintaining private/pubic sector relationships is necessary to gain insights and development strategies to best respond to the challenges to improve the goods movement industry. SJCOG will continue to foster private/public sector relationships and engage in the following committees/organizations:

Goods Movement Task Force (GMTF)

In 2006, SJCOG assumed the role to develop and staff the GMTF which represents a broad spectrum of public and private sector goods movement interests for promoting economic development in San Joaquin, Stanislaus, and Merced counties. The GMTF is comprised of representatives from private goods transportation companies, public sector, ports, shippers and receivers, public agencies (e.g., Caltrans, MPOs, Special Districts) with goods movement concerns to:

"Build consensus among public and private sector goods movement interests for improving the safety and efficiency of goods movement while improving mobility, air quality, social justice, the economy, and protecting the environment."

The GMTF's primary objectives are to:

- Improve the transportation of goods;
- Identify and resolve goods movement impediments;
- Advise the Regional Transportation Planning Agencies (RTPA's) and other public agencies concerning specific goods movement concerns, issues, and priorities;
- Educate each other about the broad spectrum of issues that affect goods movement mobility and safety;
- Recommend specific changes to policies and practices that would improve goods movement mobility;
- Participate in RTPA transportation planning and investment decision processes;
- Identify and support implementation of promising and effective strategies to improve goods movement; and,
- Promote inter-regional partnerships and cooperation.

The Committee continues to meet on an every other month basis.

Northern California Trade Corridor Coalition (NCTCC)

The NCTCC is organization that will provide the continuity to bring both private and public sector stakeholders together. The coalition includes the Metropolitan Transportation Commission, the Sacramento Council of Governments, the Stanislaus Council of Governments, the Ports of Oakland and Stockton, and other transportation agencies. The coalition is currently focused on longer term establishing the framework for a joint application in response to Trade Corridor Program as part of the California State Infrastructure Bond supported by the voters in November 2006. Longer term, the coalition will focus on improving freight movement and logistical interconnections in Northern California and on freight policy and programs for the next federal transportation reauthorization bill.

The NCTCC's goal is to secure our economic future by investing in the most critical improvements to the Northern California Trade Corridor. Members fully support the following efforts:

- Organize other businesses to join and support the Northern California Trade Corridor Coalition;
- Educate the business community, elected leaders and the public about the importance of the Northern California Trade Corridor; and,
- Advocate for state, federal and other resources to fund critical improvements to the Northern California Trade Corridor.

West Coast Corridor Coalition

SJCOG has taken an active role with other MPOs, and the Departments of Transportation from WA, OR, and CA, in developing a WCCC.

Freight forecasts indicate that the volume of freight traffic could well double by the year 2020 from population increases. Road, rail, and marine freight transportation infrastructure on the West Coast is already under tremendous strain in terms of both capacity and safety. That is true for east-west US transportation routes originating and terminating on the West Coast, which are vital arteries for handling America's Asia-Pacific trade. It also applies to north-south road and rail infrastructure systems on the West Coast, which handle massive volumes of West Coast interstate trade and NAFTA trade. The WCCC's goal is to assist Alaska, Washington, Oregon, and California - under a proposed governing body that would combine state, local, and private interests - in coordinating combined inter-modal, freight, and passenger transportation systems and in making a national case for increased investments in west coast transportation systems. The sub-committee structure is as follows:

- Goods Movement;
- Intelligent Transportation Systems;
- Federal Appropriations Requests; and,
- Administration.

Goods Movement Plans, Studies, and Related Efforts

Numerous plans and studies have been conducted including the development of a truck forecasting model, the identification of rail movements to ease truck traffic on congested corridors as well as inland rail shipments to inland ports for movement of goods to coastal sea ports to ease congestion. These studies have all been done with public and private partnerships.

The results of the following plans and studies recently completed and in progress, are valuable resources to better the movement of goods.

Goods Movement Action Plan (GMAP)

The GMAP is an initiative of the Schwarzenegger Administration to address the complex issues surrounding goods movement in California. The GMAP describes a comprehensive and actionable program spanning the next decade to address operational concerns, current and future infrastructure needs, environmental, public health and community impact mitigation, public safety and security issues, and workforce development opportunities regarding goods movement on a statewide basis. Implementation of the plan will help California have a "green," efficient, and safe goods movement system that supports jobs and economic prosperity while improving the environment and quality of life for communities adjacent to California's goods movement corridors.

CIRIS Project

The potential for a rail container shuttle connecting the Ports of Stockton and Oakland is an attractive option as highways increasingly become overcrowded. The "inland port" concept allows seaport facilities to be duplicated in inland locations reducing the amount of waterfront property needed at prime seaport locations. According to a 2002 Tioga Group study, a dedicated rail shuttle between The Ports of Stockton and Oakland is technically and economically feasible with a sufficient amount of public subsidy. A combined strategy of near-term cargo opportunities, facility investments, and support for non-port rail initiatives is most likely to increase cargo volume. A follow on study, completed in 2006, identified the feasibility and steps required to establish a pilot short haul rail system from the San Joaquin Valley to the Port of Oakland. SJCOG is pursuing this proposal with other public and private parties as a potential component of a Trade Corridor Investment Fund application.

Port of Stockton Port Access Feasibility Study

This study was developed to determine the feasibility of a State Route 4 extension west of the I-5/SR-4 interchange in conjunction with providing the necessary access to the Port of Stockton. This extension would complete the gap between the termini of the Cross Town Freeway (at Fresno Ave) and the existing 2 –lane highway section of State Route 4 (also known as Charter Way). The objectives of the study were to 1) develop an understanding of existing an dprojected truck travel patterns and volumes; 2) develop traffic models and analysis for existing conditions and future years; and 3) develop project alternatives and evaluate those alternatives using screening criteria.

Phase I of this study looked at improving local roadways as a solution to meet the projected increased traffic demands from the Port and local industrial areas. Phase II of the study examines the viability of extending State Route 4 to the West.

Track Acquisition, Alignment, and Improvements from San Joaquin County to the South Bay Area

The San Joaquin Regional Rail Commission (SJRRC) successfully secured a 5-Year Track Rights Agreement with Union Pacific Railroad that provides for $27.2 million worth of major capital improvements to the fixed-rail between Stockton and San Jose. While the primary incentive for these improvements is to ensure safety, reliability, and speed for passenger rail service, the improvements will have spillover benefits for freight movement on the line.

The SJRRC is also pursuing a $300,000,000 track acquisition and realignment project that will allow the Altamont Commuter Express (ACE) line to gain greater independence from the lines used for freight. If successful, this acquisition would provide for greater capacity on the line going over the Altamont Pass to be used for short and long-haul rail.

San Joaquin Valley Goods Movement Study (Phase III)

The San Joaquin Valley (SJV) Goods Movement Study project is the third phase of a goods movement studies in the San Joaquin Valley. The project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integrates with local models. A model has been developed to provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the Valley.

The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model tested modified scenarios from Phase II and other goods movement scenarios in future years, such as:

- Truck bypass in Fresno County;
- Shafter Intermodal Facility;
- An "all truck" lanes on South and West Beltway facilities around Bakersfield in Kern County;
- Truck movements along the Route 132 Corridor in Stanislaus County;
- Truck diversion potential (in several communities) in Merced County; and,
- CIRIS Project truck related studies in San Joaquin County.

HOV/Ramp Metering

In 2009 the Northern San Joaquin Valley Regional Ramp Metering and High Occupancy Vehicle (HOV) Study was completed in partnership between the San Joaquin Council of

Governments, the Stanislaus Council of Governments, the Merced County Association of Governments, and Caltrans. This study assessed the impacts and benefits that HOV lanes and ramp metering would have in managing the traffic on major highways in San Joaquin, Stanislaus, and Merced counties. The outcomes of this study indicate a direct benefit to the on ground goods movement industry.

Railroad Grade Crossing/Separation Improvements

SJCOG recognizes the need for Railroad Grade Crossing Improvements, particularly grade separations, facilitate the movement of goods by reducing rail/roadway conflicts. Benefits accrue to both the rail traffic and the roadway traffic. Additionally, grade separations reduce congestion and improve safety for both trains and vehicles. The Measure K program places a significant emphasis on importance and delivery of railroad crossing and full separation projects. Measure K renewal includes over $77 million for grade separation projects. Additionally, Proposition 1B includes $250 million statewide for grade separation projects.

Regional Expressway Study

The Expressway Study identifies a system of expressway routes in San Joaquin County which would improve regional connectivity, relieve congestion of freeways, and improve connectivity to adjacent counties in a cost-effective manner while supporting local land use plans. This study focuses on expressway links between communities and to other counties, but also addresses and recognizes local expressways. These linkages must be compatible with existing and planned expressway and arterial roadways within a community and with planned freeway interchange improvements where a point of connection can be made with a freeway. The study also outlines future steps to implement the proposed system.

The outcomes of this study will have a direct benefit to the goods movement industry due to the connectivity between communities as well as the relief of congestion from the highway system. Study is expected to be complete by March of 2008.

Goods Movement Challenges

San Joaquin County's strategic geographical location is the interregional hinge point of transportation and goods movement to and from the Bay Area, the San Joaquin Valley, the State of California, and the nation.

The region provides an integral link in goods movement for both the railroad and trucking industries. Highway 99 and Interstate 5 are vital north-south corridors. Highway 99, from Bakersfield to Stockton, carries more than a million vehicles a day. It is the backbone of California's goods movement infrastructure as well as the "main street" of the San Joaquin Valley. Safety and capacity improvements to Highway 99 are essential to increase economic prosperity. East-west corridors also are becoming

increasingly congested and require improvements. There is increasing demand for short and long-haul rail, especially from the Port of Stockton to the Port of Oakland as well as expanding passenger rail service.

Location is not necessarily San Joaquin County's strongest asset without the infrastructure to support it. The goods movement industry is directly related to the economic prosperity. Economic activity and development require mobility. The economy moves on local streets, state highways and rail, and through seaports and airports.

San Joaquin County is the fastest growing region in the San Joaquin Valley. As congestion increases and the workforce spends increasingly long periods of time commuting, it is imperative that a multi-modal approach is used to improve the transportation system in order to support and attract capital investment and foster economic development.

The Port of Stockton and the Metropolitan Airport are considered the critical assets that must be expanded upon for the good of the region's future economic growth. These assets must be made ready to attract the right companies and investment to the area. All efforts must be made to improve the transportation infrastructure to its fullest potential to support the movements of goods. In turn, this will foster economic development beyond the current market trends.

Agriculture and the food processing industry provide a stable base to the economy of San Joaquin County. However, accommodating population and economic growth pressures have resulted not only in the loss of agriculture land, but also an increase in traffic congestion on the rural roadways that facilitate the "farm to market" goods movement. This congestion also impacts the safe and timely delivery of fresh produce to market and processing plants.

Farm transportation needs also involve the need to move farming equipment along rural roadways. These roadways are usually one-lane roads with limited shoulders. Heavy, slow-moving farm equipment along these roads conflict with commuter travel requirements and creates unsafe travel conditions.

The I-205/580 highway corridor and Altamont Pass and Mococo UP rail line connections to the Bay Area are key strategic gateway connections for freight movement. Both highway and rail infrastructure development is critical to the future freight and logistics industry in this area and will be a focus of project and infrastructure proposals.

Proposed Capital Improvements

Federal, State, and local funding have been identifies for transportation projects that will have a direct benefit to the goods movement industry.

Street and highway improvements that will have benefits for the movement of freight are listed in the Street and Highway Investments (Tables 6-1, 6-2, 6-3, and 6-4). Rail corridor improvements that impact freight movement, such as sidings, signalizations, and improved alignments and grades, are shown in the Transit Investments (Table 6-6). These rail corridor enhancements are being done for the primary benefit of commuter rail services, yet it is acknowledged that they will have secondary benefits for the movement of freight on rail.

California's Green Trade Corridor

In 2010, the Port of Stockton in coordination with the Port of Oakland and West Sacramento was awarded Transportation Investment Generating Economic Recovery (TIGER) funding from the American Recovery and Reinvestment Act of 2009. With this funding the Ports of Oakland, Stockton and West Sacramento will establish a barge service linking the Ports of Stockton and West Sacramento to Oakland to provide an alternative transportation option that removes trucks from the region's heavily congested corridors, reduces energy consumption and reducing greenhouse gas and diesel particulate matter emissions

Proposed Actions

Short-Range Plan (2010-2025):

- Work with the GMTF Committee, as well as other goods movement related committees to identify operational and other needed improvements to facilitate goods movement in and outside of San Joaquin County;
- Work with Caltrans to implement elements of the GMAP and other state sponsored projects;
- Partner with private/public sector to develop and submit a Northern California Application for the Trade Corridor Account Program;
- Improve access to the Port of Stockton;
- Improve connectivity of goods movement between the Stockton Metropolitan Airport to Interstate 5 and the Port of Stockton;
- Support the Stockton Metropolitan Airport's need to establish infrastructure that will support the movement of goods from the group to the air and from the air to the ground;
- Design, fund, and deliver Railroad Grade Safety Projects; and,
- Continue implementation of railroad improvements.

Long-Range Plan (2025-2035):

- Utilize all strategies to improve the Level of Service of the regional transportation system;
- Continue to partner with other public and private sector goods movement stakeholders;
- Pursue all strategies to improve the connectivity of the primary goods movement multi-modal system (e.g., Highways, Rail, Port of Stockton, Stockton Metropolitan Airport);
- Ensure that as economic development moves forward, that the transportation infrastructure supporting those industries meets the design standards to support large trucks and access demands;
- Improve the availability of long-haul truck parking;
- Maximize the use of rail to move goods in order to provide relief to the transportation infrastructure;
- Continue to promote and fund alternative modes of public transportation in order to remove as many cars off the transportation system;
- Continue to examine and invest in transportation improvements that allows trucks to move as free as possible on the highway system;
- Maintain the integrity and incrementally complete a Regional Expressway System;
- Pursue the Goals, Objectives and Policies of this section as opportunities to improve goods movements arise;
- As technological advances occur, use Intelligent Transportation System (ITS) methodologies to improve the movement of goods.

BICYCLE AND PEDESTRIAN ACTION ELEMENT

San Joaquin County has an ideal terrain for using bicycles as an alternative transportation mode. The flat terrain, many rural roads and relatively mild weather make it particularly conducive to bicycle travel. For short trips, the bicycle can serve as an alternative to the automobile. Because the bicycle is non-polluting and energy efficient, it is an element in the region's multi-modal transportation system that could lead to a more efficient transportation network.

This section of the Plan focuses on Bicycle travel. It should not be forgotten however that pedestrian travel is also a viable alternative in San Joaquin County. Smaller communities in San Joaquin County often have residential development located in fairly close proximity to commercial centers. Mild weather, coupled with pedestrian amenities, can make walking an enjoyable mode of travel. Oftentimes bike routes, especially the class I bike paths, are excellent paths for pedestrian travel.

Existing System

Bicycle facilities generally fall into three distinct categories. There are several Class I bike and variations of Class I facilities that exist in San Joaquin County. These facilities provide a means of safe and reliable means of transportation for those wishing to cycle or walk to their destinations. Several jurisdictions have variations on Class II facilities, which provide optional striping scenarios to allow on-street parking. The County has a Class III variation which provides a four foot delineated shoulder and bicycle route signing in the rural areas.

In general when urban roads are either newly constructed or improved, a bicycle lane is included many times. Hence many of the accomplishments since the 2004 RTP in the Regional Roadway Improvements section as well as general rehabilitation projects, bicycle lanes have been built. Most of these lanes are in the form of Class II types.

Bike Racks on Buses

RTD, the regional bus service transit provider, and Lodi Grapeline have installed bike racks on all local, intercity and interregional buses. This feature has improved multimodal transportation options for the citizens of San Joaquin County.

Bike Lockers at Park and Ride Lots

Bike lockers have been placed at several Park and Ride Lots serving interregional bus passengers

BICYCLE AND PEDESTRIAN ACTION ELEMENT

The Measure K Renewal will include funding for Pedestrian and Safe Routes to School projects in addition to Bicycle projects. A plan is currently being developed to address the new components and how they will be incorporated into the current program. This plan will focus on bicycle travel.

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Existing System

SJCOG awarded approximately $7,640,981 toward bicycle projects during the first 20-year Measure K life. Major projects included: San Joaquin County's Bicycle Master Plan, City of Stockton's Calaveras River bike path Escalon High School linkage project, Lodi Lake bike path, City of Tracy bike maps, City of Manteca's Tidewater bike path and the City of Ripon's Jack Tone bike path.

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Bike Facilities at Multi-Modal Stations

The San Joaquin Regional Transit District (SJRTD) and the City of Tracy installed bicycle racks at their new transit stations to create a more bike friendly environment.

Measure K Bike Policies

The SJCOG Board awards funding from Measure K funds to support Bicycle Projects and programs and is distributed between two categories. The Non-Competitive category award process occurs every two years with an allocation of 60% of Measure K bicycle estimated revenues apportioned by a population-based method. The Competitive Category award process occurs every four years with an allocation of 40% of Measure K bicycle revenues apportioned by a selection panel method. In the Measure K Renewal, the Non-Competitive category will have an allocation of 40% and the Competitive category will have an allocation of 60%.

Pedestrian Enhancements

Many pedestrian and beautification efforts have occurred or are underway included traffic calming measures, widened sidewalks, as well as pedestrian amenities such as benches and shelters, median improvements and plantings and sidewalk enhancements.

Needs and Issues

Connectivity Issues

To accommodate growth and as progress continues in the development of bicycle facilities in each jurisdiction, the need for linkage between the cities to create an efficient network is increasing to provide residents with a viable alternative transportation option.

Maintenance Issues

Maintenance of new bicycle facilities has always been an issue for various local agencies. Commitments for investment into new bicycle facilities cannot guarantee a continuing revenue source for upkeep, particularly for bicycle paths on separate right-of-ways. Rather than avoid bicycle improvements, however, new funding sources or ways to deal with maintenance should be pursued.

Attitudes

General attitudes toward bicycling also present needs and issues. Many area residents do not view cycling as a real mode of transportation. Such attitudes are attributed to multiple factors:

- Lack of education;
- Lack of adequate signage or markings for designated bike routes;
- Many urban roads do not provide adequate space, due to lack of, causing some cyclist to ride within the flow of traffic;
- Lack of adequate bicycle facilities, such as lockers or alternative means of securing a bicycle;
- Decentralization of employment centers, residential areas, and retail facilities.

Motorists are often unwilling to share the roadways with bicycles, and this may lead to antagonistic situations in the streets. Education regarding the transportation system must include cyclists, pedestrians, motorists, and transit passengers.

Current Planning Activities

San Joaquin County is in the process of updating their Bicycle Master Plan. The City of Stockton and the City of Tracy recently updated their Bicycle Master Plan. In the Measure K Renewal, SJCOG plans to develop a regional bike plan to improve local and regional connectivity, improve safety, enhance education and increase awareness.

Proposed Capital Improvements

Proposed capital bicycle and pedestrian projects for this Regional Transportation Plan are shown in Table 7-8. Specific projects identified include those that have recently received funding commitments or have been identified by SJCOG-member jurisdictions in capital improvement plans.

Short Range Plan (2010-2025)

- Encourage SJCOG member jurisdictions to establish and implement adopted local bicycle plans, incorporate bicycle facilities into local transportation projects and consider Complete Streets design concepts.
- Continue to seek funding for bicycle projects from local, state and federal sources;
- Continue to seek funding to help maintain existing bikeways.
- Assist and encourage jurisdictions and employers to promote the use of bicycle facilities and safety.
- Develop a Regional Bicycle Plan

Long Range Plan (20205-2035)

- Periodically update the regional bicycle plan;
- Continue to educate the public on the benefits of bicycle and pedestrian movement;
- Continue to seek funding for bicycle projects and to maintain existing bike lanes from local, state and federal sources.

TRANSPORTATION CONTROL MEASURES

Transportation Control Measures (TCM) have received tremendous amounts of attention since the passage of the State and Federal Clean Air Acts and congestion management legislation. As a result, the entire San Joaquin Valley Air basin is currently designated as a "non-attainment area" for ozone and maintenance for particulate matter less than 10 microns in diameter (PM-10). According to State and Federal Clean Air Act requirements, San Joaquin County must ensure that "all feasible measures" be implemented to reduce emissions. This impacts the development and implementation of TCMs in San Joaquin County.

In San Joaquin Valley, the Air District and the Transportation Planning Agencies have jointly prepared a Transportation Control Measure Plan. The joint effort is the result of a memorandum-of-understanding signed by each of the agencies to coordinate air quality and transportation planning activities.

The Transportation Control Measure Plan includes the following measures or strategies for reducing vehicle emissions:

- Traffic Flow Improvements
- Passenger Rail and support Facilities
- Rideshare Programs
- Park and Ride Lots
- Bicycling Programs
- Trip Reduction Ordinances
- Telecommunications
- Alternate Work Schedules
- Public Transit

Transportation Control Measures being implemented in San Joaquin County are:

- Improved Public Transit
- Voluntary Ridesharing Program
- Park and Ride Lots
- Bicycle Programs
- Traffic Flow Improvements
- Railroad Grade Separations
- Passenger rail and support facilities

With one exception, these TCMs are a subset of those identified in the San Joaquin Valley Transportation Control Measure Program. The single exception is the "Railroad Grade Separations" TCM which is unique to San Joaquin County. The "Railroad Grade Separations" TCM is a replacement to the "Controls on Extended Vehicle Idling TCM" which is not being implemented due to ineffectiveness.

TCMs generally fall into one of two main categories: Transportation Demand Management (TDM) and Transportation Systems Management (TSM). TDM includes ridesharing and vanpooling, increased parking prices, decreased parking supply, park and ride lots, bus transit, rail transit, and bicycle and pedestrian facilities. The emphasis focuses on activities that will reduce the demand for the automobile as a mode of travel. These strategies involve including large employers in programs aimed at reducing the number of vehicle trips to the work place by encouraging ridesharing, limiting parking, or providing transit subsidies.

The function of the second category, TSM, is to identify strategies that will increase the efficiency of the existing transportation system without adding new travel lanes, thus reducing the amount of energy required to make the system function. Examples of TCMs are:

- Coordinated traffic signalization to minimizes stop and go driving;
- Ramp metering;
- "Auxiliary lanes" designated for slow trucks on an incline;
- Intersection turning lanes;
- Railroad grade separations; and
- Replacing four way stop signs with traffic signals;

TCMs encourage vehicles to maintain a higher, constant travel speed, which has been shown to be more energy efficient and less polluting than inconsistent, variable travel speeds.

Not to be lost in the discussion of air quality are the traditional transportation benefits of mobility and congestion relief, which result from reducing demand and maintaining system efficiency. Together, the TDM and TSM strategies can help reduce the need for capacity increasing highway, street, and road projects.

This Regional Transportation Plan and associated Air Quality Conformity Document discusses air quality requirements facing San Joaquin County extensively, as well demand management strategies including bus and rail services, bicycle facilities, and railroad grade separations. This section is concerned with the remaining demand management and system management strategies that are considered Transportation Control Measures.

Existing System

The Non-Motorized Transportation Control Measures relevant to this Action Element include Park and Ride Lots, Ridesharing Programs, numerous traffic flow improvement projects, and opportunities for telecommuting and using alternative work schedules. Other Transportation Control Measures, such as public transit, transit facilities, bicycle facilities, and railroad grade crossings, have their own Action Element and are discussed elsewhere in this Plan. The Public Transit Action Element discusses bus and rail transit services. The Bicycle Action Element discusses bicycle projects and programs, and the Highway and Goods Movement Elements discuss plans for railroad grade separation projects.

Park and Ride Lots

Presently there are 16 park-and-ride lots located in San Joaquin County. Each offers parking for 15 - 180 vehicles. Nine (9) of these lots are funded, in whole or part, by Measure K. The other 7 are either operated by Caltrans, are "conditioned" lots required as part of development, or are provided by community minded businesses and private developers.. In all, 766 park and ride lot spaces exist. There is also one (1) lot programmed for construction in the near future. Six of the park-and-ride lots have bike lockers located on the lot.

In 2007 the San Joaquin Council of Governments worked with a consultant to create a master plan for the development of park-and-ride lots in the future. This master plan will serve as a guide for the development of corridor-level park-and-ride demand estimates for the future and identify potential park-and-ride lot investment needs within the County.

Ridesharing (Commute Connection)

Commute Connection, a program of the San Joaquin Council of Governments, provides transportation demand management planning, commuter matching and marketing services for San Joaquin County and Stanislaus County through a contract with the Stanislaus Council of Governments. Commute Connection operates a ride-matching database to assist in commuters with carpool and vanpool matching and coordination free of charge. The program also refers commuters to available transit and provides information on park-and-ride lots, Freeway Service Patrol, bicycling, and telecommuting. It also assists local employers in arranging work site rideshare programs and provides a free Guaranteed Ride Home program for ridesharing employees.

In 2009, Commute Connection achieved the following results:

- Commuters Served: 8779
- Vehicle Miles of Travel Reduced: 39,577,886

- Reduction in Commuting Cost: $19,788,883
- Tons of Carbon Monoxide Reduced: 208.97
- Tons of Volatile Organic Compounds Reduced: 8.73
- Tons of Oxides of Nitrogen Reduced: 43.63

Traffic Flow Improvements

Traffic flow improvements include various actions and improvements aimed at reducing traffic congestion, increasing average vehicle speeds, and smoothing traffic flow. The existing system of traffic flow improvements include:

- Railroad Grade Separations
- Coordination and timing of traffic signals
- Traffic channelization and exclusive turn lanes
- Roaming tow-trucks on I-205 during peak travel times (Freeway Service Patrol)
- Message Signs used to alert travelers to adverse conditions
- Call-Boxes along State Routes and Freeways

Freeway Service Patrol

In partnership with Caltrans and the California Highway Patrol, SJCOG has operated a Freeway Service Patrol program since 1996. The program provides roaming tow trucks during peak commute hours on a 16 mile section of highly congested I-205 near Tracy and there are plans to expand service on Hwy-99 between Arch Road and Jack Tone Road in Manteca. There are also plans to provide service on I-5 between Eight Mile Road and Hammer Lane. . The tow trucks are able to respond to traffic incidents in a timely manner and this helps relieve congestion and improve traffic flow.

City of Stockton Traffic Management Center

In the last two years, the City of Stockton has developed a Traffic Management System that coordinates traffic signals and provides real-time video information to staff for immediate response to incidents and malfunctions. Fifty-five (55) miles of fiber optic cable have been laid providing the infrastructure for connecting and coordinating signal timing at 250 intersections. More than 100 of the intersections are "on-line" and coordinated, while the remainder are in the process of being brought "on-line." Once "on-line," staff will be able to avert traffic congestion by adjusting signals and improving flow throughout the city.

Needs and Issues

Transportation Control Measures are designed to reduce vehicle miles traveled, vehicle idling, or traffic congestion in order to reduce motor vehicle emissions. These measures are of great importance to the federal agencies, which will review this document. It has

been determined that TCM's are an effective way of mitigating some of the contributing factors that lead to congestion. The Federal Clean Air Act Amendments require the COG to demonstrate that all federal Transportation Control Measures are being expeditiously implemented.

TCMs, while effective in reducing motor vehicle emissions, still have relatively modest air quality benefits, when compared to other air quality improvement strategies. The TCMs identified throughout this plan work best when integrated together and throughout the entire air basin. Integrating and implementing the TCMs throughout the Central California Valley can reduce vehicle emissions and help to relieve air quality problems.

Current Activities

Ongoing TCM's

The following TCM's are operational and ongoing. Current planning activities include monitoring each TCM's effectiveness and ensuring that implementation is timely.

- Commute Connection
- Freeway Service Patrol
- Message Signs
- Park and Ride Lots
- Call-Box for freeway emergencies and incidents
- Signal Coordination
- Education on alternatives

City of Stockton's Traffic Management Center

Implementation of the Traffic Management Center is ongoing. More signalized intersections will be brought "on-line" and programmed for interconnection and coordination with related intersections. In addition, the City of Stockton will install additional video cameras at high volume intersections to improve monitoring and incident management. In addition to the hardware/software installation and upgrade aspects of this project, the City of Stockton is building partnerships with the County, Caltrans, and RTD to enhance the multi jurisdictional benefits of the system.

SJV Unified Air Pollution Control District – Heavy-Duty Engine Program

In addition to the traditional TCM approach to reducing emissions, the San Joaquin Unified Air Pollution Control District manages the Heavy-Duty Engine Incentive Program. This program promotes the use of cleaner engines for reducing emissions from heavy-duty vehicles and equipment. Consistent with this RTP's goal of "Enhancing the Environment," and the objective to support transportation

improvements that improve air quality, SJCOG will continue to support the use of the Air District's incentive programs to reduce emissions from the transportation system.

Proposed Improvements

Proposed non-transit Transportation Control Measures included in this Plan are listed in Table 6-9. They include the continuation of existing TCMs, as well as expansion as demand warrants and funding allows.

Proposed Actions

Short Range Plan (2010-2025)

- Continue to support the Commute Connection program.
- Support the memorandum-of-understanding between transportation planning agencies and the Air District.
- Continue the implementation and expansion of the City of Stockton's Traffic Management Center.
- Encourage local jurisdictions to support land use development patterns that are amenable to transit usage, bicycling and pedestrian facilities.
- Pursue funding opportunities from the Congestion Mitigation Air Quality program, AB 2766 Motor Vehicle Emissions reductions Program, and other sources that allow allocations to Transportation Control Measures.
- Continue implementing all federal Transportation Control Measures.
- Continue operating the Freeway Service Patrol program in the I-205/I-580 corridor; expand service hours as demand warrants.
- Continue to use a multimodal scoring system that rewards projects with TCM features when evaluating and prioritizing federal funding proposals.
- Evaluate and expand, as warranted, the use of automated traveler information systems such as message signs, computer bulletin boards, traffic information broadcasting, and pre-trip routing programs.
- Install ramp-metering capabilities on interchange connections as capital modifications are made to the interchange.
- Begin negotiations with Caltrans for the expansion of the Freeway Service Patrol program.
- Continue to encourage use of transit

- Continue to implement the recommendations of COG studies such as the High Occupancy Vehicle Lane Plan, and the Park-and-Ride Lot Plan;
- Continue to uphold the goals, policies and objectives of this Transportation Control Measure action element.
- Continue to implement all applicable federal and state Transportation Control Measures.

INTELLIGENT TRANSPORTATION SYSTEMS

The eight counties of the San Joaquin Valley: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare oversaw the preparation of a plan to guide the implementation of Intelligent Transportation Systems (ITS). The Intelligent Transportation System (ITS) Strategic Deployment Plan (SDP) for the San Joaquin Valley Region was a 20-month study jointly funded by California Department of Transportation (the Department) and the individual counties with San Joaquin Council of Governments (SJCOG) serving as project administrator. The San Joaquin Valley region represents one of the last geographic areas in California to develop an ITS Plan. Two ITS Strategic Plans have been completed for portions of the San Joaquin Valley: Fresno County (1999) and Kern County (1997). The San Joaquin Valley ITS Strategic Deployment Plan referenced and built upon these plans. The San Joaquin Valley plan also referenced, and as appropriate, coordinated with, several other plans, including: Central Coast ITS Strategic Deployment Plan, Sacramento Area EDP, San Francisco Bay Area EDP, Sierra Nevada SDP, and the LA/Ventura SDP.

The ITS Deployment Plan outlines many of the same issues already discussed in previous chapters. Currently there are several projects targeted specifically for San Joaquin County.

These projects will fall under the focused urban area ITS. Projects include advanced warning systems, vehicles tracking, signal coordination and synchronization, advanced transit systems, and others.

Since funding has not been identified for many of the ITS projects they are listed in the Tier II category until such time as funding becomes available. (see Table 6-10)

This is the first step in creating a seamless ITS architecture that will allow future generations to add to what will amount to be a very technologically advanced transportation infrastructure.

ITS Maintenance Plan Development (Valley Wide) - An ITS Maintenance Plan for the San Joaquin Valley Strategic Deployment Plan (SJVSDP). This plan covers ongoing operations and maintenance concerns for projects identified in the SJVSDP. Fresno Council of Governments and the Kern County Council of Governments are the lead agencies in developing this plan. The ITS Maintenance plan will covers new emerging technologies and interconnectivity among valley wide projects. The Maintenance Plan also ensures consistency with the Federal ITS Architecture.

ITS Maintenance Plan Development (Local) - Refine and develop the ITS Maintenance and development Plan for the San Joaquin County ITS Plan. This plan will cover those operations mainly in the City of Stockton; however there are regionally significant projects including the San Joaquin Regional Transit District, Caltrans, the Port of Stockton, other local jurisdictions and local safety agencies (police, fire and EMS). San Joaquin Council of Governments is the lead agency in developing this maintenance plan. This will accompany the completed deployment plan. . The ITS Maintenance plan will also cover new emerging technologies and interconnectivity among valley wide projects. The Maintenance Plan will also ensure consistency with the Regional ITS Architecture.

ITS architecture Operations and Management - Identify ITS components within projects identified in the Tier I list of projects. Coordinate and complete Memorandums of Understanding for the implementation, maintenance and management of ITS related components in all projects receiving Federal or State funding. Ensure that local agencies are developing their project in accordance with the Maintenance Plan and Architecture developed for the region. Assist local agencies in developing ITS elements within their projects

PROPOSED ACTIONS

Short Range Plan, 2010-2025

- Continue to support local in developing their ITS plans
- Continue to support the implementation of the City of Stockton' ITS plan
- Implement projects outlined in the SDP for San Joaquin County.
- Continue to search for additional funding

Long Range Plan, 2025-2035

- Continue to develop ITS architecture to the National Standard
- Continue to uphold the goals, policies and objectives of the Regional ITS SDP
- Continue to implement all applicable federal and state ITS projects.

2011 RTP PROJECT LISTS

Table 7-1: 2011 Regional Transportation Plan Project List - Mainline Highway Improvements Category

Identifiers					Project Information				Cost to Deliver			Milestone Years					
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-1001	212-0000-0395		Tier I	Caltrans	I-205	Construct east and westbound auxiliary lanes	Near Tracy, Mountain House Boulevard to MacArthur Drive	$16,500,000	$16,500,000	$0	2009	2009	2013	X	
SJ07-1003			Tier I	Caltrans	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	I-580 to I-5	$400,000,000	$400,000,000	$0		2025	2030	X	X
SJ07-1005			Tier I	Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	$63,900,000	$63,900,000	$0		2017	2022	X	X
SJ07-1006			Tier I	Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	SR 120 to French Camp Road	$159,500,000	$159,500,000	$0		2020	2025	X	X
SJ07-1007	212-0000-0393		Tier I	Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Country Club Blvd to Hammer Lane	$95,000,000	$95,000,000	$0	2008	2009	2013	X	X
SJ11-1001			Tier I	Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	$106,080,000	$106,080,000	$0		2009	2024	X	X
SJ07-1008	212-0000-0123		Tier I	Caltrans	I-5 HOV Mossdale	Widen 9 to 12 through lanes	SR-120 to I-205 (P.M. R13.9/R15.6)	$192,500,000	$192,500,000	$0		2023	2028	X	
SJ07-1009	112-0000-0036	7350	Tier I	Caltrans	SR-12	Provide safety and operational improvements	I-5 to Bouldin Island (P.M. 18.1/27.6)	$28,000,000	$28,000,000	$0	2011	2010	2012	X	
SJ07-1010			Tier I	Caltrans	SR-12	Widen from 4 to 6 lanes	Lower Sacramento Road to Route 99	$58,100,000	$58,100,000	$0		2027	2032	X	
SJ07-1012	212-0000-0399	7239	Tier I	Caltrans	SR-12/SR-88	Widen from 2 to 4 lanes	Within the joint Route 88/Route 12 corridor	$72,500,000	$72,500,000	$0	2008	2021	2025	X	
SJ07-1014			Tier I	Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to SR99	$90,600,000	$90,600,000	$0		2022	2027	X	X
SJ07-1015			Tier I	Caltrans	SR-4 Extension	New alignment from Fresno Ave. to Navy Drive	Fresno Avenue to Navy Drive	$174,000,000	$174,000,000	$0		2012	2016	X	X
SJ07-1016			Tier I	Caltrans	SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)	$600,000	$600,000	$0		2010	2012		
SJ07-1017	212-0000-0394		Tier I	Caltrans	SR-99	Widen 4 to 6 lanes with interchange modifications	SR-120 to Arch Rd (PM 5.3/15.0)	$250,500,000	$250,500,000	$0	2009	2010	2015	X	
SJ07-1018	212-0000-0344	7668	Tier I	Caltrans	SR-99	Widen from 4 to 6 lanes with interchange modifications and realignment of the Highway 4 east approach and connection to SR-99	Rt 4-Crosstown Freeway to South of Arch Road (PM 14.6/18.4)	$250,500,000	$250,500,000	$0	2008	2009	2015	X	X
SJ07-1004			Tier II	Caltrans	I-205/I-580	Construct new westbound truck lanes	East of Mountain House Parkway to Alameda County Line (Note: Project continues in Alameda Co. to North Flynn Rd)	$50,000,000	$0	$50,000,000					
SJ07-1023			Tier II	Caltrans	I-5	Widen 4 to 6 lanes (inside)	SR-12 to County Line	$91,000,000	$0	$91,000,000					X
SJ07-1024			Tier II	Caltrans	I-5	Widen 6 to 8 lanes (inside)	Eight Mile Road to Gateway Boulevard	$25,000,000	$0	$25,000,000					X
SJ07-1026			Tier II	Caltrans	I-5/SR-120	New branch connections (2 lane structures)	SR 120 West to I-5 North, and I-5 South to SR 120 East	$35,500,000	$0	$35,500,000					X
SJ07-1027			Tier II	Caltrans	I-580	Widen 6 to 8 lanes	Mountain House Parkway to Alameda County line	$1,500,000	$0	$1,500,000					
SJ11-1002			Tier II	Caltrans	SR-4 Extension	Phase 2: New alignment from Navy Drive to Charter Way	Navy Drive to Charter Way	$200,000,000	$0	$200,000,000					
SJ07-1028			Tier II	Caltrans	SR-12	Widen 2 to 4 lanes (outside), add turn lanes	SR 99 to SR 88	$55,000,000	$0	$55,000,000				X	X
SJ07-1011			Tier II	Caltrans	SR-12	Widen from 2 to 4 lanes	Lower Sacramento Road to I-5	$75,000,000	$0	$75,000,000				X	
SJ11-1002			Tier II	Caltrans	SR-12	Widen from 2 to 4 lanes	I-5 to Sacramento County Line	$100,000,000		$100,000,000					
SJ07-1029			Tier II	Caltrans	SR-120	East of Escalon, widen to 5 lane conventional to county line	McHenry to existing 120 at Harrold	$25,000,000	$0	$25,000,000					X
SJ07-1030			Tier II	Caltrans	SR-120	West of Escalon, widen from Jack Tone 5 lane conventional to Sexton, new south alignment to McHenry	Jack Tone to Sexton and McHenry	$75,000,000	$0	$75,000,000					X
SJ07-1013			Tier II	Caltrans	SR-132	Widen 2 to 4 lanes with auxilliary lanes	Gap Closure, I-580 to I-5	$20,000,000	$0	$20,000,000					
SJ07-1031			Tier II	Caltrans	SR-132	Improve roadway	I-580 to Stanislaus County line (PM 0.0/7.1)	$2,000,000	$0	$2,000,000					
SJ07-1032			Tier II	Caltrans	SR-26	Widen from 2 to 4 lanes (outside)	Cardinal (diverting canal) to Jack Tone Road	$48,000,000	$0	$48,000,000					X
SJ07-1033			Tier II	Caltrans	SR-26	Widen 6 to 8 lanes	SR 99 to Austin Road Extension	$30,000,000	$0	$30,000,000					X
SJ07-1034			Tier II	Caltrans	SR-4	Corridor Improvement Project Provide safety and operational improvement. Replace roads overburdened with more traffic than designed to handle.	I-5 to the city of Brentwood in Contra Costa County (Study Only)	$5,000,000	$0	$5,000,000					
SJ07-1035			Tier II	Caltrans	SR-4	Widen 6 to 8 lanes	I-5 to SR 99 (Crosstown)	$75,000,000	$0	$75,000,000					X
SJ07-1036			Tier II	Caltrans	SR-4	Widen 6 to 8 lanes	SR 99 to Austin Road Extension	$30,000,000	$0	$30,000,000					X
SJ07-1037			Tier II	Caltrans	SR-88	Passing lanes	SR-12 to County Line	$24,000,000	$0	$24,000,000					X
SJ07-1038			Tier II	Caltrans	SR-99	Widen 4 to 6 lanes (inside median)	Peltier Road to County line.	$86,000,000	$0	$86,000,000					X
SJ07-1039			Tier II	Caltrans	SR-99	Widen from 4 to 6 lanes (inside median)	Harney Road to Peltier Road	$122,500,000	$0	$122,500,000					X
SJ07-1040			Tier II	Caltrans	SR-99	Widen 6 to 8 lanes (outside)	City of Manteca Yosemite Avenue to City of Ripon (West Ripon Road)	$203,000,000	$0	$203,000,000					X
SJ07-1041			Tier II	Caltrans	SR-99	Widen 6 to 8 lanes (outside)	Crosstown to Cherokee Road	$194,000,000	$0	$194,000,000					X
SJ07-1042			Tier II	Caltrans	SR-99	Widen 6 to 8 lanes (outside)	Arch Road to Crosstown	$86,000,000	$0	$86,000,000					X
SJ07-1043			Tier II	Caltrans	SR-99	Widen 6 to 8 lanes (outside)	Cherokee Road to Armstrong Road	$100,000,000	$0	$100,000,000					X
SJ07-1044			Tier II	Caltrans	SR-99	Widen 6 to 8 lanes (outside)	French Camp Road to Mariposa Road	$100,000,000	$0	$100,000,000					X
								$3,816,780,000	**$1,958,280,000**	**$1,858,500,000**					

Table 7-2: 2011 Regional Transportation Plan Project List - Interchange Projects Category

Identifiers					Project Information					Cost to Deliver			Milestone Years					
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier		Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	Tier I	Tier II		FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-2003			Tier I		Caltrans	SR-99 at Charter Way	Interchange improvements	SR-99 at Charter Way		See SJ07-1018	See SJ07-1018	$0				X		
SJ07-2027			Tier I		Caltrans	SR-99 at Golden Gate	Construct new interchange	SR-99 at Golden Gate		See SJ07-1018	See SJ07-1018	$0				X		
SJ07-2029			Tier I		Caltrans	SR-99 at Mariposa Road	Reconstruct interchange	SR-99 at Mariposa Road		See SJ07-1018	See SJ07-1018	$0				X	X	
SJ07-2026			Tier I		Caltrans	SR-99 at French Camp Road	Reconstruct interchange	SR-99 at French Camp Road		See SJ07-1017	See SJ07-1017	$0				X	X	
SJ07-2014			Tier I		Caltrans	SR-99 at Lathrop Road	Reconstruct interchange	SR-99 at Lathrop Road		See SJ07-1017	See SJ07-1017	$0				X	X	
SJ07-2004	212-0000-0525		Tier I		Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road		$33,000,000	$33,000,000	$0			2013	2018	X	X
SJ11-IMD1	212-0000-0548		Tier I		Lathrop	I-5 Louise Ave Interchange Improvements	Improve Louise Ave under I-5 to widen ramps and Widen Louise Ave under I-5 to add one new turn lane and one new through lane	I-5 Louise Ave		$3,645,975	$3,645,975	$0				2015		
SJ07-2005			Tier I		Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue		$33,000,000	$33,000,000	$0			2011	2015	X	
SJ07-2006	212-0000-0397		Tier I		Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane		$39,183,247	$39,183,247	$0	2008		2012	2016	X	X
SJ07-2009	212-0000-0231		Tier I		Manteca	SR-120 at McKinley Avenue	Reconstruct/improve interchange including necessary auxillary lanes (P.M. 2.2/2.2)	SR-120 at McKinley Avenue		$30,200,000	$30,200,000	$0	2009		2012	2020	X	X
SJ07-2012			Tier I		Manteca	SR-120 at Union Road	Reconstruct interchange (P.M. 4.1/4.1)	SR-120 at Union Road		$32,970,000	$32,970,000	$0			2011	2015	X	
SJ07-2015			Tier I		Ripon	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)		$10,000,000	$10,000,000	$0			2015	2018	X	
SJ11-2003			Tier I		Ripon	SR-99 at Jacktone/UPRR Interchange	On-ramp improvements.	SR-99 at Jacktone Overcrossing/UPRR Interchange		$2,500,000	$2,500,000	$0			2017	2020		
SJ07-2016			Tier I		Ripon	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange	Reconstruct interchange including reconstruction of existing overcrossing structure	SR-99 at Wilma Avenue Overcrossing/UPRR Interchange		$5,000,000	$5,000,000	$0			2019	2022	X	
SJ07-2017			Tier I		San Joaquin County	SR-132 at Bird Road	Upgrade interchange, lengthen ramps, widen approaches, install signal controls with necessary auxiliary lanes(P.M. 2.2/2.2)	SR-132 at Bird Road		$20,000,000	$20,000,000	$0	2007		CEQA 2006	2011		X
SJ07-2020	212-0000-0309		Tier I		Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road		$47,000,000	$47,000,000	$0	2007		2009	2017	X	X
SJ07-2021	212-0000-0230	7239	Tier I		Stockton	I-5 at French Camp/Arch-Sperry Road (HR 3-193 #2067)	Reconstruct existing French Camp Road interchange, construct auxiliary lanes on I-5, and realign Manthey Road (P.M. 20.8-21.2)	I-5 from PM 22.1/23.6 on French Camp Road from approx 2000 feet west of the IC and approx. 1700 feet east of the IC on Sperry Road. Improvements on nearby streets.		$60,400,000	$60,400,000	$0	2010		2007	2014	X	X
SJ11-2004	212-0000-0309		Tier I		Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane		$20,000,000	$20,000,000	$0	2007		2009	2016		X
SJ11-2005	212-0000-0309		Tier I		Stockton	I-5 at Gateway Boulevard	Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)	I-5 at Gateway Boulevard		$80,300,000	$80,300,000	$0	2007		2009	2018		
SJ11-2006	212-0000-0309		Tier I		Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive		$80,500,000	$80,500,000	$0	2007		2009	2015		X
SJ11-2002	212-0000-0562		Tier I		Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road		$122,100,000	$122,100,000	$0			2013	2017	X	X
SJ11-2007			Tier I		Stockton	SR-99 at March Lane and Wilson Way	Construction of the March Lane/SR-99 interchanges with connections to Wilson Way	SR-99 at March Lane and Wilson Way		$198,100,000	$198,100,000	$0			2015	2019		
SJ11-2001	212-0000-0561		Tier I		Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada		$110,800,000	$110,800,000	$0			2013	2017		X
SJ11-2008			Tier I		Stockton	SR-99 at Gateway Boulevard	Construction of new interchange	SR-99 at Gateway Boulevard		$105,800,000	$105,800,000	$0			2014	2018		X

Table 7-2: 2011 Regional Transportation Plan Project List - Interchange Projects Category

Identifiers					Project Information					Cost to Deliver			Milestone Years					
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier		Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	Tier I	Tier II	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ11-2009			Tier I		Tracy	I-205 at MacArthur	Modification of existing interchange	I-205 at MacArthur		$9,670,000	$9,670,000	$0	2010	2011	2014	X	
SJ11-2010	212-0000-0227		Tier I		Tracy	I-205 at Lammers Rd	Construct new interchange	I-205 at Lammers Rd		$89,000,000	$89,000,000	$0	2006	2011	2015	X	X
SJ11-2011			Tier I		Tracy	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road		$30,966,820	$30,966,820	$0		2014	2017		X
SJ11-CM01	212-0000-0531		Tier I		Caltrans	I-5 and SR 12 Park & Ride Lot	Construct 43 space P&R lot on Hwy 12 and I-5	I-5 and SR 12		$345,000	$345,000	$0			2012		
SJ11-2012	212-0000-0228		Tier I		Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman		$30,000,000	$30,000,000	$0	2009	2011	2015		X
SJ11-2013			Tier II		Caltrans	I-5 at SR-4 (Crosstown Freeway)	Reconstruct Freeway to Freeway Interchange	I-5 at SR-4 (Crosstown Freeway)		$59,000,000		$59,000,000				X	X
SJ11-2014			Tier II		Caltrans	SR-99 at SR-4 (Crosstown Freeway)	Reconstruct Freeway to Freeway Interchange	SR-99 at SR-4 (Crosstown Freeway)		$30,000,000		$30,000,000				X	X
SJ11-2015	212-0000-0398		Tier II		Caltrans	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)		See SJ07-1039		See SJ07-1039				X	X
SJ11-2016			Tier II		Caltrans	SR-99 at SR-12 East (Victor Road)	Complete reconstruction of SR 99/SR-12 interchange to provide 6 through lanes on SR 99 and modify on-ramps and off-ramps	SR-99 at SR-12 East (Victor Road)		See SJ07-1039		See SJ07-1039					
SJ11-2017			Tier II		Caltrans	SR-12 at I-5	Loop Ramps	SR-12 at I-5		$11,250,000	$0	$11,250,000					X
SJ11-2018			Tier II		Caltrans	SR-99 at SR-26	Reconstruct interchange	SR-99 at SR-26		$19,500,000	$0	$19,500,000					X
SJ11-2019			Tier II		Caltrans	SR-99 at SR-88	Reconstruct interchange	SR-99 at SR-88		$19,500,000	$0	$19,500,000					X
SJ11-2020			Tier II		Lathrop	SR-120 at Yosemite/Guthmiller	Reconstruct interchange	Yosemite/Guthmiller		$22,000,000	$0	$22,000,000					
SJ11-2021			Tier II		Manteca	SR-120 at Airport Way	Reconstruct interchange	SR-120 at Airport Way		$18,010,350	$0	$18,010,350				X	
SJ11-2022			Tier II		Manteca	SR-120 at Main Street (Manteca)	Reconstruct interchange	SR-120 at Main Street (Manteca)		$15,887,700	$0	$15,887,700				X	
SJ11-2023			Tier II		Manteca	SR-99 at Austin Road	Reconstruct/improve interchange with new grade separation	SR-99 at Austin Road		$100,979,221	$0	$100,979,221				X	X
SJ11-2024			Tier II		Ripon	SR-99 at Olive Road Interchange	Construct new full access Highway Overhead Interchange at Olive Road	SR-99 at Olive Road		$100,000,000	$0	$100,000,000				X	X
SJ11-2025			Tier II		Stockton	I-5 at Charter Way	I-5/Charter Way interchange improvements (P.M. 25.3)	I-5 at Charter Way between Navy Drive and about 200 ft east of the IC		$21,388,847	$0	$21,388,847					
SJ11-2026			Tier II		Stockton	I-5 at Downing Ave	Modification of interchange to a higher capacity design (P.M. 23.4-24.4)	I-5 at Downing Ave		$66,000,000	$0	$66,000,000					
SJ11-2027			Tier II		Stockton	I-5 at Matthews Road	Reconstruct interchange	I-5 at Matthews Road		$35,000,000	$0	$35,000,000					X
SJ11-2028			Tier II		Stockton	I-5 at Roth Road	Reconstruct interchange	I-5 at Roth Road		$35,000,000	$0	$35,000,000					X
SJ11-2029			Tier II		Stockton	SR-99 at Arch Sperry Road	Phase 2 interchange improvements	SR-99 at Arch Sperry Road		$15,000,000	$0	$15,000,000					X
SJ11-2030			Tier II		Stockton	SR-99 at Armstrong Road	Reconstruct interchange	SR-99 at Armstrong Road		$35,000,000	$0	$35,000,000					X
SJ07-2034	212-0000-0228		Tier II		Tracy & Lathrop	I-205 at Paradise Road/Chrisman	Phase 2: Construct new cloverleaf interchange	I-205 at Paradise Road/Chrisman		$31,000,000	$0	$31,000,000					X
SJ11-2031			Tier II		Tracy	I-580 at Corral Hollow Road	Modification of existing interchange	I-580 at Coral Hollow Road		$20,000,000	$0	$20,000,000					X
SJ11-2032			Tier II		Tracy	I-580 at Lammers Road	Construction of new interchange	I-580 at Lammers Road		$55,000,000	$0	$55,000,000					X
										$1,903,997,160	**$1,194,481,042**	**$709,516,118**					

Table 7-3: 2011 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers					Project Information					Cost to Deliver			Milestone Years					
	2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II		FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-3009				Tier I	Escalon	McHenry Avenue	Widen from 2 to 4 lanes	First Street and Catherine Way		$3,065,000	$3,065,000	$0		2009	2010	X		
SJ07-3010				Tier I	Escalon	McHenry Avenue	Widen and reconstruct to include center turn lane, bike lane, and graded shoulders.	Catherine Avenue to Jones Road		$2,822,795	$2,822,795	$0		2013	2015			
SJ07-3011	212-0000-0228			Tier I	Escalon	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue		$446,066	$446,066	$0		2010	2012			
SJ07-3013				Tier I	Escalon	Ullrey Avenue/McHenry Avenue Intersection	Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing.		$1,495,805	$1,495,805	$0		2013	2015	X		
SJ07-3014				Tier I	Lathrop	Golden Valley Parkway	Construct new roadway parallel to I-5, 2 lanes from Towne Centre Drive to Brookhurst Blvd, 4 lanes from Brookhurst Blvd to Paradise Road	Along Northwest side of I-5 from Lathrop Road to Paradise Road		$59,290,000	$59,290,000	$0		2018	2020			X
SJ07-3015				Tier I	Lathrop	Lathrop Road	Widen from 2 to 4 lanes	I-5 to east of UPRR		$2,771,026	$2,771,026	$0		2011	2013			X
SJ07-3016	112-0000-0158		3K44	Tier I	Lathrop	Louise Avenue	Widen 2 lane to 4 lane	Lathrop SPRR to east side UPRR		$2,074,680	$2,074,680	$0	2008	2008	2010			
SJ07-3018				Tier I	Lodi	Harney Lane	Widen from 2/3 lane collector to 4 lane divided arterial	SR-99 to Lower Sacramento Road (2.6 Miles)		$22,008,760	$22,008,760	$0	2009	2010	2011	X		X
SJ07-3019				Tier I	Lodi	Lockeford Street	Widen 2 to 4 lanes	Stockton Street to Cherokee Lane		$7,621,000	$7,621,000	$0		2017	2020			
SJ07-3023				Tier I	Manteca	Airport Way	Widen from 2 to 4 lanes	SR-120 to Lathrop Road		$7,167,475	$7,167,475	$0		2010	2012	X		X
SJ11-3007				Tier I	Manteca	Airport Way	Widen from 4 to 6 lanes	SR-120 - Lathrop Road (Manteca)		$6,503,392	$6,503,392	$0		2023	2025			
SJ11-3008				Tier I	Manteca	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road		$5,399,125	$5,399,125	$0		2012	2014			
SJ11-3009				Tier I	Manteca	Atheron Drive	Construct new 4 lane roadway (gap closure)	Main Street to Van Ryn Avenue		$2,800,000	$2,800,000	$0		2010	2011			
SJ11-3010				Tier I	Manteca	Atheron Drive	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road		$2,494,918	$2,494,918	$0		2010	2012			
SJ11-3011				Tier I	Manteca	Atheron Drive	Construct new 4 lane roadway	McKinley Ave to West of Airport Way		$877,686	$877,686	$0		2012	2014			
SJ11-3012				Tier I	Manteca	Atheron Drive	Construct new 4 lane roadway	Woodward Ave to McKinley Ave		$3,302,992	$3,302,992	$0		2019	2021			
SJ07-3024				Tier I	Manteca	Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99		$2,870,280	$2,870,280	$0		2016	2018			X
SJ07-3027				Tier I	Manteca	Louise Avenue	Widen 2 to 4 lanes	East of UPRR to East of SR-99		$1,301,068	$1,301,068	$0		2009	2011			
SJ11-3013				Tier I	Manteca	McKinley Avenue	Construct new 2 lane expressway	SR-120 to Woodward Ave		$2,122,436	$2,122,436	$0		2017	2019			
SJ11-3014				Tier I	Manteca	McKinley Avenue	Construct new 4-6 lane expressway	Main Street to SR-99		$7,363,306	$7,363,306	$0		2017	2019			
SJ11-3015				Tier I	Manteca	McKinley Avenue	Construct new 2 lane expressway	Woodward Ave to Main Street		$8,213,538	$8,213,538	$0		2019	2021			
SJ11-3016				Tier I	Ripon	Stockton Avenue	Rehabilitate and widen roadway from 2 to 4 lanes	Second Street to Doak Boulevard		$3,000,000	$3,000,000	$0		2011	2013			
SJ11-3017				Tier I	Ripon	Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue		$9,500,000	$9,500,000	$0		2013	2015			
SJ11-3018				Tier I	Ripon	Main Street	Rehabilitate and enhance roadway	Wilma Avenue to Jack Tone Road		$4,600,000	$4,600,000	$0		2013	2015			
SJ11-3019				Tier I	Ripon	Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue		$3,000,000	$3,000,000	$0		2014	2016			
SJ11-3020				Tier I	Ripon	River Road, Phase 1	Widen from 2 to 6 lanes	North Ripon Road to Jack Tone Road		$5,000,000	$5,000,000	$0		2017	2019			
SJ11-3021				Tier I	Ripon	Garrison Road Extension to Austin Road	Construct 2-lane extension of Garrison Road	Jack Tone Road to Austin Road		$10,000,000	$10,000,000	$0		2022	2024			
SJ11-CM09				Tier I	Ripon	Park and Ride Lot at Hwy 99 and Jack Tone	New 75 space P&R Lot, install bicycle lockers, lighting, detectable loops	Jack Tone Road & SR 99		$646,000	$646,000			2012	2014			
SJ11-3022				Tier I	Ripon	Doak Blvd	Extension of Doak Blvd	South Highlands to Austin Rd		$18,000,000	$18,000,000	$0		2027	2029			
SJ11-3023				Tier I	San Joaquin County	Pershing Avenue	Operational Improvements	Meadow Avenue to Thorton Road		$2,460,000	$2,460,000	$0		2009	2011	X		X
SJ11-3024				Tier I	San Joaquin County	Benjamin Holt Drive	Widen to include center left turn lane, add access controls	Gettysburg Lane to Pacific Avenue		$2,624,000	$2,624,000	$0		2010	2012			
SJ11-3025				Tier I	San Joaquin County	McHenry Avenue Improvements & Bridge Replacement	Widening McHenry Avenue to install a two-way left turn lane and replacing two bridge structures	Stanislaus River Bridge to Jones Avenue		$28,309,200	$28,309,200	$0		2011	2013			
SJ11-3026				Tier I	San Joaquin County	Lower Sacramento Road	Widen from 2 to 4 lanes; installing concrete median barrier, and installing shoulder wide to accommodate bicyclists	Pixley Slough Bridge to Harney Curve		$20,522,000	$20,522,000	$0		2012	2014	X		
SJ11-3027				Tier I	San Joaquin County	Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5		$19,347,000	$19,347,000	$0		2013	2015	X		
SJ11-3028				Tier I	San Joaquin County	Cherokee Road	Widen from 2 to 3 lanes, add paved shoulders	SR-99 to Suburban Road		$3,816,000	$3,816,000	$0		2016	2018	X		
SJ07-3057	212-0000-0368			Tier I	San Joaquin County	Linne and Chrisman Rd	Install traffic signal and paved shoulders	Linne Rd and Chrisman Rd		$1,241,200	$1,241,200	$0			2014			
SJ11-3029				Tier I	San Joaquin County	Howard Road	Passing lanes and channelization	Howard Road		$15,000,000	$15,000,000	$0		2021	2023			

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2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-3053	212-0000-0369		Tier I	San Joaquin County	Howard Road and Tracy Blvd	Install traffic signal, left and right turn lanes, shoulders	Howard and Tracy	$579,000	$579,000	$0			2015		
SJ11-3030			Tier I	San Joaquin County	Mariposa Road	Widen from 2 to 4 lanes	Austin Road to Jack Tone Road	$26,255,000	$26,255,000	$0		2023	2025		
SJ07-3052	212-0000-0366		Tier I	San Joaquin County	Grant Line and Seventh St	Install traffic signal and pedestrian crosswalk	Grant Line and Seventh Street	$652,000	$652,000	$0			2013		
SJ11-3031			Tier I	San Joaquin County	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	$5,000,000	$5,000,000	$0		2023	2025		
SJ07-3044	212-0000-0370		Tier I	San Joaquin County	Byron Road and Grant Line Rd	Install signal with a preempt device to coordinate traffic flow with the railroad crossing at Byron Rd and Grant Line intersection	Byron Rd and Grant Line Rd	$1,857,000	$1,857,000	$0			2014		
SJ11-CM11	212-0000-0541		Tier I	San Joaquin County	McHenry ave and River Rd Traffic Signal	Install eight phase traffic signal at the intersection of Mechenry Ave. and River Rd, improve River Rd approach to McHenry ave to allow throug lane and dedicated left and right turn lanes	Mchenry Aver and River Rd	$1,065,287	$1,065,287	$0			2016		
SJ07-3070	112-0000-0026		Tier I	SJCOG	Plan Program Monitor	Plan Program Monitor	San Joaquin County	$15,000,000	$15,000,000	$0	various		2030		
SJ07-3074			Tier I	Stockton	Airport Way	Roadway reconstruction	Tenth Street to Duck Creek	$1,900,000	$1,900,000	$0			2010		
SJ07-3075	212-0000-0563		Tier I	Stockton	Thornton Road	Widen 1.5 mile section of roadway from 2 lanes both directions to 6 lanes with a center dual turn lane	Pershing Avenue to Bear Creek Bridge	$15,000,000	$15,000,000	$0			2010	X	
SJ07-3076			Tier I	Stockton	Trinity Parkway Extension	Construction of new 4 lane road	Bear Creek to Otto Dr	$1,480,000	$1,480,000	$0			2010		
SJ11-3032			Tier I	Stockton	Holman Rd	Construction of new 6 lane road	Gary Galli Dr to Eight Mile Rd	$14,160,000	$14,160,000	$0			2011		
SJ11-3003	212-0000-0558		Tier I	Stockton	Weber Avenue	Roadway Reconstruction	Stanislaus St. to UPRR	$5,590,000	$5,590,000	$0			2011		
SJ11-3033			Tier I	Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Eight Mile Rd to Armor Dr	$41,590,000	$41,590,000	$0			2012		
SJ11-3004	212-0000-0560		Tier I	Stockton	Sutter Street Bridge	Construction of new bridge crossing	Crossing at Calaveras River	$2,000,000	$2,000,000	$0			2012		
SJ11-3034			Tier I	Stockton	Davis Rd	Widen from 3 to 4 lanes	Eight Mile to Bear Creek	$7,860,000	$7,860,000	$0			2013		
SJ11-3035			Tier I	Stockton	Davis Rd	Widen from 3 to 4 lanes	Bear Creek to Thornton Rd	$3,700,000	$3,700,000	$0			2013		
SJ11-3005	212-0000-0564		Tier I	Stockton	El Dorado St	Streetscape Beautification	Calaveras River to Mariposa Ave	$7,900,000	$7,900,000	$0			2013		
SJ11-3036			Tier I	Stockton	French Camp Road	Widen from 4 to 8 lanes	I-5 to Val Dervin	$600,000	$600,000	$0			2013		
SJ11-3006	212-0000-0565		Tier I	Stockton	Hammer Lane (Phase III)	Widen from 2 to 4 lanes	Alexander Rd to Thornton Rd including Pershing Ave intersection	$17,200,000	$17,200,000	$0			2013	X	
SJ11-3037			Tier I	Stockton	Hammer Ln Extension	New Street	Mariners Dr to Trinity Parkway	$3,490,000	$3,490,000	$0			2013		
SJ11-3038			Tier I	Stockton	Hammer Ln Extension	Widen from 6 to 8 lanes	Mariners Dr to I-5	$2,470,000	$2,470,000	$0			2013		
SJ11-3039			Tier I	Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Marlette Rd to Pixley Slough	$21,400,000	$21,400,000	$0			2013		
SJ11-3040			Tier I	Stockton	Sperry Rd	Construction of new 8 lane road	French Camp Rd to McKinley Ave	$70,000,000	$70,000,000	$0			2013		
SJ11-3041			Tier I	Stockton	Sperry Rd	Widen from 2 to 8 lanes	McKinley Ave to Performance Ave	$20,000,000	$20,000,000	$0			2013		
SJ11-3042			Tier I	Stockton	Stanislaus Street	Widen from 2 to 4 lanes	Crosstown Freeway to Park Street	$3,900,000	$3,900,000	$0			2014		
SJ11-3043			Tier I	Stockton	Airport Way	Streetscape Beautification	Tenth Street to Carpenter Rd	$6,500,000	$6,500,000	$0			2015		
SJ11-3044			Tier I	Stockton	Arch Road	Widen from 4 to 6 lanes	Fite Court to Frontier Way	$1,010,000	$1,010,000	$0			2015		
SJ11-3045			Tier I	Stockton	Arch Road	Widen from 3 to 6 lanes	Frontier Way to SR-99	$3,500,000	$3,500,000	$0			2015		
SJ11-3046			Tier I	Stockton	California St	Streetscape Beautification	Alpine Ave to Miner Ave	$12,200,000	$12,200,000	$0			2015		
SJ11-3047			Tier I	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	New Road D to New Road F	$1,980,000	$1,980,000	$0			2015		
SJ11-3048			Tier I	Stockton	Eight Mile Rd	Widen from 3 to 6 lanes	New Road F to New Road E	$3,850,000	$3,850,000	$0			2015		
SJ11-3049			Tier I	Stockton	Eight Mile Rd	Widen from 4 to 8 lanes	New Road E to Trinity Parkway	$4,050,000	$4,050,000	$0			2015		
SJ11-3050			Tier I	Stockton	Eight Mile Rd	Widen from 5 to 8 lanes	I-5 to Thornton Rd	$7,060,000	$7,060,000	$0			2015	X	
SJ11-3051			Tier I	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99	$9,700,000	$9,700,000	$0			2015	X	
SJ11-3052			Tier I	Stockton	Feather River Dr. Extension	Construct 2 lane bridge to cross Calaveras River linking Ryde Avenue with Feather River Drive	Feather River Drive to Ryde Avenue	$4,400,000	$4,400,000	$0			2015		
SJ11-3053			Tier I	Stockton	French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd	$4,930,000	$4,930,000	$0			2015		
SJ11-3054			Tier I	Stockton	French Camp Road	Widen from 4 to 8 lanes	Manthey Rd to I-5	$1,580,000	$1,580,000	$0			2015		
SJ11-3055			Tier I	Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln	$12,000,000	$12,000,000	$0			2015		
SJ11-3056			Tier I	Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln	$3,470,000	$3,470,000	$0			2015		
SJ07-3078			Tier I	Stockton	Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln	$4,410,000	$4,410,000	$0			2015		
SJ07-3083			Tier I	Stockton	Mariposa Road Widening	Widen from 2 to 6 lanes	SR 99 to Stagecoach Rd	$5,500,000	$5,500,000	$0			2015		
SJ07-3084			Tier I	Stockton	Morada Lane	Widen from 3 to 6 lanes	West Ln to Holman Rd	$9,410,000	$9,410,000	$0			2015		
SJ07-3085			Tier I	Stockton	Sperry Rd	Widen from 4 to 8 lanes	Performance Ave to Airport Way	$5,600,000	$5,600,000	$0			2015		
SJ07-3087			Tier I	Stockton	Trinity Parkway Extension	Construct 4 lane extension	Otto Drive to Hammer Lane	$3,500,000	$3,500,000	$0			2016		
SJ07-3088			Tier I	Stockton	Airport Way	Intersection Modifications	Harding Way to Industrial Rd	$8,600,000	$8,600,000	$0			2017	X	
SJ07-3089			Tier I	Stockton	Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court	$4,180,000	$4,180,000	$0			2017		
SJ07-3090			Tier I	Stockton	Airport Way	Widen from 4 to 6 lanes	Arch Road to French Camp Road	$31,500,000	$31,500,000	$0			2019		
SJ07-3091			Tier I	Stockton	Airport Way	Widen from 4 to 6 lanes	Industrial Drive to Eighth Street	$11,620,000	$11,620,000	$0			2019		
SJ07-3092			Tier I	Stockton	Airport Way	Widen from 4 to 6 lanes	Eighth Street to Dr Martin Luther King Jr Blvd Way	$4,950,000	$4,950,000	$0			2019		

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	2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-3093				Tier I	Stockton	Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way	$12,900,000	$12,900,000	$0			2019		
SJ11-3057				Tier I	Stockton	Arch-Airport Rd	Widen from 4 to 8 lanes	SR-99 to Pock Lane	$3,690,000	$3,690,000	$0			2019		
SJ11-3058				Tier I	Stockton	Arch-Airport Rd	Widen from 6 to 8 lanes	Pock Lane to B Street	$1,650,000	$1,650,000	$0			2019		
SJ11-3059				Tier I	Stockton	Arch-Airport Rd	Widen from 6 to 8 lanes	B Street to Alitalia Ave	$1,610,000	$1,610,000	$0			2019		
SJ11-3060				Tier I	Stockton	Arch-Airport Rd	Widen from 3 to 8 lanes	Alitalia Ave to Airport Way	$1,550,000	$1,550,000	$0			2019		
SJ11-3061				Tier I	Stockton	Eigth Mile Rd	Widen from 2 to 8 lanes	Thornton Rd to Lower Sacramento Rd	$25,000,000	$25,000,000	$0			2019		
SJ11-3062				Tier I	Stockton	Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln	$7,460,000	$7,460,000	$0			2019		
SJ11-3063				Tier I	Stockton	March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99	$14,390,000	$14,390,000	$0			2019		
SJ11-3064				Tier I	Stockton	Morada Lane	Construction of new 4 lane road	Lower Sacramento Rd to West Ln	$36,050,000	$36,050,000	$0			2019		
SJ07-3094				Tier I	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Ln	$5,620,000	$5,620,000	$0			2020		
SJ07-3095				Tier I	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd	$20,900,000	$20,900,000	$0			2020		
SJ07-3096				Tier I	Stockton	March Ln Widening	Widen from 6 to 8 lanes	El Dorado St to Holiday Dr	$7,360,000	$7,360,000	$0			2020		
SJ07-3097				Tier I	Stockton	Navy Dr	Widen from 2 to 4 lanes	BNSF RR to Fresno Ave	$12,500,000	$12,500,000	$0			2020		
SJ11-3001	212-0000-0556			Tier I	Stockton	March Lane	March Lane Bicycle & Pedestrian Trail Greenscape: Project included for environmental approval	In Stockton, Between Pershing Ave and Prescissi	$10,000	$10,000	$0		2012			
SJ11-3002	212-0000-0557			Tier 1	Stockton	Miracle Mile	University Miracle Mile Improvements: Project included for environmental approval	In Stockton, on the Miracle Mie between the Calaveras River Bridge and Fulton Ave	$15,000	$0	$0		2012			
SJ07-3098	212-0000-0559			Tier I	Stockton	Pacific Avenue	Widen from 6 to 8 lanes including reconstruction of intersections, addition of turn and acceleration lanes and construction/extension of a raised landscaped median	Hammer Lane to March Lane-Between the Calaveras River and Hammer Lane	$55,800,000	$55,800,000	$0			2020	X	
SJ07-3099	212-0000-0376			Tier I	Stockton	Tam O'Shanter Dr and Hammertown Dr Signal	Installation of a traffic signal and Class II bike lane on Tam O' Shanter Dr in Stockton	Tam O'Shanter Drive	$560,000	$560,000	$0			2013		
SJ07-3101	212-0000-0372			Tier I	Stockton	Traffic Signal Controller Upgrades/Retiming	Upgrade traffic signal controllers and modify signal timing along three corridors	March Ln, Harding Way and Wilson Way	$635,000	$635,000	$0			2013		
SJ11-CM02	212-0000-0532			Tier I	Stockton	Hammer Ln	Installation of a traffic signal improvements and Transit Enhancements to support BRT service	Hammer between I-5 and SR 99	$10,107,124	$10,107,124	$0			2013		
SJ11-CM05	212-0000-0535			Tier I	Stockton	Wilson Way	Install adaptive traffic control system including signalized intersections and left turn pockets.	Wilson way , Waterloo and Anderson	$1,378,000	$1,378,000	$0			2015		
SJ11-CM06	212-0000-0536			Tier I	Stockton	Benjamin Holt Drive	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	Benjamin Holt and Cumberland Place	$462,000	$462,000	$0			2015		
SJ11-CM07	212-0000-0537			Tier I	Stockton	Benjamin Holt Drive	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	Benjamin Holt and Inglewood Ave	$467,000	$467,000	$0			2015		
SJ11-CM08	212-0000-0538			Tier I	Stockton	Davis Rd	Install trafficsignal, fiber optic cabling, Opticom, Left turn phasing on Davis, midblock Wheelchair ramp, signs and striping	Davis and Wagner	$499,000	$499,000	$0			2015		
SJ07-3106				Tier I	Tracy	Grant Line Road Traffic Signals	Costs associated with connecting thirteen traffic signals along Grant Line Road	West City Limits to MacArthur Drive	$150,000	$150,000	$0			2011	X	X
SJ07-3107				Tier I	Tracy	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	$6,061,443	$6,061,443	$0			2012	X	
SJ07-3108	212-0000-0427			Tier I	Tracy	MacArthur Drive	Widen 2 to 4 lanes (Valpico Road to Schulte Road) and extend 4 lane roadway (Mt. Diablo Road to Eleventh Street)	MacArthur Drive from Valpico Road to Schulte Road; MacArthur Drive from Mt. Diablo Road to Eleventh Street	$26,000,000	$26,000,000	$0			2012	X	
SJ07-3109				Tier I	Tracy	Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road	$19,623,940	$19,623,940	$0			2012		
SJ07-3110				Tier I	Tracy	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road	$22,618,820	$22,618,820	$0			2016		X
SJ07-3111				Tier I	Tracy	Eleventh Street Bridge	Replacement of existing Tracy East Overhead Bridge at UPRR	East Eleventh Street Bridge at UPRR	$30,652,000	$30,652,000	$0			2016	X	X
SJ07-3112				Tier I	Tracy	Lammers Road	Widen from 2 to 4 lanes	Phase 1: I-205 to Old Schulte Road	$35,000,000	$35,000,000	$0			2017	X	
SJ07-3113				Tier I	Tracy	Linne Road	Widen from 2 to 4 lanes	Corral Hollow Road to Chrisman Road	$8,600,000	$8,600,000	$0			2017	X	
SJ07-3114	212-0000-0377			Tier I	Tracy	Byron and Lammers	Installation of traffic signal at Byron and Lammers	Byron and Lammers	$200,000	$200,000	$0			2011		

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SJ11-CM12	212-0000-0542		Tier I		Tracy	Eleventh and Mac Arthur	Construct West bound left turn lanes and East bound right turn lane at the intersection of Eleventh St and Mac Arthur Dr	Eleventh St. and Mac Arthur Dr	$1,875,000	$1,875,000	$0			2016			
SJ07-3117			Tier II		Escalon	California Street/McHenry Avenue Intersection	Relocate/reconstruct intersection to include realignment of California Street to a new 4-way intersection of California Street, Weiss Way and McHenry Avenue	Intersection of California Street and McHenry Avenue including intersection of California Street, Weiss Way and McHenry Avenue.	$4,222,800	$0	$4,222,800				X		
SJ07-3118			Tier II		Escalon	Brennan Road	Widen from 2 to 4 lanes	SR 120 south to Jones Avenue	$7,839,900	$0	$7,839,900					X	
SJ07-3119			Tier II		Escalon	Campbell Road	Widen from 2 to 4 lanes	Construct 2 lane extension of Campbell Road between Santa Fe Avenue and Rt 120	$2,500,000	$0	$2,500,000				X	X	
SJ07-3121			Tier II		Escalon	Jones Road	Widen from 2 to 4 lanes	Brennan Road to Harrold Avenue	$2,000,115	$0	$2,000,115					X	
SJ07-3122			Tier II		Escalon	Miller Road	Widen from 2 to 4 lanes	Escalon-Bellota Avenue to Campbell Avenue	$1,123,005	$0	$1,123,005				X	X	
SJ07-3123			Tier II		Escalon	Miller Road	Widen from 2 to 4 lanes	Escalon-Bellota Avenue to Campbell Avenue	$1,123,005	$0	$1,123,005				X	X	
SJ07-3124			Tier II		Escalon	South Arterial #1	Widen from 2 to 4 lanes	Brennan Avenue to Harrold Avenue	$5,054,790	$0	$5,054,790					X	
SJ07-3125			Tier II		Lathrop	Roth Road	Widen to 4 lanes	Airport Way to I-5	$0	$0	$0						
SJ07-3126			Tier II		Lathrop	Yosemite Avenue	Widen to 6 lanes	McKinley to UPRR	$0	$0	$0						
SJ07-3127			Tier II		Lathrop	Yosemite Avenue	Widen to 6 lanes	SR 120 to McKinley	$0	$0	$0						
SJ07-3128			Tier II		Lathrop & Manteca	Lathrop Road	Widen to 4 lanes	I-5 to SR-99	$0	$0	$0						
SJ07-3129			Tier II		Lodi	Central Avenue	Widen 2 to 3 lanes	From Kettleman Lane to Lodi Avenue	$5,019,300	$0	$5,019,300						
SJ07-3130			Tier II		Lodi	Hutchins Street	Widen 3 to 4 lanes	From Kettleman Lane to Lodi Avenue	$4,000,500	$0	$4,000,500				X		
SJ07-3131			Tier II		Lodi	Tokay Street	Reconstruct and widen Tokay Street (widen the existing 37-43 foot section to 50 feet within the existing right of way)	Church Street to Cherokee Lane	$6,247,341	$0	$6,247,341						
SJ07-3132			Tier II		Lodi	Harney Lane	Widen from 2 to 4 lanes	Lower Sacramento Road to Davis. 1.5 Miles	$858,000	$0	$858,000						
SJ07-3133			Tier II		Lodi	Lockeford Street	Widen from 2 to 4 lanes with center dual left turn lane and turn pockets at intersections	From Stockton Street easterly to Cherokee Lane	$1,000,000	$0	$1,000,000						
SJ07-3134			Tier II		Lodi	Tokay Street	Widen Tokay Street by 10 feet for four blocks. Reconstruct roadway. Replace as required curb, gutter, sidewalk and parkways to current standards.	From Church Street to Cherokee Lane	$3,000,000	$0	$3,000,000						
SJ07-3017			Tier II		Lodi	Ham Lane	Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street	$2,343,098	$0	$2,343,098				X		
SJ07-3020			Tier II		Lodi	Pine Street	Widen from 2 to 3 lanes (adding turn lane)	Between Cherokee Lane and Beckman Road	$2,518,861	$0	$2,518,861				X		
SJ07-3022			Tier II		Lodi	Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median seperation with landscape	Between SR 99 to Central California Traction railroad tracks.	$9,278,100	$0	$9,278,100				X		
SJ07-3028			Tier II		Manteca	South Union Road	Widen from 2 to 4 lanes with a continuous left turn lane. Curb, gutter and sidewalk will also be constructed.	Project will connect South Union Rd where it is currently 4 lanes. SR120 off ramps to Wawona Street.	$1,031,400	$0	$1,031,400						
SJ07-3029			Tier II		Manteca	Union Road	Widen from 4 to 6 lanes	From SR-120 to Woodward Road 0.45 miles.	$1,827,926	$0	$1,827,926						
SJ07-3030			Tier II		Manteca	Woodward Avenue	Widen from 2 to 4 lanes	McKinley to Manteca Road. 3 miles.	$16,283,614	$0	$16,283,614						
SJ07-3136			Tier II		Ripon	River Road, Phase 2	Construct 6-lane extension of River Road	Jack Tone Road to Olive Interchange	$30,000,000	$0	$30,000,000						
SJ07-3137			Tier II		Ripon	Olive Expressway Extension (north)	Construct 6-lane extension of Olive Expressway	Olive/SR 99 Interchange to SR 120	$30,000,000	$0	$30,000,000						
SJ11-3007			Tier II		San Joaquin County	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road	$10,725,000	$0	$10,725,000				X		
SJ11-3008			Tier II		San Joaquin County	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	$16,977,000	$0	$16,977,000				X		
SJ07-3140			Tier II		San Joaquin County	Elliott Road	Widen from 2 to 4 lanes	SR-88 to Peltier Road	$12,900,000	$0	$12,900,000					X	
SJ07-3141			Tier II		San Joaquin County	French Camp Road	Widen from 2 to 4 lanes	SR-99 to SR-120	$26,084,000	$0	$26,084,000					X	
SJ07-3142			Tier II		San Joaquin County	Howard Road	Passing lanes and channelization	Howard Road	$23,935,000	$0	$23,935,000					X	

Table 7-3: 2011 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers				Project Information				Cost to Deliver			Milestone Years					
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project	
SJ07-3143			Tier II	San Joaquin County	Jack Tone Road	Widen from 2 to 4 lanes	Entire length (SR-99 to SR88)	$27,000,000	$0	$27,000,000					X	
SJ07-3144			Tier II	San Joaquin County	Lathrop Road	Widen from 4 to 6 lanes	SR-99 to Austin Road 2 miles.	$6,240,000	$0	$6,240,000						
SJ07-3145			Tier II	San Joaquin County	Liberty Road	Widen from 2 to 4 lanes	SR-99 to SR-88	$24,974,000	$0	$24,974,000					X	
SJ07-3146			Tier II	San Joaquin County	Louise Avenue	Widen from 2 to 4 lanes	City limit to Austin. 0.4 miles.	$702,000	$0	$702,000						
SJ07-3147			Tier II	San Joaquin County	Lower Sacramento Road	Widen from 2 to 4 lanes	Peltier to Sacto County line. 3.7 miles.	$5,772,000	$0	$5,772,000						
SJ07-3148			Tier II	San Joaquin County	Mariposa Road	Widen from 2 to 4 lanes	Austin Road to Jack Tone Road	$32,530,500	$0	$32,530,500					X	
SJ07-3149			Tier II	San Joaquin County	Mariposa Road	Widen from 2 to 4 lanes	Jack Tone Road to Escalon-Belota Road	$20,063,000	$0	$20,063,000					X	
SJ07-3150			Tier II	San Joaquin County	Peltier Road	Widen from 2 to 4 lanes	SR-99 to I-5	$15,500,000	$0	$15,500,000					X	
SJ07-3151			Tier II	San Joaquin County	Peltier Road	Widen from 2 to 4 lanes	SR-99 to Elliot Road	$25,573,000	$0	$25,573,000					X	
SJ07-3152			Tier II	San Joaquin County	River Road	Widen from 2 to 4 lanes	McHenry Avenue to N. Ripon Road. 7 miles	$10,921,000	$0	$10,921,000						
SJ07-3153			Tier II	San Joaquin County	River Road	Widen from 2 to 4 lanes	McHenry to Santa Fe. 2.5 miles.	$3,900,000	$0	$3,900,000						
SJ07-3154			Tier II	San Joaquin County	Roth Road	Upgrade existing 2 lane roadway to a 4 lane facility to a 64' pavement width (4 lane plus paved shoulders)	UPRR to Airport Way. 0.5 miles.	$4,385,682	$0	$4,385,682						
SJ07-3155			Tier II	San Joaquin County	Schulte Road	Widen from 2 to 4 lanes	Hanson to Lammers. 2 miles.	$3,120,000	$0	$3,120,000						
SJ07-3156			Tier II	San Joaquin County	Thornton Road	Widen from 2 to 4 lanes	Eight Mile to SR-12	$1,030,000	$0	$1,030,000						
SJ07-3157			Tier II	San Joaquin County	Tracy Boulevard	Passing lanes and channelization	Tracy Boulevard	$21,202,000	$0	$21,202,000					X	
SJ07-3158			Tier II	Stockton	Airport Way	Widen from 4 to 6 lanes	French Camp Road to Roth Road	$15,000,000	$0	$15,000,000					X	
SJ07-3159			Tier II	Stockton	Airport Way	Widen from 6 to 8 lanes	Arch/Sperry Road to French Camp Road	$20,000,000	$0	$20,000,000					X	
SJ07-3160			Tier II	Stockton	Arch/Sperry Project	Widen from 2 to 6 lanes	Austin Road to Frontier Way		$0	$0						
SJ07-3161			Tier II	Stockton	Arch/Sperry Project	Widen from 2 to 6 lanes	Frontier Way to SR-99		$0	$0						
SJ07-3162			Tier II	Stockton	Arch-Sperry Road	Contruct 4 to 8 lanes	I-5 to Performance Drive	$65,000,000	$0	$65,000,000					X	
SJ07-3163			Tier II	Stockton	Arch-Sperry Road	Construct 2 to 8 lanes	Performance Drive to SR-99	$35,000,000	$0	$35,000,000					X	
SJ07-3164			Tier II	Stockton	Austin Road	Construct 6 lanes	SR-26 to Main Street	$10,000,000	$0	$10,000,000					X	
SJ07-3165			Tier II	Stockton	Austin Road	Construct 8 Lanes	Main Street to Mariposa Road	$60,000,000	$0	$60,000,000					X	
SJ07-3166			Tier II	Stockton	Austin Road	Construct 6 lanes	Mariposa Road to Arch Road	$5,000,000	$0	$5,000,000					X	
SJ07-3167			Tier II	Stockton	Austin Road	Construct 4 lanes	Arch Road to French Camp Road	$20,000,000	$0	$20,000,000					X	
SJ07-3168			Tier II	Stockton	Center/El Dorado	Widen to 4 lanes	Harding to Charter	$0	$0	$0						
SJ07-3169			Tier II	Stockton	El Dorado Street	Widen to 6 lanes	Yokuts Avenue to Hammer Lane	$6,000,000	$0	$6,000,000						
SJ07-3170			Tier II	Stockton	Fremont Street	Widen to 4 lanes	Pershing Avenue to Center Street	$4,000,000	$0	$4,000,000						
SJ07-3171			Tier II	Stockton	French Camp Road	Widen from 2 to 6 lanes	SR-99 to Arch-Sperry Road	$40,000,000	$0	$40,000,000					X	
SJ07-3172			Tier II	Stockton	Mariposa Road	Widen from 2 to 4 lanes	Between Route 99 and Austin Road	$89,955,368	$0	$89,955,368						
SJ07-3173			Tier II	Stockton	New Road A-North Gateway	Construct 4 lanes. Project involves 2 railroad grade separation	I-5 to SR-99	$25,000,000	$0	$25,000,000					X	
SJ07-3174			Tier II	Stockton	Pershing Avenue	Widen to 6 lanes	Alpine Avenue to Thornton Road	$13,000,000	$0	$13,000,000						
SJ07-3175			Tier II	Stockton	West Lane	Widen from 4 to 6 lanes	Armstrong Road to Eight Mile Road	$10,000,000	$0	$10,000,000					X	
SJ07-3176			Tier II	Stockton	West Lane	Widen from 4 to 6 lanes	UPRR (SPRR) s/o Alpine-Calaveras River	$44,200,000	$0	$44,200,000					X	
SJ07-3177			Tier II	Stockton	West Lane	Widen from 6 to 8 lanes	Eight Mile Road to Alpine Avenue	$35,000,000	$0	$35,000,000					X	
SJ07-3178			Tier II	Stockton	West Lane	Widen to 8 lanes	Calaveras River to Eight Mile Road	$8,000,000	$0	$8,000,000						
SJ07-3179			Tier II	Stockton	West Lane/Airport Way	Widen from 4 to 6 lanes	Alpine Avenue to Arch-Sperry Road	$60,000,000	$0	$60,000,000					X	
SJ07-3180			Tier II	Stockton	Trinity Parkway Extension	Construct 4 lane extension	Hammer Lane to March Lane									
SJ07-3181			Tier II	Tracy	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	$51,784,667	$0	$51,784,667						
SJ07-3182			Tier II	Tracy	Eleventh Street Bridge	Replacement of existing Tracy East Overhead Bridge		$15,000,000	$0	$15,000,000						
SJ07-3183			Tier II	Tracy	Tracy Blvd.	Widen 2 to 4 lanes	I-205 to Eleventh Street	$15,000,000	$0	$15,000,000						
								$2,174,365,334	**$1,126,604,362**	**$1,077,745,972**						

Table 7-4: 2011 Regional Transportation Plan Project List - Railroad Crossing Safety Category

Identifiers					Project Information					Cost to Deliver			Milestone Years					
	2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	RTP/FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-4002				Tier I	Caltrans	Section 130 Railroad Grade Crossing Hazard Elimination Projects	Eliminate hazards at railroad grade crossings	Various locations in San Joaquin County		$7,126,000	$7,126,000		various	various	2030		
SJ07-4004	112-0000-0155		3K41	Tier I	Lathrop	Lathrop Road at UPRR (Westerly)	Preliminary engineering and Environmental Phase and Construction of a 4 lane overpass	Lathrop Road at UPRR		$15,000,000	$15,000,000	$0	2009	2010	2013	X	
SJ07-4006				Tier I	Lodi	Harney Lane at UPRR	Construct grade separation	Harney Lane at UPRR		$18,502,089	$18,502,089	$0		2012	2016	X	
SJ07-4008				Tier I	Manteca	Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Lathrop Road		$21,492,318	$21,492,318	$0		2021	2025	X	
SJ07-4024				Tier I	Port of Stockton	Daggett Road at BNSF	Construct grade separation	Daggett Road at BNSF		$12,460,000	$12,460,000	$0		2010	2012		
SJ07-4010				Tier I	Ripon	Main Street at UPRR	Reconstruct Main Street Over Crossing structure	Main Street at UPRR		$10,000,000	$10,000,000	$0		2014	2018		
SJ07-4011				Tier I	Ripon	Wilma Avenue at UPRR	Reconstruct existing overcrossing structure	Wilma Avenue at UPRR		$10,000,000	$10,000,000	$0		2018	2022		
SJ11-4001				Tier I	San Joaquin County	Lower Sacramento Road/UPRR (near Woodson Road)	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)		$40,000,000	$40,000,000	$0		2016	2020		
SJ07-4012				Tier I	Stockton	Eight Mile/UPRR (Easterly) Former SPRR	Construct grade separation of roadway and railway	Eight Mile Road between Leach Road and Golf View Road		$42,400,000	$42,400,000	$0			2012	X	
SJ07-4013				Tier I	Stockton	Eight Mile/UPRR (Westerly)	Construct grade separation of roadway and railway	Eight Mile/UPRR (Westerly) between Davis Road and Lower Sacramento Road		$39,400,000	$39,400,000	$0			2012	X	
SJ07-4014				Tier I	Stockton	Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements at railway	Alpine Ave/UPRR (west)		$31,400,000	$31,400,000	$0			2013	X	
SJ07-4015				Tier I	Stockton	Lower Sacramento Road, at UPRR (Bear Creek in Stockton)(West)	Construct a 6 lane divided underpass includes the LSR bridge over Bear Creek	Lower Sacramento Road, at UPRR between Bear Creek and Marlette Road		$61,200,000	$61,200,000	$0			2013	X	
SJ07-4016				Tier I	Stockton	Airport Way/BNSF	At-Grade Crossing	Airport Way/BNSF		$2,800,000	$2,800,000	$0			2015		
SJ07-4017				Tier I	Stockton	Alpine Ave/UPRR (east)	Grade Separation	Alpine Ave/UPRR (east)		$35,100,000	$35,100,000	$0			2019		
SJ07-4018				Tier I	Stockton	Morada Ln/UPRR (West)	Construct grade separation of roadway and railway	Morada Ln/UPRR (west)		$34,600,000	$34,600,000	$0			2019		
SJ07-4001				Tier II	Caltrans	Rt 12/UPRR Crossing	Construct new grade separation	Rt 12 at UPRR		See SJ07-1011	$0	See SJ07-1011					
SJ07-4003				Tier II	Escalon	Escalon BNSF Crossing Improvement	Construct grade separation or at-grade improvements of BNSF railway crossings	At location in City of Esalcon to be determined through local arterial circulation analysis		$30,000,000	$0	$30,000,000				X	
SJ07-4020				Tier II	Lathrop	Louise Avenue at SPRR	Construct a grade separation	Louise Avenue at SPRR		$4,500,000	$0	$4,500,000					
SJ07-4007				Tier II	Lodi	Lodi Avenue/UPRR	Construct safety improvements of railway crossing	Lodi Avenue/UPRR		$14,548,500	$0	$14,548,500					
SJ07-4009				Tier II	Manteca	Austin Road Grade Crossing	Construct new grade separation	Austin Road near SR 99		See SJ07-2013	$0	See SJ07-2013					
SJ07-4025				Tier II	Ripon	Olive Road Overcrossing at UPRR/SR-99	Construct new full access Highway Overhead Interchange overcrossing at Olive Road/UPRR	Olive Road Interchange at SR-99		$10,000,000	$0	$10,000,000					
SJ07-4026				Tier II	San Joaquin County	Davis Road at UPRR	Construct grade separation	Davis Road at UPRR		$20,000,000	$0	$20,000,000					
SJ07-4027				Tier II	San Joaquin County	West Lane at UPRR	Eliminate the existing at-grade crossing of the UPRR and the associated modal conflicts. To improve both through traffic capacity and vehicular safety. Construct a 6 lane overpass	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road		$56,030,393	$0	$56,030,393				X	
SJ07-4029				Tier II	San Joaquin County	Turner Road at UPRR	Construct grade separartion	Turner Road at UPRR		$20,000,000	$0	$20,000,000					
SJ07-4033				Tier II	Tracy	Chrisman Road at UPRR at Bates	Construct grade separation	Chrisman Road at UPRR		$40,013,867	$0	$40,013,867					
SJ07-4034				Tier II	Tracy	Eleventh Street at SPRR	Construct a 4 lane underpass	Eleventh Street at SPRR		$10,000,000	$0	$10,000,000					
SJ07-4035				Tier II	Tracy	Tracy Boulevard at SPRR	Construct a 4 lane underpass	Tracy Boulevard at SPRR		$10,000,000	$0	$10,000,000					
										$596,573,167	**$381,480,407**	**$215,092,760**					

Table 7-5: 2011 Regional Transportation Plan Project List - Bus Transit Category

Identifiers					Project Information					Cost to Deliver			Milestone Years		
2011 RTP ID	2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ11-2001				Tier I	Escalon	etrans Transit Operations	Costs associated with service to Modesto	City of Escalon		$1,400,000	$1,400,000	$0			2030
SJ11-2002				Tier I	Escalon	etrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	City of Escalon		$900,000	$900,000	$0			2030
SJ07-5001				Tier I	Lodi	Grapeline Capital	Purchase 13 replacement vehicles	Grapeline Capital		$1,600,000	$1,600,000	$0	various		2012
SJ07-5002	212-0000-0155			Tier I	Lodi	Grapeline Capital	Costs associated with the installation of bus stop shelters including benches at various locations	Grapeline Capital		$520,000	$520,000	$0	various		2035
SJ07-5003				Tier I	Lodi	Grapeline Capital	Costs associated with expanding the square footage of shop work space to accommodate bus maintenance and repair activities	Grapeline Capital		$1,000,000	$1,000,000	$0			2030
SJ07-5004	212-0000-0299			Tier I	Lodi	Grapeline Capital	Costs to improve and maintain transportation service facilities at transit facilities	Grapeline Capital		$3,250,000	$3,250,000	$0			
SJ07-5005				Tier I	Lodi	Grapeline Operations	Lodi Grapeline transit service facilities, fueling stations, and maintenance shop upgrades/expansions	Lodi Grapeline Transit Service Facilities		$1,500,000	$1,500,000	$0			
SJ07-5006				Tier I	Lodi	Grapeline Operations	Costs associated with the delivery of the ADA Paratransit/General Public Dial-A-Ride services.	Includes 2.5% increase in operations annually as a result of growth		$50,000,000	$50,000,000	$0	various		2035
SJ07-5007	212-0000-0292			Tier I	Lodi	Grapeline Operations	Purchase of six replacement Fixed route vehicles	Grapeline Operations		$3,000,000	$3,000,000	$0			2012
SJ07-5008	212-0000-0292			Tier I	Lodi	Grapeline Capital	Lodi Capital	Purchase 7 replacement buses in years 2010 to 2015, 20 in 2015 to 2025, and 40 in 2025 to 2035		$10,700,000	$10,700,000	$0	various		2035
SJ07-5009				Tier I	Lodi	Lodi Grapeline (Fixed Route)	Lodi Grapline Capital	Purchase 6 buses in years 2015 to 2025		$3,000,000	$3,000,000	$0	various		2025
SJ07-5011				Tier I	Lodi	GrapeLine Operations	Costs associated with the delivery of the GrapeLine fixed route services.	Includes 2.5% increase in operations annually as a result of growth		$55,200,000	$55,200,000	$0	various		2035
SJ07-5014	212-0000-0234			Tier I	Manteca	City of Manteca Short Range Transit Analysis and Action Plan	Costs to update document and support transit planning efforts	City of Manteca		$60,000	$60,000	$0			
SJ07-5015	212-0000-0358			Tier I	Manteca	Manteca Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	Manteca Transit		$100,000	$100,000	$0			
SJ07-5016	212-0000-0300			Tier I	Manteca	Manteca Transit System	Costs associated with Safety/Security/ITS	Manteca Transit		$25,000	$25,000	$0			
SJ07-5017	212-0000-0235			Tier I	Manteca	Manteca Transit System Capital	Purchase of 8 vehicles over the next three years, 4 Vehicles the first year and 2 vehicles per year for two subsequent years	Manteca Transit Sytem Capital		$1,348,000	$1,348,000	$0			
SJ07-5018	212-0000-0282/ 212-0000-0213			Tier I	Manteca	Manteca Transit System Operations	Costs associated with the Operations and administration of DAR and fixed route	Manteca		$3,399,000	$3,399,000	$0	various		2030
SJ07-5061				Tier I	Manteca	Manteca MultiModal Station	Costs associated with the construction of a multmodal station			$5,700,000	$5,700,000	$0			
SJ07-5019	212-0000-0359			Tier I	Ripon	City of Ripon Fixed Route Transit System Operations	Costs associated with the delivery of a fixed route transit system in the City of Ripon ($300,000 annually)	City of Ripon		$7,200,000	$7,200,000	$0	2009		2030
SJ07-5021				Tier I	Ripon	Ripon Park N Ride Lot	Construction of a new park n ride lot	Park N Ride Lot at Jack Tone Road and SR-99		$450,000	$450,000	$0			2008
SJ07-5022	212-0000-0359			Tier I	Ripon	Ripon Transit Service Capital	Costs associated with the purchase of two fixed route buses			$600,000	$600,000	$0	2009		2010
SJ07-5062				Tier II	Ripon	Ripon Multi-Modal Station	Construct a new bus and train station	Ripon Multi-Modal Station		$6,000,000	$0	$6,000,000			
SJ07-5023	212-0000-0374			Tier I	San Joaquin County	Replacement of Unleaded Fuel Vehicles (Fleet Services) with Hybrid Vehicles	Costs associated with the purchase of sixty hybrid (gas-electric) vehicles			$2,039,000	$2,039,000	$0	2011		
SJ07-5025	212-0000-0362			Tier I	SJRTD	BRT Project Phase II Airport Way Corridor: Hybrid Diesel-Electric Bus Procurement	Costs associated with the purchase of hybrid diesel-electric buses			$5,500,000	$5,500,000	$0	2010		2012
SJ07-5026				Tier I	SJRTD	Bus Rapid Transit (BRT)	Regional/Inter-Regional BRT system	Regional/Inter-Regional-Operations		$100,000,000	$100,000,000	$0	various		2030
SJ07-5027	212-0000-0279			Tier I	SJRTD	Bus Rapid Transit (BRT) Vehicles	Purchase of buses for service expansion (Intercity/Interregional)	San Joaquin County-Capital		$10,000,000	$10,000,000	$0			
SJ07-5028	212-0000-0304			Tier I	SJRTD	Camera and Security Equipment	Purchase and installation of camera and security equipment for surveillance on buses and bus facilities	SJRTD Capital		$750,000	$750,000	$0			
SJ07-5029				Tier I	SJRTD	Coordinated Transportation Vehicles	Includes new replacement buses or vans	San Joaquin County-Capital		$5,200,000	$5,200,000	$0			
SJ07-5030	212-0000-0266			Tier I	SJRTD	County Operations	FTA Section 5311 funding for services to rural areas of San Joaquin County	San Joaquin County-Operations		$7,635,887	$7,635,887	$0			2030
SJ07-5031				Tier I	SJRTD	County Wide DAR	Expansion and replacement buses	San Joaquin County-Capital		$4,200,000	$4,200,000	$0			

Table 7-5: 2011 Regional Transportation Plan Project List - Bus Transit Category

Identifiers					Project Information					Cost to Deliver			Milestone Years		
	2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ07-5032	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167			Tier I	SJRTD	Countywide DAR	Countywide GPDAR	San Joaquin County-Operations		$200,000,000	$200,000,000	$0	various		2030
SJ07-5033	212-0000-360			Tier I	SJRTD	Deviated Fixed Route Service: Replacement and Expansion (Ultra Low Sulfur Diesel) Buses	Cost associated with the purchase of replacement and expansion buses			$2,100,000	$2,100,000	$0	2009		
SJ07-5034	212-0000-0236			Tier I	SJRTD	Downtown Transit Center	Construction, continuing development and improvements to the Downtown Transit Center	SJRTD Capital		$1,814,000	$1,814,000	$0			2030
SJ07-5035	212-0000-0164			Tier I	SJRTD	Intelligent Technologies	Intelligent Technologies	San Joaquin County-Capital		$5,700,000	$5,700,000	$0			
SJ07-5036	212-0000-0304			Tier I	SJRTD	Intercity/Interregional	Expansion and replacement buses	San Joaquin County-Capital		$50,000,000	$50,000,000	$0			
SJ07-5037	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167			Tier I	SJRTD	Intercity/Interregional/Hopper	I/C I/R Operations	San Joaquin County-Operations		$300,000,000	$300,000,000	$0	various		2030
SJ07-5039	212-0000-0367			Tier I	SJRTD	Non-Revenue Hybrid Replacement Vehicles	Costs associated with the purchase of ten hybrid electric replacement vehicles			$219,000	$219,000	$0	2010		
SJ07-5040	212-0000-0332/ 212-0000-0165			Tier I	SJRTD	Operational Facilities	Expansion/Modernization	San Joaquin County-Capital		$7,500,000	$7,500,000	$0			
SJ07-5041				Tier I	SJRTD	Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	Stockton Metropolitan Area-Capital		$6,400,000	$6,400,000	$0			
SJ07-5042	212-0000-0352		140	Tier I	SJRTD	Regional Transportation Center	Expansion/Modernization	San Joaquin County-Capital		$70,000,000	$70,000,000	$0			
SJ07-5043	212-0000-0244			Tier I	SJRTD	RTD Capital Improvement Projects	Capital improvements	San Joaquin County-Capital		$20,000,000	$20,000,000	$0			
SJ07-5044				Tier I	SJRTD	SMA	Expansion and replacement buses	Stockton Metropolitan Area-Capital		$50,000,000	$50,000,000	$0			
SJ07-5045	212-0000-0161/ 212-0000-0246/ 212-0000-0159/ 212-0000-0245/ 212-0000-0167			Tier I	SJRTD	SMA	SMA Fixed Route and SMA DAR	Stockton Metropolitan Area-Operations		$934,929,201	$934,929,201	$0	various		2030
SJ07-5046	212-0000-0158			Tier I	SJRTD	Support Vehicles	Cost to secure support vehicles	San Joaquin County-Capital		$1,000,000	$1,000,000	$0			
SJ07-5047	212-0000-0364			Tier I	SJRTD/ City of Stockton	BRT Project Phase II Airport Way Corridor: Stockton Airport to Downtown Transit Center	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments			$2,408,000	$2,408,000	$0	2009		2012
SJ11-2003				Tier I	SJRTD	BRT Project Phase III: Hammer Lane Corridor.	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments	Stockton Metropolitan Area-Capital		$10,000,000	$10,000,000	$0			
SJ11-2004				Tier I	SJRTD	BRT Project Phase III: Hammer Lane Corridor. Hybrid Diesel-Electric Bus Procurement	Costs associated with the purchase of hybrid diesel-electric buses	Stockton Metropolitan Area-Capital		$6,000,000	$6,000,000	$0			
SJ11-2005				Tier I	SJRTD	BRT Project Phase III: Hammer Lane Corridor.	Hammer Triangle Transfer Station	Stockton Metropolitan Area-Capital		$800,000	$800,000	$0			
SJ11-2006				Tier I	SJRTD	BRT Project Phase III: Hammer Lane Corridor.	Hammer Triangle Transfer Station	Stockton Metropolitan Area-Capital		$34,200,000	$34,200,000				
SJ07-5048	212-0000-0349			Tier I	Tracy	DAR	DAR Capital	Purchase 4 buses every 5 year period (20 Total)		$2,000,000	$2,000,000	$0	2011	n/a	2030
SJ07-5049	212-0000-0350			Tier I	Tracy	Fixed Route Service	Capital	Purchase 3 buses every 5 year period; Purchase 2 buses every 10 year period		$3,000,000	$3,000,000	$0	2011	n/a	2030
SJ07-5050	212-0000-0206			Tier I	Tracy	TRACER Capital	Construction of turnouts and 18 shelters	various locations including multi-modal station		$1,370,000	$1,370,000	$0			2011
SJ07-5051	212-0000-0206			Tier I	Tracy	TRACER Capital	Phase I Bus Turnouts - Street Facility improvements for bus turnouts to improve traffic flow, decrease emissions, and operations/passenger safety	TRACER Capital		$1,760,000	$1,760,000	$0			2011
SJ07-5052	212-0000-0206			Tier I	Tracy	TRACER Capital	Phase Bus Turnouts II - Passenger Shelters	Costs of passenger shelters and bus turnouts		$1,125,000	$1,125,000	$0			2021
SJ07-5053	212-0000-0347			Tier I	Tracy	TRACER Capital	Paratransit Minivans	Cost of Paratransit Minivans at $70,000 each		$140,000	$140,000	$0			2011
SJ07-5054	212-0000-0348			Tier I	Tracy	TRACER Capital	Transit Supervisor Vehicle	Cost of a Transit Supervisor Vehicle		$50,000	$50,000	$0			2011
SJ07-5055	212-0000-0149			Tier I	Tracy	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	Includes 3.0% increase in operations annually as a result of growth		$20,676,000	$20,676,000	$0	2008	n/a	2030
SJ07-5056	212-0000-0208			Tier I	Tracy	TRACER Project Mangement and Planning	update the City of Tracy Short-Range Transit Analysis and Action Plan and	TRACER Project Management and Planning		$1,377,000	$1,377,000	$0			2031
SJ11-2007				Tier I	Tracy	Fixed Route Service	Fleet expansiobn - 6 Hybrid or CNG buses	Purchase 6 buses over a 5 year period		$3,700,000	$3,700,000	$0			

Table 7-5: 2011 Regional Transportation Plan Project List - Bus Transit Category

Identifiers					Project Information					Cost to Deliver			Milestone Years			
2011 RTP MPO ID	CTIPS ID #		PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ11-2008				Tier I	Tracy	TRACER Capital	Vehicle Storage and Maintainence Facility	Location within City limits, to support expansion of fleet		$30,000,000	$30,000,000	$0			
SJ11-2009				Tier I	Tracy	TRACER Capital	CNG Station replacement	Cost to replace old equipment		$4,000,000	$4,000,000	$0			
SJ11-2010				Tier I	Tracy	TRACER Capital	Bus shelters replacement	Replacement of existing shelters/benches		$2,500,000	$2,500,000	$0			
SJ07-5058	212-0000-361			Tier I	Lodi	Dial-A-Ride Fixed Route Bus Replacement Project	Cost associated with the purchase of seven fixed route bus replacement projects			$1,000,000	$1,000,000	$0	2009		
SJ07-5059	212-0000-0400			Tier I	Various Agencies	FTA JARC Funding	Costs associated with the competively selected projects from the Coordinated Human Services Transportation Plan for San Joaquin County.	San Joaquin County		$9,200,000	$9,200,000	$0	2007		
SJ07-5060	212-0000-0401//212-0000-0355			Tier I	Various Agencies	FTA New Freedom Funding	Costs associated with the competively selected projects from the Coordinated Human Services Transportation Plan for San Joaquin County, and the costs associated with the implementation of the Coordinated plan.	San Joaquin County		$3,200,000	$3,200,000	$0	2007		
SJ07-5063				Tier II	SJRTD	Countywide DAR	Countywide GPDAR	San Joaquin County-Operations		$44,348,000	$0	$44,348,000			
SJ07-5064				Tier II	SJRTD	Countywide DAR	Expansion and replacement buses	San Joaquin County-Capital		$1,000,000	$0	$1,000,000			
SJ07-5065				Tier II	SJRTD	Countywide DAR	Service Operations	San Joaquin County-Operations		$212,687,000	$0	$212,687,000			
SJ07-5066				Tier II	SJRTD	Countywide DAR Capital	Expansion and replacement buses	San Joaquin County-Capital		$22,880,000	$0	$22,880,000			
SJ07-5067				Tier II	SJRTD	Intercity/Interregional	Operations	San Joaquin County-Operations		$50,854,000	$0	$50,854,000			
SJ07-5068				Tier II	SJRTD	Intercity/Interregional	Expansion and replacement buses	Intercity/Interregional/Hopper		$40,000,000	$0	$40,000,000			
SJ07-5069				Tier II	SJRTD	Intercity/Interregional Capital	Expansion and replacement buses	San Joaquin County-Capital		$33,760,000	$0	$33,760,000			
SJ07-5070				Tier II	SJRTD	Intercity/Interregional/Hopper	I/C I/R Operations	San Joaquin County-Operations		$91,233,000	$0	$91,233,000			
SJ07-5071				Tier II	SJRTD	RTD Bus Rapid Transit	Regional/Interregional Bus Rapid Transit System	San Joaquin County-Operations		$80,000,000	$0	$80,000,000			
SJ07-5072				Tier II	SJRTD	RTD Bus Rapid Transit Vehicles	Purchase of buses for service expansion (Intercity/Interregional)	San Joaquin County-Capital		$18,000,000	$0	$18,000,000			
SJ07-5073				Tier II	SJRTD	RTD Capital Improvement Projects	Capital improvements	San Joaquin County-Capital		$132,154,000	$0	$132,154,000			
SJ07-5074				Tier II	SJRTD	RTD Downtown Transit Center	Construction, continuing development and improvements to the Downtown Transit Center	San Joaquin County-Capital		$5,000,000	$0	$5,000,000			
SJ07-5075				Tier II	SJRTD	RTD Facility Modernization		San Joaquin County-Capital		$19,020,000	$0	$19,020,000			
SJ07-5076				Tier II	SJRTD	RTD Support Vehicles	Costs to secure support vehicles	San Joaquin County-Capital		$2,750,000	$0	$2,750,000			
SJ07-5077				Tier II	SJRTD	SMA	SMA Fixed Route and SMA DAR	Stockton Metropolitan Area-Operations		$230,328,000	$0	$230,328,000			
SJ07-5078				Tier II	SJRTD	SMA	Expansion and replacement buses	Stockton Metroplitan Area-Operations		$49,000,000	$0	$49,000,000			
SJ07-5079				Tier II	SJRTD	SMA Capital	Expansion and replacement buses	Stockton Metropolitan Area-Capital		$56,046,000	$0	$56,046,000			
SJ07-5080				Tier II	SJRTD	SMA Operations	Local Service Operations	Stockton Metropolitan Area-Operations		$582,605,000	$0	$582,605,000			
SJ11-2011				Tier II	SJRTD	BRT Project Phase IV	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments			$20,000,000	$0	$20,000,000			
SJ11-2012				Tier II	SJRTD	BRT Project Phase IV: Hybrid Diesel-Electric Bus Procurement	Costs associated with the purchase of hybrid diesel-electric buses			$8,000,000	$0	$8,000,000			
SJ11-2013				Tier II	SJRTD	BRT Project Phase IV	Phase IV Transfer Station			$8,000,000	$0	$8,000,000			
SJ11-2014				Tier II	SJRTD	BRT Project Phase V	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments			$20,000,000	$0	$20,000,000			
SJ11-2015				Tier II	SJRTD	BRT Project Phase V: Hybrid Diesel-Electric Bus Procurement	Costs associated with the purchase of hybrid diesel-electric buses			$8,000,000	$0	$8,000,000			
SJ11-2016				Tier II	SJRTD	BRT Project Phase V	Phase IV Transfer Station			$8,000,000	$0	$8,000,000			
SJ07-5079				Tier II	Various	Local Service	Operations	Various Operations		$194,202,000	$0	$194,202,000			
SJ07-5080				Tier II	Various	Miscellaneous Capital Improvement Projects	Facility upgrades, passenger amenities, operating equipment.	Various Capital		$57,961,000	$0	$57,961,000			
										$3,811,782,088	**$2,074,445,088**	$1,995,828,000			

Table 7-6: 2011 Regional Transportation Plan Project List - Rail Corridor Improvements Category

Identifiers				Project Information				Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion Date
SJ07-6001	112-0000-0139	2030	Tier I	Caltrans	Caltrans Intercity Rail	Construct double main track, panelized turnouts, relocate/renew siding turnout, and realign existing trackage.	San Joaquin County between Escalon and Stockton	$31,200,000	$31,200,000	$0			
SJ07-6002	212-0000-0121		Tier I	SJRRC	ACE Capital	Acquisition of two rail cars	ACE Capital	$3,648,000	$3,648,000	$0			
SJ07-6003	212-0000-0281		Tier I	SJRRC	ACE Capital	Purchase two additional rail cars for ACE service expansion	ACE Capital	$8,800,000	$8,800,000	$0			
SJ07-6004	212-0000-0190		Tier I	SJRRC	ACE Capital	SJRRC shared costs for the overall maintenance of vehicles	ACE Capital	$7,564,000	$7,564,000	$0			2030
SJ07-6005	212-0000-0262		Tier I	SJRRC	ACE Capital	Capital lease with UPRR for a 10 year trackage rights	ACE Capital	$14,780,000	$14,780,000	$0			
SJ07-6006	212-0000-0293		Tier I	SJRRC	ACE Capital	Signal Upgrade project	Between Niles Junction and Lathrop	$4,325,000	$4,325,000	$0			
SJ07-6007			Tier I	SJRRC	ACE Capital	Purchase of Replacement Vehicles (Bus, Van) for ACE Service	ACE Capital	$126,000	$126,000	$0			
SJ07-6008			Tier I	SJRRC	ACE Capital	Construction of an ADA compliant pedestrian underpass and Center Platform at the Station to facilitate train movement	Santa Clara Caltrain Station	$3,448,000	$3,448,000	$0			
SJ07-6009			Tier I	SJRRC	ACE Capital	Realignment of tracking	Near Altamont Pass	$4,064,000	$4,064,000	$0			
SJ07-6010	212-0000-0301	2066	Tier I	SJRRC	ACE Capital	Construction	Northwest Track Connection in Stockton	$7,500,000	$7,500,000	$0			
SJ07-6011	212-0000-0302		Tier I	SJRRC	ACE Capital	Improvements to the Wireless Security System on the ACE service	ACE Capital	$500,000	$500,000	$0			
SJ07-6012	212-0000-0303		Tier I	SJRRC	ACE Capital	Double Track in Lathrop and Track Extension in Stockton	Between Stockton and Lathrop	$4,000,000	$4,000,000	$0			
SJ07-6013	112-0000-0140	2031	Tier I	SJRRC	ACE Capital	Restoration of abandoned Depot building	Downtown Stockton, between Weber Ave and Miner Ave	$7,000,000	$7,000,000	$0	2007		
SJ07-6014	212-0000-0210		Tier I	SJRRC	ACE Equipment Maintenance Facility	Relocation of ACE Maintenance Facility from Union Pacific Railroad facility to permanent facility.	ACE Capital	$32,250,000	$32,250,000	$0			
SJ07-6015	212-0000-0306		Tier I	SJRRC	ACE Gap Closure Project	Allow SJRCC to operate on separate tracks from Union Pacific Railroad between maintenance yard and the station siding.	Between the Stockton ACE Station and the ACE Equipment Maintenance Facility	$7,000,000	$7,000,000	$0			
SJ07-6016			Tier I	SJRRC	ACE Service Extensions	Enhance/extend intercity rail to benefit residents; integrate ACE with the State intercity rail service; extend ACE service	San Joaquin County and San Joaquin Valley; Sacramento, Modesto, and San Francisco	$8,563,000	$8,563,000	$0	various		2030
SJ07-6017			Tier I	SJRRC	ACE Corridor	Acquisition of ACE Corridor between Lathrop and Niles Junction	Between Lathrop and Niles Junction	$45,000,000	$45,000,000	$0			
SJ07-6018			Tier I	SJRRC	Phase II Implementation Plan for the Central Valley Rail Service	Commuter rail service	Central Valley to Sacramento	$1,000,000	$1,000,000	$0			
SJ07-6019			Tier I	SJRRC	Operations	Shuttle Services in San Joaquin County stations	San Joaquin County	$1,123,000	$1,123,000	$0	various		2030
SJ07-6020			Tier I	SJRRC	Capital	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 1		$17,000,000	$17,000,000	$0			2015
SJ07-6021			Tier I	SJRRC	ACE Operations	ACE operations and Capital Access Fee (5 trains from 2012 to 2016, 6 trains from 2017 to 2021, 7 trains from 2022 to 2029 and 8 trains from 2030 to 2041)	SJRRC/Santa Clara/Alameda contributions shown	$241,365,000	$241,365,000	$0	various		2030
SJ07-6022			Tier I	SJRRC	Lathrop Transfer Station	Lathrop Transfer Station- Between ACE and Central Valley Service		$5,500,000	$5,500,000	$0			
SJ07-6023			Tier I	SJRRC	Rail Information Systems	Rail Information Systems (Ticket vending machines, on-train internet, changeable message signs at stations, trip planner via internet, real time system for train status for ACE and other connecting services)		$13,400,000	$13,400,000	$0			
SJ07-6024			Tier I	SJRRC	Rail Station Expansion	Rail Station Expansion/Improvements/Access	Stockton station, Lathrop station and Tracy 2nd station (west)	$28,250,000	$28,250,000	$0			
SJ07-6025			Tier I	SJRRC	Central Valley Rail Service	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)		$125,000,000	$125,000,000	$0			

Table 7-6: 2011 Regional Transportation Plan Project List - Rail Corridor Improvements Category

Identifiers				Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion Date
SJ07-6026			Tier I	SJRRC	Central Valley Rail Service	Central Valley Commuter Rail Service (Rolling stock procurement and construction of layover facility in Ripon. Track construction projects include siding extension, construction of double track, road crossing improvements, and signal improvements.			$35,000,000	$35,000,000	$0			
SJ07-6027			Tier I	Various	Northern California Logistical Program	Implement rail freight shuttle	Between the Port of Stockton and Port of Oakland to divert truck freight traffic from the I-205 corridor		$10,000,000	$10,000,000	$0			
SJ07-6028			Tier II	SJRRC	ACE Capital	Rolling Stock/Track Improvements/ Station Improvements	ACE Capital		$32,000,000	$0	$32,000,000	various		2030
SJ07-6029			Tier II	SJRRC	ACE Train Extension (Central Valley to Sacramento Commuter Rail Project)	Extension of services	Central Valley to Sacramento		$54,000,000	$0	$54,000,000			
SJ07-6030			Tier II	SJRRC	Altamount Service Improvements	Rolling Stock/Track Improvements/ Station Improvements	Altamount Operations (SJRRC)		$52,000,000	$0	$52,000,000			
SJ07-6031			Tier II	SJRRC		Dual Mode Rail-Road Hybrid Demonstration Project (Vehicles that can run on rail & roads. Project can be on either the former CCT line between Stockton and Sacramento or on Byron Hwy line.)			$10,000,000	$0	$10,000,000			
SJ07-6032			Tier II	SJRRC		Rail/Port to Port Rail Freight Service (planning, engineering, purchase of 52.6 Miles of ROW.) Track Construction projects include siding extensions, construction of double track, road crossing improvements and signal improvements.	Oakland to Stockton		$141,000,000	$0	$141,000,000			
SJ07-6033			Tier II	SJRRC		Direct ACE/BART Connection (a direct connection between ACE and BART at Valley/Stanley or at Greenville Rd in Alameda County.			$20,000,000	$0	$20,000,000			
SJ07-6034			Tier II	SJRRC		Byron Highway Commuter Rail Service Operations and Maintenance and ROW purchase (2 trains from 2015 to 2019, 3 trains from 2020 to 2029 and 4 trains from 2030 to 2041).			$100,000,000	$0	$100,000,000			
SJ07-6035			Tier II	SJRRC		Altamont Corridor Speed and Safety upgrades (including signal upgrade to automatic train stop increase train speed from 79 to 90 MPH and several track realignment projects)			$30,000,000	$0	$30,000,000			
SJ07-6036			Tier II	SJRRC		Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 2			$15,000,000	$0	$15,000,000			2022
									$1,121,406,000	**$667,406,000**	$454,000,000			

Table 7-7: 2011 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category

Table 7-8: 2011 Regional Transportation Plan Project List - Bicycle and Pedestrian Facilities Improvement Projects Category

Identifiers			Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ07-8001	212-0000-0119	Tier I	Lathrop	Lathrop Road	Bicycle Facilities Improvement Project: Provision of bicycle and pedestrian facilities	City of Lathrop	$175,000	$175,000	$0	2008	2008	2008
SJ07-8002	212-0000-0339	Tier I	Ripon	Jack Tone Road	Reconstruct roadway to include a new Class 1 bikeway	Jack Tone Road	$3,000,000	$3,000,000	$0	2008		2008
SJ07-8003		Tier I	Ripon	Stanislaus River Trail	Construct Class I bicycle/pedestrian trail along the Stanislaus River	Corps Park to Jack Tone Golf Course Stanislaus River Trail	$1,500,000	$1,500,000	$0			
SJ07-8004		Tier I	San Joaquin County	Airport Way	Construction of a Class III Bike Lane	Durham Ferry Road to Trahern Road, 3.7 miles	$148,000	$148,000	$0			
SJ07-8005		Tier I	San Joaquin County	Airport Way	Construction of a Class III Bike Lane	West Ripon Road to Trahern Road, 2.7 miles	$108,000	$108,000	$0			
SJ07-8006		Tier I	San Joaquin County	Armstrong Road	Widen existing 20' roadway to 32' wide for construction of a class III bike lane	Davis Road to Lower Sacramento Road	$1,609,000	$1,609,000	$0	2010	2009	2010
SJ07-8007		Tier I	San Joaquin County	Armstrong Road	Construction of a Class III Bike Lane	Micke Grove Road to Frontage Road, 0.7 miles	$210,000	$210,000	$0			
SJ07-8008		Tier I	San Joaquin County	Armstrong Road	Construction of a Class III Bike Lane	West Lane to Micke Grove Road, 0.3 miles	$90,000	$90,000	$0			
SJ07-8009		Tier I	San Joaquin County	Armstrong Road	Construction of a Class III Bike Lane	Davis Road to West Lane, 3.0 miles	$900,000	$900,000	$0			
SJ07-8010		Tier I	San Joaquin County	Austin Road	Construct 4 feet roadway widening on each side to provide class III bike route and resurface existing roadway	French Camp Road to Louise Avenue, 2.3 miles	$1,884,000	$1,884,000	$0	N/A	N/A	2008
SJ07-8011		Tier I	San Joaquin County	South Stockton Sidewalks	Installation of curb, gutter and sidewalks on streets in the southeast area of unincorporated Stockton	Eleventh Street (B Street to D Street), D Street (Loomis Road to Eighth Street), Eighth Street (Bieghle Street to D Street), Ninth Street (D Street to Pock Lane) and Pock Lane (City limits to Loomis Road)	$3,304,000	$3,304,000	$0	2011		
SJ11-8001		Tier I	Stockton	Duck Creek/Walker Slough	Construct Class I bicycle/pedestrian trail	Houston Avenue/Colorado Avenue to Stagecoach Road	$4,588,166	$4,588,166	$0			
SJ11-8002		Tier I	Stockton	EBMUD corridor	Construct Class I bicycle/pedestrian trail	March Lane to West Lane	$330,000	$330,000	$0			
SJ11-8003		Tier I	Stockton	EBMUD corridor	Construct Class I bicycle/pedestrian trail	Lorraine Avenue to Holman Road	$552,000	$552,000	$0			
SJ11-8004		Tier I	Stockton	Stockton Diverting Canal	Construct Class I bicycle/pedestrian trail	Cherokee Road to Mormon Slough	$2,010,000	$2,010,000	$0			
SJ11-8005		Tier I	Stockton	Center Street	Construction of a Class II Bike Lane	Cleveland Street to El Dorado Street	$210,000	$210,000	$0			
SJ11-8006		Tier I	Stockton	El Dorado Street	Construction of a Class II Bike Lane	Cleveland Street to Hazelton Avenue	$137,250	$137,250	$0			
SJ11-8007		Tier I	Stockton	Airport Way	Construction of a Class II Bike Lane	Miner Avenue to Sperry Road/Arch Airport Road	$309,000	$309,000	$0			
SJ11-8008		Tier I	Stockton	Pershing Avenue/Mendocino Avenue	Construction of a Class II Bike Lane	Alpine Avenue to Kensington Way	$37,500	$37,500	$0			
SJ11-8009		Tier I	Stockton	Eight Mile Road	Construction of a Class II Bike Lane	I-5 to Jack Tone Road	$60,400	$60,400	$0			
SJ11-8010		Tier I	Stockton	Calaveras River	Construct Class I bicycle/pedestrian trail	Ijams Road to Maranatha Drive	$876,000	$876,000	$0			
SJ11-8011		Tier I	Stockton	Mosher Slough	Construct Class I bicycle/pedestrian trail	Estate Drive to Thornton Road	$1,002,000	$1,002,000	$0			

Table 7-8: 2011 Regional Transportation Plan Project List - Bicycle and Pedestrian Facilities Improvement Projects Category

Identifiers			Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ11-8012		Tier I	Stockton	Thornton Road	Construction of a Class II Bike Lane	Bear Creek to Pershing Avenue	$110,250	$110,250	$0			
SJ11-8013		Tier I	Stockton	Claremont Avenue	Construction of a Class II Bike Lane	Swain Road to the Calaveras River	$86,250	$86,250	$0			
SJ11-8014		Tier I	Stockton	Tam O'Shanter Drive	Construction of a Class II Bike Lane	Morada Lane to EBMUD Corridor	$174,750	$174,750	$0			
SJ11-8015		Tier I	Stockton	Brookside Road	Construction of a Class II Bike Lane	Along Calaveras River to Pershing Avenue	$8,450	$8,450	$0			
SJ11-8016		Tier I	Stockton	Lower Sacramento Road	Construction of a Class II Bike Lane	Armstrong Road to Hammer Lane	$23,600	$23,600	$0			
SJ11-8017		Tier I	Stockton	West Lane	Construction of a Class II Bike Lane	Armstrong Road to East Morada Lane	$18,900	$18,900	$0			
SJ11-8018		Tier I	Stockton	EBMUD corridor	Construct Class I bicycle/pedestrian trail	SR 99 to General Plan northern boundary	$3,600,000	$3,600,000	$0			
SJ11-8019		Tier I	Stockton	Eight Mile Road	Construction of a Class II Bike Lane	Trinity Parkway to I-5	$120,000	$120,000	$0			
SJ11-8020		Tier I	Stockton	South Bear Creek	Construct Class I bicycle/pedestrian trail	Lower Sacramento Road to Bear Creek	$762,000	$762,000	$0			
SJ11-8021		Tier I	Stockton	El Dorado Street	Construction of a Class II Bike Lane	South Bear Creek to Lincoln Road	$108,000	$108,000	$0			
SJ11-8022		Tier I	Stockton	Sutter Street	Construction of a Class II Bike Lane	Calaveras River to Cleveland Street	$1,660,423	$1,660,423	$0			
SJ11-8023		Tier I	Stockton	Hammer Lane	Construction of a Class II Bike Lane	Alexandria Place to Lower Sacramento Road	$53,250	$53,250	$0			
SJ11-8024		Tier I	Stockton	West Lincoln Road	Construction of a Class II Bike Lane	Alexandria Place to El Dorado Street	$7,950	$7,950	$0			
SJ11-8025		Tier I	Stockton	Swain Road	Construction of a Class II Bike Lane	Harrisburg Place to Inglewood Avenue	$5,000	$5,000	$0			
SJ11-8026		Tier I	Stockton	Sperry Road/Arch Airport Road/Arch Road	Construction of a Class II Bike Lane	French Camp Road to Austin Road	$28,800	$28,800	$0			
SJ07-8021		Tier I	Various	Miscellaneous regional pedestrian and bicycle facilities	Specific projects are listed in the local agency bike plans subject to updates and competitive project selection.	Various locations throughout San Joaquin County	$128,719,990	$128,719,990	$0			
SJ07-8022		Tier II	Lathrop	5th Street, Louise Avenue to Lathrop Road	Bikeway improvements	5th Street, Louise Avenue to Lathrop Road, 1.0 Miles	$11,000	$0	$11,000			
SJ07-8023		Tier II	Lathrop	Harlan Road, Louise Avenue to Howland Road	Bikeway improvements	Harlan Road, Louise Avenue to Howland Road, 1.6 Miles	$3,000	$0	$3,000			
SJ07-8024		Tier II	Lathrop	Thomsen Street, Harlan Road to 5th Street	Bikeway improvements	Thomsen Street, Harlan Road to 5th Street, 0.8 Miles	$6,000	$0	$6,000			
SJ07-8025		Tier II	Lodi	Harney Lane , Lower Sacramento Road to W 99 Frontage Road	Bikeway improvements	Harney Lane , Lower Sacramento Road to W 99 Frontage Road, 2.7 Miles	$192,000	$0	$192,000			
SJ07-8026		Tier II	Lodi	Hutchins St., Harney Lane to Holly Drive	Bikeway improvements	Hutchins St., Harney Lane to Holly Drive, 2.6 Miles	$185,000	$0	$185,000			
SJ07-8027		Tier II	Lodi	Lodi Loop Trail	Bikeway improvements	Lodi Loop Trail, 4.7 Miles	$517,000	$0	$517,000			
SJ07-8028		Tier II	Lodi	Turner Road Lodi City Limits	Bikeway improvements	Turner Road Lodi City Limits, 3.7 Miles	$349,000	$0	$349,000			
SJ07-8029		Tier II	Ripon	Milgeo Avenue, Murphy Road to Spring Creek Drive	Class II Bikeway improvements	Milgeo Avenue, Murphy Road to Spring Creek Drive, 2.1 Miles	$150,000	$0	$150,000			
SJ07-8030		Tier II	Ripon	South City, Doak Boulevard Bicycle Loop	Class I Bikeway improvements	South City, Doak Boulevard Bicycle Loop. 0.5 Miles	$200,000	$0	$200,000			
SJ07-8031		Tier II	San Joaquin County	Austin Road	Construction of a Class III Bike Lane	Stanislaus River to West Ripon Road, 2.0 miles	$600,000	$0	$600,000			

Table 7-8: 2011 Regional Transportation Plan Project List - Bicycle and Pedestrian Facilities Improvement Projects Category

Identifiers			Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ07-8032		Tier II	San Joaquin County	Blossom Road	Construction of a Class III Bike Lane	Walnut Grove Road to Peltier Road, 2.2 miles		$330,000	$0	$330,000			
SJ07-8033		Tier II	San Joaquin County	Byron Road	Construction of a Class III Bike Lane	Developer to Grant Line Road, 2.4 miles		$96,000	$0	$96,000			
SJ07-8034		Tier II	San Joaquin County	Carlin Road	Construction of a Class III Bike Lane	Crocker Road to Roberts Road, 1.6 miles		$480,000	$0	$480,000			
SJ07-8035		Tier II	San Joaquin County	Chrisman Road*	Construction of a Class III Bike Lane	Durham Ferry Road to CA Aqueduct, 1.6 miles		$480,000	$0	$480,000			
SJ07-8036		Tier II	San Joaquin County	Chrisman Road*	Construction of a Class III Bike Lane	Tracy to Durham Ferry Road, 3.0 miles		$150,000	$0	$150,000			
SJ07-8037		Tier II	San Joaquin County	Collier Road	Construction of a Class III Bike Lane	Linn Road to Mackville Road, 1.1 miles		$330,000	$0	$330,000			
SJ07-8038		Tier II	San Joaquin County	Collier Road	Construction of a Class III Bike Lane	Elliot Road to Linne Road, 3.5 miles		$1,050,000	$0	$1,050,000			
SJ07-8039		Tier II	San Joaquin County	Collier Road	Construction of a Class III Bike Lane	Lower Sacramento Road to Elliot Road, 6.5 miles		$1,950,000	$0	$1,950,000			
SJ07-8040		Tier II	San Joaquin County	Copperopolis Road	Construction of a Class III Bike Lane	Milton Road to Escalon-Bellota Road, 5.2 miles		$1,560,000	$0	$1,560,000			
SJ07-8041		Tier II	San Joaquin County	Corral Hollow Road	Construction of a Class III Bike Lane	Tracy to Lammers Road, 2.2 miles		$660,000	$0	$660,000			
SJ07-8042		Tier II	San Joaquin County	Corral Hollow Road	Construction of a Class III Bike Lane	Alameda County to CA Aqueduct, 7.8 miles		$2,340,000	$0	$2,340,000			
SJ07-8043		Tier II	San Joaquin County	Crocker Road	Construction of a Class III Bike Lane	Undine Road to Carlin Road, 2.1 miles		$630,000	$0	$630,000			
SJ07-8044		Tier II	San Joaquin County	Davis Road*	Construction of a Class III Bike Lane	Turner Road to Hwy 12, 2.1 miles		$630,000	$0	$630,000			
SJ07-8045		Tier II	San Joaquin County	Dodds Road	Construction of a Class III Bike Lane	Escalon-Bellota Road to Van Allen Rd, 3.0 miles		$900,000	$0	$900,000			
SJ07-8046		Tier II	San Joaquin County	Dodds Road	Construction of a Class III Bike Lane	Stanislaus County to Escalon Bellota Rd, 4.0 miles		$1,200,000	$0	$1,200,000			
SJ07-8047		Tier II	San Joaquin County	Dos Reis Road	Construction of a Class III Bike Lane	Manthew Road to Dos Reis Staging Area, 1.4 miles		$420,000	$0	$420,000			
SJ07-8048		Tier II	San Joaquin County	Duncan Road	Construction of a Class III Bike Lane	Milton Road to Eight Mile Road, 5.3 miles		$1,590,000	$0	$1,590,000			
SJ07-8049		Tier II	San Joaquin County	Durham Ferry Road*	Construction of a Class III Bike Lane	Chrisman Road to Airport Way, 6.5 miles		$3,250,000	$0	$3,250,000			
SJ07-8050		Tier II	San Joaquin County	Eight Mile Road	Construction of a Class III Bike Lane	Stockton to Stockton, 0.5 miles		$20,000	$0	$20,000			
SJ07-8051		Tier II	San Joaquin County	Eight Mile Road	Construction of a Class III Bike Lane	Micke Grove Road to Frontage Road, 0.8 miles		$32,000	$0	$32,000			
SJ07-8052		Tier II	San Joaquin County	Eight Mile Road	Construction of a Class III Bike Lane	Jack Tone Road to Duncan Road, 2.7 miles		$108,000	$0	$108,000			
SJ07-8053		Tier II	San Joaquin County	Elliot Road	Construction of a Class III Bike Lane	Collier Road to Hwy 12, 4.3 miles		$1,290,000	$0	$1,290,000			
SJ07-8054		Tier II	San Joaquin County	Escalon-Belllota Road	Construction of a Class III Bike Lane	Milton Road to Hwy 4, 4.0 miles		$1,200,000	$0	$1,200,000			
SJ07-8055		Tier II	San Joaquin County	Escalon-Bellota Road	Construction of a Class III Bike Lane	Dodds Road to Escalon Bellota Road, 3.4 miles		$1,020,000	$0	$1,020,000			
SJ07-8056		Tier II	San Joaquin County	Escalon-Bellota Road	Construction of a Class III Bike Lane	HWY 4 to Dodds Road, 5.0 miles		$200,000	$0	$200,000			
SJ07-8057		Tier II	San Joaquin County	Grant Line Road	Construction of a Class III Bike Lane	Byron Road to Tracy Blvd, 0.4 miles		$120,000	$0	$120,000			
SJ07-8058		Tier II	San Joaquin County	Hansen Road	Construction of a Class III Bike Lane	Von Sosten Road to Schulte Road, 1.9 miles		$570,000	$0	$570,000			

Table 7-8: 2011 Regional Transportation Plan Project List - Bicycle and Pedestrian Facilities Improvement Projects Category

Identifiers			Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ07-8059		Tier II	San Joaquin County	Harney Lane	Construction of a Class III Bike Lane	Tully Road to Tully Road, 0.5 miles	$150,000	$0	$150,000			
SJ07-8060		Tier II	San Joaquin County	Howard Road	Construction of a Class III Bike Lane	Roberts Road to Wolfe Road, 2.2 miles	$88,000	$0	$88,000			
SJ07-8061		Tier II	San Joaquin County	Howard Road	Construction of a Class III Bike Lane	Tracy Blvd. to Undine Road, 2.2 miles	$88,000	$0	$88,000			
SJ07-8062		Tier II	San Joaquin County	Jahant Road	Construction of a Class III Bike Lane	Linn Road to Mackville Road, 0.7 miles	$210,000	$0	$210,000			
SJ07-8063		Tier II	San Joaquin County	Kile Road	Construction of a Class III Bike Lane	Thorton Road to Ray Road, 3.2 miles	$960,000	$0	$960,000			
SJ07-8064		Tier II	San Joaquin County	Lammers Road	Construction of a Class III Bike Lane	Corral Hollow Road to Tracy Blvd, 0.3 miles	$90,000	$0	$90,000			
SJ07-8065		Tier II	San Joaquin County	Liberty Road	Construction of a Class III Bike Lane	HWY 88 to Amador County, 2.9 miles	$870,000	$0	$870,000			
SJ07-8066		Tier II	San Joaquin County	Liberty Road	Construction of a Class III Bike Lane	Mackville Road to Hwy 88, 2.1 miles	$630,000	$0	$630,000			
SJ07-8067		Tier II	San Joaquin County	Linn Road	Construction of a Class III Bike Lane	Collier Road to Jahant Road, 0.7 miles	$210,000	$0	$210,000			
SJ07-8068		Tier II	San Joaquin County	Linn Road	Construction of a Class III Bike Lane	Collier Road to Collier Road, 0.3 miles	$90,000	$0	$90,000			
SJ07-8069		Tier II	San Joaquin County	Live Oak Road	Construction of a Class III Bike Lane	Jack Tone Road to Tully Road, 1.5 miles	$450,000	$0	$450,000			
SJ07-8070		Tier II	San Joaquin County	Live Oak Road	Construction of a Class III Bike Lane	HWY 88 to Jack Tone Road, 1.8 miles	$540,000	$0	$540,000			
SJ07-8071		Tier II	San Joaquin County	Live Oak Road	Construction of a Class III Bike Lane	Frontage Road to Hwy 88, 4.0 miles	$1,200,000	$0	$1,200,000			
SJ07-8072		Tier II	San Joaquin County	Lone Tree Road	Construction of a Class III Bike Lane	Van Allen Road to French Camp Road, 5.0 miles	$1,500,000	$0	$1,500,000			
SJ07-8073		Tier II	San Joaquin County	Louise Avenue	Construction of a Class III Bike Lane	Austin Road to Jack Tone Road, 2.0 miles	$600,000	$0	$600,000			
SJ07-8074		Tier II	San Joaquin County	Lower Sacramento Road*	Construction of a Class III Bike Lane	Harney Lane to Eight Mile Road, 2.1 miles	$315,000	$0	$315,000			
SJ07-8075		Tier II	San Joaquin County	Mackville Road	Construction of a Class III Bike Lane	Collier Road to Liberty Road, 1.5 miles	$450,000	$0	$450,000			
SJ07-8076		Tier II	San Joaquin County	Mackville Road	Construction of a Class III Bike Lane	Collier Road to Hwy 12, 1.8 miles	$540,000	$0	$540,000			
SJ07-8077		Tier II	San Joaquin County	Matthews Road	Construction of a Class III Bike Lane	Wolf Road to Manthey Street, 1.2 miles	$48,000	$0	$48,000			
SJ07-8078		Tier II	San Joaquin County	Micke Grove Road	Construction of a Class III Bike Lane	Armstrong Rd to Eight Mile Rd	$1,000,000	$0	$1,000,000			
SJ07-8079		Tier II	San Joaquin County	Milgeo Road	Construction of a Class III Bike Lane	Ripon to Murphy Road, 0.4 miles	$120,000	$0	$120,000			
SJ07-8080		Tier II	San Joaquin County	Murphy Road	Construction of a Class III Bike Lane	Milgeo Road to French Camp Rd, 4.1 miles	$1,230,000	$0	$1,230,000			
SJ07-8081		Tier II	San Joaquin County	Odell Avenue	Construction of a Class III Bike Lane	Downing Street, s/o Horton Ave	$10,000	$0	$10,000			
SJ07-8082		Tier II	San Joaquin County	Patterson Pass Road	Construction of a Class III Bike Lane	Alameda County to Schulte Road, 1.8 miles	$540,000	$0	$540,000			
SJ07-8083		Tier II	San Joaquin County	Peltier Road	Construction of a Class III Bike Lane	Blossom Road to Thorton Road, 2.1 miles	$630,000	$0	$630,000			
SJ07-8084		Tier II	San Joaquin County	Ray Road	Construction of a Class III Bike Lane	Peltier Road to Woodbridge Road, 2.0 miles	$600,000	$0	$600,000			
SJ07-8085		Tier II	San Joaquin County	River Road	Construction of a Class III Bike Lane	McHenry Ave to Sante Fe Road, 2.6 miles	$104,000	$0	$104,000			

Table 7-8: 2011 Regional Transportation Plan Project List - Bicycle and Pedestrian Facilities Improvement Projects Category

Identifiers			Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Completion
SJ07-8086		Tier II	San Joaquin County	Roberts Road	Construction of a Class III Bike Lane	Carlin Road to Howard Road, 0.9 miles		$270,000	$0	$270,000			
SJ07-8087		Tier II	San Joaquin County	Roth Road	Construction of a Class III Bike Lane	Manthey Street to Airport Way, 1.5 miles		$450,000	$0	$450,000			
SJ07-8088		Tier II	San Joaquin County	SR99 Frontage Road	Construction of a Class III Bike Lane	Harney Lane to Wilson Way, 6.5 miles		$1,950,000	$0	$1,950,000			
SJ07-8089		Tier II	San Joaquin County	Thornton Road	Construction of a Class III Bike Lane	Sacramento County to Walnut Grove Road, 2.2 miles		$330,000	$0	$330,000			
SJ07-8090		Tier II	San Joaquin County	Thornton Road	Construction of a Class III Bike Lane	Peltier Road to Woodbridge Road, 2.0 miles		$300,000	$0	$300,000			
SJ07-8091		Tier II	San Joaquin County	Thornton Road	Construction of a Class III Bike Lane	Kile Road to Peltier Road, 2.1 miles		$315,000	$0	$315,000			
SJ07-8092		Tier II	San Joaquin County	Thornton Road	Construction of a Class III Bike Lane	Walnut Grove Road to Kile Road, 1.0 miles		$150,000	$0	$150,000			
SJ07-8093		Tier II	San Joaquin County	Thornton Road*	Construction of a Class III Bike Lane	DeVries Road to Eight Mile Road, 1.1 miles		$55,000	$0	$55,000			
SJ07-8094		Tier II	San Joaquin County	Tracy Blvd*	Construction of a Class III Bike Lane	Howard Road to Lammers Road, 4.2 miles		$210,000	$0	$210,000			
SJ07-8095		Tier II	San Joaquin County	Tully Road	Construction of a Class III Bike Lane	HWY 12 to Brandt Road, 1.4 miles		$420,000	$0	$420,000			
SJ07-8096		Tier II	San Joaquin County	Tully Road	Construction of a Class III Bike Lane	Harney Lane to Live Oak Road, 1.5 miles		$450,000	$0	$450,000			
SJ07-8097		Tier II	San Joaquin County	Tully Road	Construction of a Class III Bike Lane	Brandt Road to Harney Lane, 3.1miles		$930,000	$0	$930,000			
SJ07-8098		Tier II	San Joaquin County	Tully Road	Construction of a Class III Bike Lane	Live Oak Road to Eight Mile Road, 1.5 miles		$450,000	$0	$450,000			
SJ07-8099		Tier II	San Joaquin County	Undine Road	Construction of a Class III Bike Lane	Howard Road to Crocker Road, 2.9 miles		$870,000	$0	$870,000			
SJ07-8100		Tier II	San Joaquin County	Van Allen Road	Construction of a Class III Bike Lane	Dodds Road to Lone Tree Road, 2.0 miles		$600,000	$0	$600,000			
SJ07-8101		Tier II	San Joaquin County	Von Sosten Road	Construction of a Class III Bike Lane	Patterson Pass Road to Byron Road, 2.9 miles		$870,000	$0	$870,000			
SJ07-8102		Tier II	San Joaquin County	Walnut Grove Road	Construction of a Class III Bike Lane	Blossom Road to Thorton Road, 1.0 miles		$300,000	$0	$300,000			
SJ07-8103		Tier II	San Joaquin County	Walnut Grove Road	Construction of a Class III Bike Lane	Contra Costa County to Blossom Road, 3.4 miles		$136,000	$0	$136,000			
SJ07-8104		Tier II	San Joaquin County	West Lane	Construction of a Class III Bike Lane	Lodi to Armstron Road, 0.9 miles		$36,000	$0	$36,000			
SJ07-8105		Tier II	San Joaquin County	West Lane	Construction of a Class III Bike Lane	Eight Mile Road to Armstrong Road, 2.4 miles		$96,000	$0	$96,000			
SJ07-8106		Tier II	San Joaquin County	Wolfe Lane Road	Construction of a Class III Bike Lane	Howard Road to Matthews Road, 0.3 miles		$12,000	$0	$12,000			
SJ07-8107		Tier II	San Joaquin County	Woodbridge Road	Construction of a Class III Bike Lane	Davis Road to Lower Sacramento Road, 1.9 miles		$570,000	$0	$570,000			
SJ07-8108		Tier II	San Joaquin County	Woodbridge Road	Construction of a Class III Bike Lane	Davis Road to Chestnut Road 1.9 miles		$570,000	$0	$570,000			
SJ07-8109		Tier II	San Joaquin County	Woodbridge Road	Construction of a Class III Bike Lane	Thorton Road to Ray Road, 1.2 miles		$360,000	$0	$360,000			
SJ07-8110		Tier II	Tracy	Corral Hollow Road, Parkside Road to Linne Road	Bikeway improvements	Corral Hollow Road, Parkside Road to Linne Road, 1.8 Miles		$117,000	$0	$117,000			
SJ07-8111		Tier II	Tracy	MacArthur Boulevard, 3rd Street to Linne Road	Bikeway improvements	MacArthur Boulevard, 3rd Street to Linne Road, 2.4 Miles		$200,000	$0	$200,000			
						TOTAL		**$207,626,929**	**$158,527,929**	**$49,099,000**			

Table 7-9: 2011 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers		Project Information			Cost to Deliver			Milestone Years
2011 RTP MPO ID	2011 RTP Tier	Jurisdiction	Project Name	Project Description	Total	TIER I	TIER II	Completion
SJ07-9001	Tier I	Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	$4,600,000	$4,600,000	$0	2007-2030
SJ07-9002	Tier I	Various	Park and Ride Lots	Various Locations	$450,000	$450,000	$0	2007-2010
SJ07-9003	Tier I	Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	$5,000,000	$5,000,000	$0	2007-2030
SJ07-9004	Tier I	Stockton		Neighborhood Traffic Calming	$8,050,000	$8,050,000	$0	2007-2030
SJ07-9005	Tier I	Stockton		Sidewalk, Curb, Gutter & Wheelchair Ramps	$16,100,000	$16,100,000	$0	2007-2030
SJ07-9006	Tier I	Stockton		Street Lighting Improvements	$2,875,000	$2,875,000	$0	2007-2030
SJ07-9007	Tier I	Stockton		Traffic Control System Upgrades	$29,900,000	$29,900,000	$0	2007-2030
SJ07-9008	Tier I	Stockton		Install Traffic Signals	$2,560,000	$2,560,000	$0	2007-2011
SJ11-CM03	Tier I	San Joaquin RTD	Replace 6 BRT Buses	Puchase of 6 BRT Buses that will operate on BRT Corridors	See Regional Roadway Project List	$0	$0	2011-2014
SJ11-CM17	Tier I	San Joaquin RTD	Operating Assistance for BRT III alog Hammer Lane	Metro Express: Two Years of Operating Assitance	See Regional Roadway Project List			
SJ11-CM04	Tier I	San Joaquin RTD	Operating Assistance for BRT II alog Airport Way	Metro Express: Two Years of Operating Assitance	See Regional Roadway Project List			2011-2014
SJ07-9009	Tier I	Tracy	Traffic Signal Coordination	Grant Line Road	See Regional Roadway Project List			2007-2011
SJ07-9010	Tier I	San Joaquin County	Traffic Signal/Ped Crossing	Grant Line Road and Seventh Street	See Regional Roadway Project List			2007-2011
SJ07-9011	Tier I	San Joaquin County	Traffic Signal	Chrisman Road	See Regional Roadway Project List			2007-2011
SJ07-9012	Tier I	San Joaquin County	Intersection Improvements	Howard Road and Tracy Blvd.	See Regional Roadway Project List			2007-2011
SJ07-9013	Tier I	San Joaquin County	Intersection Signalization	Byron Road and Grant Line Road	See Regional Roadway Project List			2007-2011
SJ07-9014	Tier I	San Joaquin County		South Stockton Sidewalks	See Regional Roadway Project List			2007-2011
SJ11-CM05	Tier I	Stockton	Wilson Way Signalization	Install adaptive traffic control system including signalized intersections and left turn pockets.	See Regional Roadway Project List			2011-2015
SJ11-CM06	Tier I	Stockton	Benjamin Holt Drive and Cumberland Place Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	See Regional Roadway Project List			2011-2015
SJ11-CM07	Tier I	Stockton	Benjamin Holt Drive and Ingelwood Signalization	Install trafficsignal, fiber optic cabling, Opticom, Upgrade corners to become ADA compliant	See Regional Roadway Project List			2011-2015
SJ11-CM08	Tier I	Stockton	Davis Rd and Wagner Signalization	Install trafficsignal, fiber optic cabling, Opticom, Left turn phasing on Davis, midblock Wheelchair ramp, signs and striping	See Regional Roadway Project List			2011-2015
SJ07-9015	Tier I	Stockton	Traffic Signal	Tam O'Shanter Drive and Hammertown Drive	See Regional Roadway Project List			2007-2011
SJ07-9016	Tier I	Tracy	Traffic Signal	Byron Road and Lammers Road	See Regional Roadway Project List			2007-2011
					$69,535,000	**$69,535,000**	**$0**	

Table 7-10: 2011 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers				Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Open to Traffic
SJ07-1019	212-0000-0313		Tier I	Caltrans	Various locations	SHOPP - Collision Reduction Grouped Projects	Various	$305,859,102	$305,859,102	$0	various	various	2030
SJ07-1020	212-0000-0314		Tier I	Caltrans	Various locations	SHOPP - Mobility Grouped Projects	Various	$92,928,777	$92,928,777	$0	various	various	2030
SJ07-1021	212-0000-0315		Tier I	Caltrans	Various locations	SHOPP Roadway Preservation Grouped Projects	Various	$174,525,465	$174,525,465	$0	various	various	2030
SJ07-1022	212-0000-0392		Tier I	Caltrans	Various locations	SHOPP-Other (Emergency Response, Mandates, Bridge Preservation, Roadside Preservation Etc.)	Various	$29,404,831	$29,404,831	$0	various	various	2030
SJ07-3002	212-0000-0272		Tier I	Caltrans	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various	$16,490,513	$16,490,513	$0	various	various	2030
SJ07-3003	various		Tier I	Caltrans	Various locations	Caltrans Highway Bridge Program Line Item projects (Safety)	Various	$138,179,445	$138,179,445	$0	various	various	2030
SJ07-3004	212-0000-0307		Tier I	Caltrans	Various locations	Lump sum for Emergency Repair Program (Safety)	Various	$375,000	$375,000	$0	various	various	2030
SJ07-3005	212-0000-0353 212-0000-0567		Tier I	Caltrans	Various locations	Caltrans Minor Program (Safety)	Various	$12,115,575	$12,115,575	$0	various	various	2030
SJ11-3065	212-0000-0001		Tier I	Lodi	Turner Rd Overlay	Operations and Maintence	Street Overlay on Turner Rd from Mills Ave to Pleasant St	$453,571	$453,571	$0	2011		2012
SJ11-3066	212-0000-0001		Tier I	Lodi	Hutchins Street Reconstruction	Operations and Maintence	Hutchins St from Lodi Ave to Pine St	$460,841	$460,841	$0	2011		2013
SJ11-3067	212-0000-0001		Tier I	Manteca	Roadway Rehab Lathrop Rd and Union Rd	Rehabilitate roadway and surrounding streets	Lathrop Rd: from Airport Way to Union Rd, Lathrop Rd: Union Rd to Main St, Union Rd: Crom St to Yosemite Ave	$428,460	$428,460	$0	2011		2012
SJ11-3068	212-0000-0001		Tier I	Manteca	Roadway Rehab Louise Ave and Northgate Dr	Rehabilitate roadway and surrounding streets	Louise Ave from UPRR to Main St, Northgate Dr from Crestwood Ave to Main St	$436,083	$436,083	$0	2011		2013
SJ11-3069	212-0000-0001		Tier I	Ripon	Stockton Avenue Reconst	Reconstruction	Second Street to Doak Avenue	$283,155	$283,155	$0			2012
SJ07-3035	112-0000-0162	3K47	Tier I	Ripon	Main and Stockton St	Rehabilitate roadways and widen Stockton Street from 2 to 4 lanes between Second Street and Doak Boulevard	On Main Street from Acacia to Jack Tone Road and on Stockton Street from Main to Doak Blvd	$7,294,000	$7,294,000	$0	2007		2009
SJ07-3056	212-0000-0326	K649	Tier I	San Joaquin County	Liberty Rd	Rehabilitate roadway and surrounding streets	Dry Creek Rd to Mackville Rd	$650,000	$650,000	$0	2009		2010
SJ07-3060	212-0000-0327	K650	Tier I	San Joaquin County	Mackville Rd	Rehabilitate roadway and surrounding streets	SR-12/88 to Jahant Road	$306,000	$306,000	$0	2007		2008
SJ11-3070	212-0000-0001		Tier I	San Joaquin County	Grant Line Road	Rehabilitate roadway and surrounding streets	Mountain House Parkway to Byron Road	$1,159,863	$1,159,863	$0	2011		2011
SJ11-3071	212-0000-0001		Tier I	San Joaquin County	Sante Fe Resurfacing	Rehabilitate roadway and surrounding streets	Stanislaus County to River Road	$589,700	$589,700	$0	2011		2011
SJ11-3072	212-0000-0001		Tier I	San Joaquin County	Alpine Ave Resurfacing	Rehabilitate roadway and surrounding streets	Plymouth Ave to Mission Rd	$715,025	$715,025	$0	2011		2012
SJ11-3073	212-0000-0001		Tier I	San Joaquin County	Sinclair Ave Resurfacing	Rehabilitate roadway and surrounding streets	SR4 to Section Ave	$291,511	$291,511	$0	2011		2012
SJ11-3074	212-0000-0001		Tier I	San Joaquin County	Michigan Ave Resurfacing	Rehabilitate roadway and surrounding streets	Kirk Ave to Ryde Ave	$256,309	$256,309	$0	2011		2012
SJ11-3075	212-0000-0001		Tier I	San Joaquin County	Escalon Bellota Resurfacing	Rehabilitate roadway and surrounding streets	Mariposa Rd to SR4	$2,449,785	$2,449,785	$0	2011		2013
SJ11-3076	212-0000-0001		Tier I	San Joaquin County	Escalom-Bellota Road	Rehabilitate roadway and surrounding streets	Escalon City Limits to Mariposa Rd	$872,566	$872,566	$0	2011		2014
SJ11-3077	212-0000-0001		Tier I	San Joaquin County	Walnut Grove Road Resurfacing	Rehabilitate roadway and surrounding streets	Sacramento County Line to New Hope Bridge	$804,128	$804,128	$0	2011		2014
SJ11-3078	212-0000-0001		Tier I	San Joaquin County	West Lane Resurfacing-Southbound	Rehabilitate roadway and surrounding streets	Armstrong Road to Eight Mile Road	$1,193,321	$1,193,321	$0	2011		2014
SJ07-3071	212-0000-0001		Tier I	SJCOG	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	San Joaquin County	$6,424,503	$6,424,503	$0	various		2014
SJ07-3080	212-0000-0001		Tier I	Stockton	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	City streets, various locations	$5,677,796	$5,677,796	$0	various		2014
SJ11-3079	212-0000-0001		Tier I	Stockton	Caroyln Weston Blvd	Operations and Maintence	West of Isho Goto to South of William Moss	$451,824	$451,824	$0	2011		2011
SJ11-3080	212-0000-0001		Tier I	Stockton	Davis Rd	Operations and Maintence	Bear Creek to Wagner Heights	$395,346	$395,346	$0	2011		2011
SJ11-3081	212-0000-0001		Tier I	Stockton	Eighth Street	Operations and Maintence	Lever Blvd to Fresno Avenue	$349,240	$349,240	$0	2011		2011
SJ11-3082	212-0000-0001		Tier I	Stockton	Weber Ave	Operations and Maintence	Center St to RRTS	$564,780	$564,780	$0	2011		2011
SJ11-3083	212-0000-0001		Tier I	Stockton	Pershing Ave	Operations and Maintence	Smith Canal to Country Club Blvd	$282,390	$282,390	$0	2011		2011
SJ11-3084	212-0000-0001		Tier I	Tracy	Regional Surface Transportation Program (STP) Lump Sum Projects	Rehabilitation of various streets and roads	City streets, various locations	$1,257,734	$1,257,734	$0	various		2014
SJ11-3085	212-0000-0001		Tier I	Lodi	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$132,060,382	$132,060,382	$0	2011		2030
SJ11-3086	212-0000-0001		Tier I	Manteca	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$136,992,599	$136,992,599	$0	2011		2030
SJ11-3087	212-0000-0001		Tier I	Ripon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$23,557,086	$23,557,086	$0	2011		2030

Table 7-10: 2011 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers				Project Information					Cost to Deliver			Milestone Years		
2011 RTP MPO ID	CTIPS ID #	PPNO	2011 RTP Tier	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	TIER I	TIER II	FTIP Programming	NEPA Approval	Open to Traffic
SJ11-3088			Tier I	San Joaquin County	Various Roadway Rehabilitation	Rehabilitation to include: driveways, wheelchair ramps, median islands, pedestrian improvements, and class II bicycle lanes.	Rehabilitate roadway and surrounding streets		$1,103,031,723	$1,103,031,723	$0	2011		2030
SJ11-3089			Tier I	Stockton	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		$601,590,370	$601,590,370	$0	2011		2030
SJ11-3090			Tier I	Tracy	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations		$168,306,914	$168,306,914	$0	2011		2030
SJ11-3091			Tier II	Escalon	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$3,857,469	$0	$3,857,469			
SJ11-3092			Tier II	Lathrop	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$9,093,413	$0	$9,093,413			
SJ11-3093			Tier II	Lodi	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$33,407,468	$0	$33,407,468			
SJ11-3094			Tier II	Manteca	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$35,093,376	$0	$35,093,376			
SJ11-3095			Tier II	Ripon	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$7,821,905	$0	$7,821,905			
SJ11-3096			Tier II	San Joaquin County	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Countywide streets and roads, various locations		$242,562,860	$0	$242,562,860			
SJ11-3097			Tier II	Stockton	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$153,078,354	$0	$153,078,354			
SJ11-3098			Tier II	Tracy	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Citywide streets and roads, various locations		$42,599,995	$0	$42,599,995			
									$3,496,980,553	**$2,969,465,713**	**$527,514,840**			

CHAPTER 8 ENVIRONMENTAL JUSTICE

INTRODUCTION

The purpose of the environmental justice equity analysis is to provide information on the distribution of the effects attributable to the projects and expenditures included in the SJCOG 2011 Regional Transportation Plan. The analysis helps to ensure that impacts of the 2011 RTP do not disproportionately affect minority and low-income populations. This chapter attempts to discover whether all neighborhoods have reasonable shares in the benefits of the proposed projects listed in the 2011 Regional Transportation Plan. The Environmental Justice chapter incorporates a regional-level quantitative analysis of the roadway-emphasis and transit projects in terms of their equitability.

REGULATORY SETTING

Title VI of the Civil Rights Act of 1964 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 grounds 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." The term "environmental justice" was created by people concerned that everyone within the United States deserves equal protection under the country's Federal laws. Executive Order 12898 issued in 1994, responded to this concern by organizing and explaining in detail the federal government's commitment to promote environmental justice. Each Federal agency was directed 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 Highways Administration (FHWA) has set policies for integrating environmental justice principles into existing operations, preventing disproportionately high and adverse effects and actions to address disproportionate high and 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 overarching goal of the environmental justice chapter is to document the degree to which, to the extent possible, that 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 2011 Regional Transportation Plan. In addition, this chapter also describes whether all neighborhoods have reasonable shares of the benefits from the proposed program.

There are three underlying principles for environmental justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low-income communities.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

METHODOLOGY

Definitions

Minority

For purposes of the Environmental Justice analysis for the 2011 RTP, SJCOG has utilized the U.S. 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. In the U.S. Census, non-minority persons are those self-reporting themselves as white and not of Hispanic/Latino ethnic origin. As of the 2000 Census, this group no longer represented a "majority" in San Joaquin County; however, at 47.37%, the group still represented the largest racial ethnic/group it terms of its overall share of the population. Regional trends with regard to population demographics are discussed at more length later in the chapter.

Low-Income

Defining "low-income" populations is somewhat less straightforward than the minority definition as noted previously. Federal guidance suggests the use of the poverty threshold as utilized by the U.S. Census as an appropriate measure of low-income populations. In 2000, approximately 17.7% of the overall county population lived in poverty. As of the 2008 American Community Survey, people living below the poverty level stood at approximately 16.8%. The poverty threshold definition noted above identifies the population in San Joaquin County that falls below a nationally defined basic standard of living. However, "low-income" can also be defined in terms of household income relative to other households in their region (as opposed to the national poverty guideline regardless of geographic location). In this analysis, SJCOG also utilizes a household standard that roughly equates to the guidelines utilized for the Regional Housing Needs Analysis (see table below). Households are divided into very low, low, moderate, and above moderate income groups as noted below. From this definition, as of the 2000 Census, households earning less than $20,641 (50% of regional median income of $41,282) would be considered very low-income and would equate to approximately 24% of all households. Income groups have been modified slightly to match the available data.

Definition of RHNA Household Income Levels

Income Group	Definition	Income Range	Census 2000 Households	Percent
Very Low	50% of Regional Median Income	0 to $19,999	42,727	23.53%
Low	50% to 80% of Regional Median	$20,000 to $34,999	34,412	18.95%
Moderate	80% to 120 % of Regional Median	$35,000 to $49,999	29,730	16.37%
Above Moderate	120%+ of Regional Median	$50,000 and up	74,743	41.16%
Total Households			181,612	

Defined Environmental Justice Areas

With such high percentages of minority and low-income residents, it is important to ensure that these groups are not adversely affected by the transportation projects and policies being carried out throughout the county. While the financial equity analysis considers impacts at the regional/county level for all persons defined as minority or low-income, it is important to analyze impacts and benefits in terms of concentrations of these groups within the region. 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. Those Census Block Groups that contained 60% or more minority populations or 20% or more low-income populations were called out as communities of concern / environmental justice communities. These percentages are slightly above the county averages of approximately 53% minority and nearly 18% below poverty level. The following table provides a summary of the identified areas of concern/ environmental justice communities as compared to non-environmental justice areas. This process identified a total of 186 of a total 390 block groups; 109 block groups met the threshold for both criteria.

	2000 Population	% Below Poverty Level	% Minority	Diversity Index*
Environmental Justice Areas	260,343	29.06%	72.59%	0.72
Remainder of SJC	303,255	8.12%	35.49%	0.53
San Joaquin County Total	563,598	17.74%	52.63%	0.66

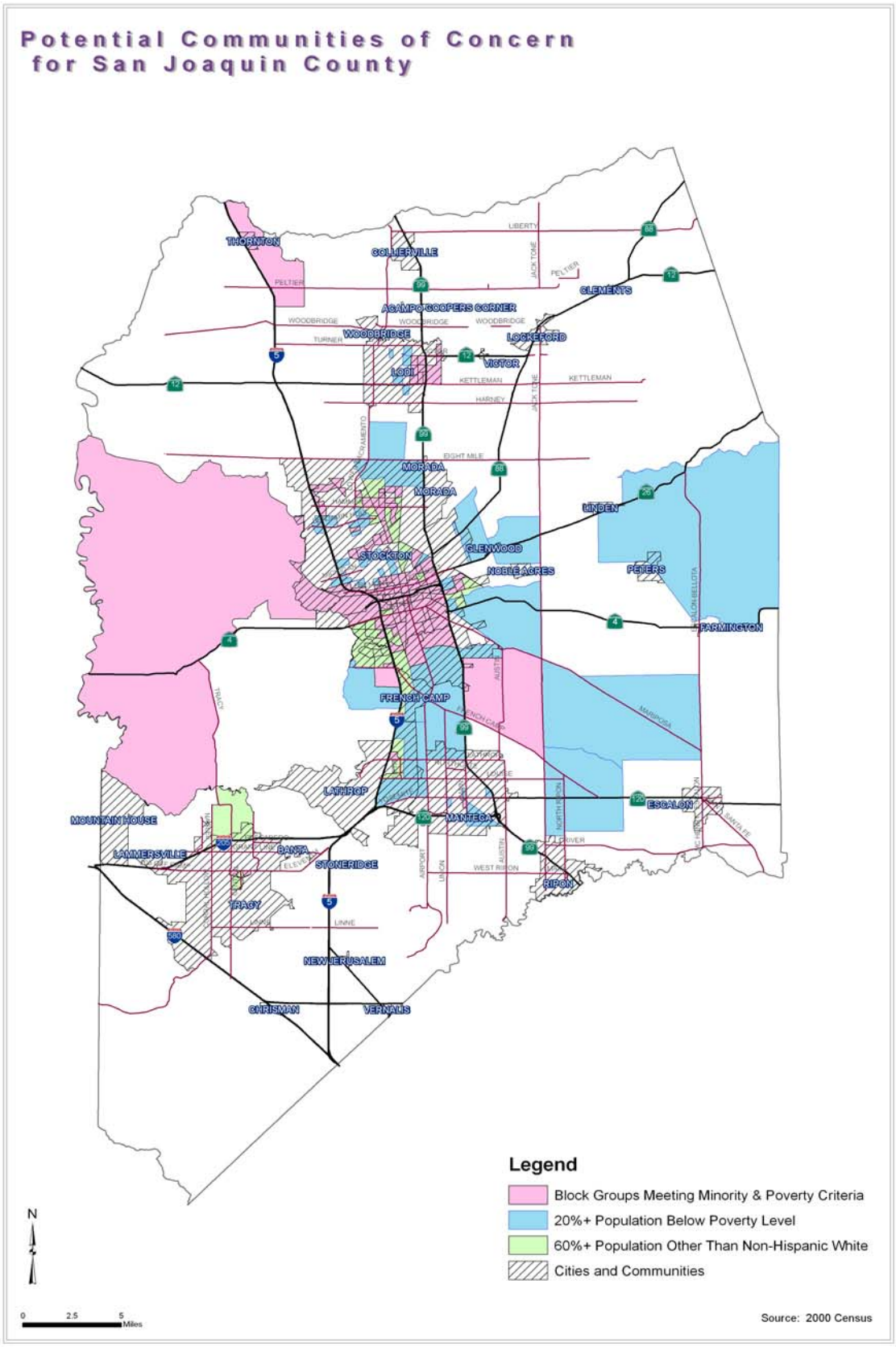
Poverty level % is based on Census 2000, Summary File 3

Minority % is based on Census 2000, Summary File 1

* Diversity Index measures the degree of evenness in the distribution of a given population. A value of 0 indicates a completely homogeneous population (all persons fall into a single defined class); a value of 1 indicates an equal distribution of the population among defined classes. For purposes of this index, five categories of race/ethnicity were utilized: white/non-Hispanic, Hispanic/Latino, Black, Asian, and Other (categories of American Indian/Alaskan Native, Native Hawaiian/Pacific Islander, Other Race, and Two or More races were collapsed into a single category). The higher the value between 0 and 1, the more evenly the given population is distributed among the defined categories.

In total environmental justice communities were 72.6% minority, with 29.1% of residents below the poverty threshold. Comparatively, San Joaquin County was 52.6% minority, with 17.7% of residents below the poverty threshold. Regionally, these percentages, as of the 2008 American Community Survey, were 61.2% minority and 16.8% of residents below the poverty threshold. The communities are mapped on Page 8-6.

The total population residing in environmental justice communities represents 46.2% of the 2000 population and 47.7% of Census Block Groups. These totals include all of the population residing within Blocks Groups representing environmental justice areas, including those persons who are non-minority and do not fall below the poverty threshold. While this exercise defines areas of special concern in that regional concentrations of identified groups are present, it is important to note that most of the residents within these communities are not below the poverty level (70.9%) and 27.4% are non-minority. In fact, as of the 2000 census, nearly 25% of the total number of people considered below the poverty threshold lived outside of an identified environmental justice area. This ratio is similar for minority persons as well (27%). Thus, the environmental justice analysis will rely both on a region-wide analysis and measures taking into account the specific location of environmental justice/communities of concern as identified above.


Potential Communities of Concern
for San Joaquin County
THORNTON
LIBERTY
COLLIERVILLE
PELTIER
JACK TONE
GLEMENTS
ACAMPO
COOPERS CORNER
WOODBRIDGE
LOCKEFORD
TURNER
VICTOR
LODI
KETTLEMAN
HARNEY
EIGHT MILE
MORADA
LINDEN
GLENWOOD
STOCKTON
NOBLE ACRES
PETERS
FARMINGTON
FRENCH CAMP
LATHROP
MANTECA
ESCALON
MOUNTAIN HOUSE
LAMMERSVILLE
BANTA
STONERIDGE
RIPON
TRACY
LINNE
NEW JERUSALEM
GRISMAN
VERNALIS
Legend
Block Groups Meeting Minority & Poverty Criteria
20%+ Population Below Poverty Level
60%+ Population Other Than Non-Hispanic White
Cities and Communities
N
0
2.5
5
Miles
Source: 2000 Census

While both low-income and minority residents live in all areas and communities in San Joaquin County, sometimes in notable numbers, their percentage of the total population within a given geographic area doesn't rise to the threshold identified for this analysis. That said, environmental justice communities are dispersed across San Joaquin County; however, it is also important to note contiguous communities of environmental justice populations that may have particular need for consideration in the provision of transportation investments. Of particular note are the areas of central and southeast Stockton that meet thresholds for both low-income and minority thresholds. Concentrations also occur in north-central and northwest Stockton, as well as in the eastern portion of Lodi and within the community of Thornton. Since the analysis is based on population percentage and not concentrations of persons per acre, a large Block Group in western San Joaquin County that is largely rural in nature is also identified. This Block group includes a portion of the incorporated area of the City of Stockton.

DATA SOURCES

Decennial Census

The decennial Census provides a complete count of all person in the United States, including age and race/ethnicity, every 10 years. In addition past Censuses have surveyed one in six households to produce sample socioeconomic household characteristics such as household income, poverty status, vehicle availability, employment characteristics, and commute mode, which are available down to the block group level of geography. While the 2000 census data is becoming somewhat dated, it is the only current source of data available at the census block group level. The Census 2000 data was used to identify the San Joaquin County low-income and minority communities of concern / environmental justice communities as described in the preceding section.

American Community Survey

The American Community Survey (ACS) is a newer data product from the U.S. Census that has replaced the "long form" or one in six sample data described under the *Decennial Census* section. The ACS provides on ongoing survey and is updated annually. Currently, data is available for larger geographic areas (population of 65,000+) for the individual years 2005 – 2008. The three-year accumulation for the years 2005-2008 for geographic areas down to 20,000 population level is also available. The five-year accumulation for the years 2005-2009 is expected to be released later this year and will provide data down to the Census Block Group level. This will be the soonest that that updated socioeconomic data for people and households in designated environmental justice areas will be available and will precede the 2010 census data release. The American Community Survey will be a future source of more timely data as compared to the former Census "long-form" data.

San Joaquin RTD Comprehensive Operational Analysis, March 2010

This study was utilized by SJCOG to evaluate transit ridership trends in the evaluation of transit expenditures in the 2011 Regional Transportation Plan. It is available on the San Joaquin Regional Transit District website at: http://sanjoaquinrtd.com/coa/default.php.

Census Transportation Planning Package

The CTPP is a set of special tabulations from decennial census demographic surveys designed for transportation planners. From 1970 to 2000, the CTPP and its predecessor, UTPP, used data from the decennial census long form.

The CTPP 2000 is divided into three parts.

- Part 1 contains residence end data summarizing worker and household characteristics
- Part 2 contains place of work data summarizing worker characteristics
- Part 3 contains contains journey-to-work flow data

As the Census Bureau has replaced the decennial census long form with the American Community Survey (ACS), future CTPPs will be based on the ACS. In late 2006 the American Association of State Highway and Transportation Officials (AASHTO) committed to a new multi-year CTPP consolidated purchase to begin incorporating ACS data into transportation planning practices. More information about CTPP is available at www.trbcensus.com.

REGIONAL TRENDS

A discussion of relevant demographic and socio-economic trends is important to the understanding of equity. Much of the provided discussion focuses on Census 2000 data due to its availability at smaller geographic levels; however, where appropriate, data from the Census Bureau's American Community Survey (2008) and SJCOG's own demographic forecasts (produced under contract by the Business Forecasting Center at the University of the Pacific) are utilized. In conjunction with the Business Forecasting Center at the University of the Pacific, SJCOG publishes *The Regional Analyst* on a quarterly basis. This publication highlights significant demographic trends in San Joaquin County with regard to population, housing, jobs, and education. Relevant highlights from this publication, along with historical census data are presented here. Population, housing, and jobs forecasts for this RTP were developed by the Business Forecasting Center at UOP. These forecasts include a regional discussion of age and race/ethnicity trends; however, no forecast of the location of future low-income or minority populations is made.

The County in total is still largely rural in nature, with agricultural as one of the main economic drivers. However, it also contains urban centers clustered along the transportation corridors of I-5, SR 99, I-205, and SR 120. The County exhibited rapid population growth during the 1980s, 1990s, and into early-2000, with growth occurring in all of the incorporated cities within the

county. However, this growth was locationally uneven and is predicted to be so in the future as well, following historical trends.

Minority Population Trends

As can be gleaned from the previous definition discussion of environmental justice communities in San Joaquin County, San Joaquin County is racially diverse. Besides simply noting the percentage of each racial or ethnic group, we have also provided an index of the evenness of the distribution among the different racial and ethnic groups identified. While several indices exist, we have utilized an index similar to that used by the U.S. Census for ease of comparison. The following table indicates overall percentages of racial and ethnic minorities in San Joaquin County as compared to U.S. and State percentages.

2008 American Community Survey	U.S.	California	San Joaquin County
Hispanic	15.4%	36.6%	37.0%
Non-Hispanic:			
White	65.4%	42.0%	38.8%
Asian	4.4%	12.2%	13.4%
Native Hawaiian/Pacific Islander	0.1%	0.3%	0.4%
Black	12.1%	5.9%	7.1%
American Indian/Alaskan Native	0.7%	0.4%	0.6%
Other or Multiple Races	1.8%	2.5%	2.8%
Census Diversity Index (2000)	0.49	0.67	0.66
Census Diversity Index (2008)	0.53	0.67	0.69

The table below compares San Joaquin County over time beginning with the 2000 Census. As of the 2000 Census, the Non-Hispanic White population no longer represents a "majority" in San Joaquin County; however, at 47.37%, the group still represented the largest racial ethnic/group in terms of its overall share of the population.

San Joaquin County	2000	2008	2035
Hispanic	30.5%	37.0%	46.2%
Non-Hispanic:			
White	47.4%	38.8%	23.8%
Asian	11.0%	13.4%	17.5%
Native Hawaiian/Pacific Islander	0.3%	0.4%	0.4%
Black	6.4%	7.1%	7.8%
American Indian/Alaskan Native	0.6%	0.6%	0.3%
Other or Multiple Races	3.8%	2.8%	4.0%
Census Diversity Index	0.66	0.69	0.69

According to forecasts by the Business Forecasting Center at the University of the Pacific (as published in the San Joaquin Council of Governments *Regional Analyst*, August 2009) between 2010 and 2015, persons identifying as Hispanic or Latino will represent the largest racial/ethnic group in San Joaquin County.

Low-Income Population Trends

The table below outlines the percent of persons living in poverty in San Joaquin County as compared to the U.S. and California in total:

2008 American Community Survey	U.S.	California	San Joaquin County
Above Poverty Level	86.8%	90.0%	83.2%
Below Poverty Level	13.2%	10.0%	16.8%
Median Income (Household)	$52,029	$61,021	$54,882

While the poverty threshold as utilized by the Census Bureau is updated annually to account for inflation, it is not adjusted geographically to account to the cost of living relative to other areas. As an additional measure, we have also included data on low-income households as measured relative to median income for San Joaquin County.

San Joaquin County	2000	2008	2035
Above Poverty Level (Population)	82.2%	83.2%	N/A
Below Poverty Level (Population)	17.7%	16.8%	N/A
Median Income (Household)	$41,282	$54,882	N/A

Other population dynamics brought out in the identified UOP statistics includes a slow aging of the population in San Joaquin County, following broader national trends. While the population of San Joaquin County is relatively young as compared to the State and Nation and the over 60 age group represents the smallest age group, the UOP data predicts that this will be the fastest growing group over the next 25 years. Traditional environmental justice analysis has not historically considered the special needs of elderly populations; however given the national, state, and local trends toward this population representing a larger overall share of the total population, this may be an additional population of interest in future equity analyses.

ANALYSIS RESULTS

Financial Analysis

This is a region-wide financial analysis which compares the allocation of 2011 Regional Transportation Plan expenditures between low-income households and all other households in San Joaquin County. The analysis considers all low-income households, both those within identified environmental justice areas and those outside of these areas of concentration.

First, RTP 2011 investments were divided into categories matching available data on mode of travel to work by worker by household income category. Total expenditures were divided into five categories: Bus Transit, Roadway Maintenance, Roadway Expansion, Rail, and Bike/Pedestrian. Railroad Crossing projects were allocated to the Roadway Expansion category, TCM projects were allocated 50% to Roadway Maintenance/Operations and 50% to the Bike/Pedestrian Category, Airport projects were not included in the analysis as their benefit was difficult to adequately categorize. The initial categorization is presented below:

	Total Project Costs	Percent of Totals Costs
Roadway Emphasis Exp	$4,660,845,811	43.97%
Roadway Emphasis Maint/Ops	3,004,233,213	23.84%
Bus Transit	2,074,445,088	19.57%
Rail	667,406,000	6.30%
Bike / Ped	193,295,429	1.82%
	$10,600,255,541	

Once categorized, the expenditures are allocated to either low-income households or non-low-income households based on Census Transportation Planning Package tables showing means of transportation to work by workers in previously defined household income groups.

		Household Type	
Expenditures	**All**	**Low-Income**	**All Other**
Bus Transit	$2,074,445,088	$452,356,969	$1,622,088,119
Roadway Maint	3,004,233,213	265,862,693	2,738,370,520
Roadway Exp	4,660,845,811	412,466,320	4,248,379,491
Rail	667,406,000	0	667,406,000
Bike/Ped	193,295,429	44,606,637	148,688,792
	$10,600,225,541	1,175,292,619	9,424,932,922
Households (2000)	181,612	42,727	138,885
Exp / Household			
Bus Transit	$11,422.40	$10,587.15	$11,679.36
Roadway Maint	$16,542.04	$6,222.36	$19,716.82
Roadway Exp	$25,663.75	$9,653.53	$30,589.19
Rail	$3,674.90	$0.00	$4,805.46
Bike/Ped	$1,064.33	$1,043.99	$1,070.59
	$58,367.43	$27,507.02	$67,861.42

The result of this analysis would tend to indicate a disproportionate share of 2011 project expenditures accruing to other than low-income households as defined. The inequity is most

pronounced in the roadway maintenance, roadway expansion, and rail expenditures. Given the result of this analysis and their relative large shares of total 2011 RTP expenditures, additional analysis of the Roadway Expansion and Roadway Maintenance categories will be provided. The bike/pedestrian projects accrue over both low-income and other households at fairly even shares based on mode usage. This is also true of the bus transit category. While one might expect transit expenditures to accrue more to low-income households given the traditional higher transit dependency/usage of low-income households, in San Joaquin County this mode choice includes a substantial number of commuters in higher income brackets traveling to employment destinations in the San Francisco Bay Area and Sacramento by inter-regional commuter bus. Because the analysis is based on means of transportation to work, an additional discussion of transit use and expenditures will be provided as well.

Roadway-Emphasis Projects Accessibility

Roadway-emphasis projects include mainline highway, highway interchange, and regional roadway improvement Tier I projects in the RTP alternative. Due to these projects' location-specific nature, this additional analysis will focus on accessibility and is reliant on the proximity of previously identified environmental justice populations to the proposed improvements. With the exception of a few program level expenditures, all of the projects in these three expenditure categories were mapped in relationship to environmental justice communities. The analysis assumes that accessibility is enhanced by proximity to the proposed project. A project was considered proximate if it was within or adjacent to an identified environmental justice area and was adjusted based on the percentage of the project limits within the environmental justice area. The map on the next page provides a visual representation of the environmental justice areas and the project locations.

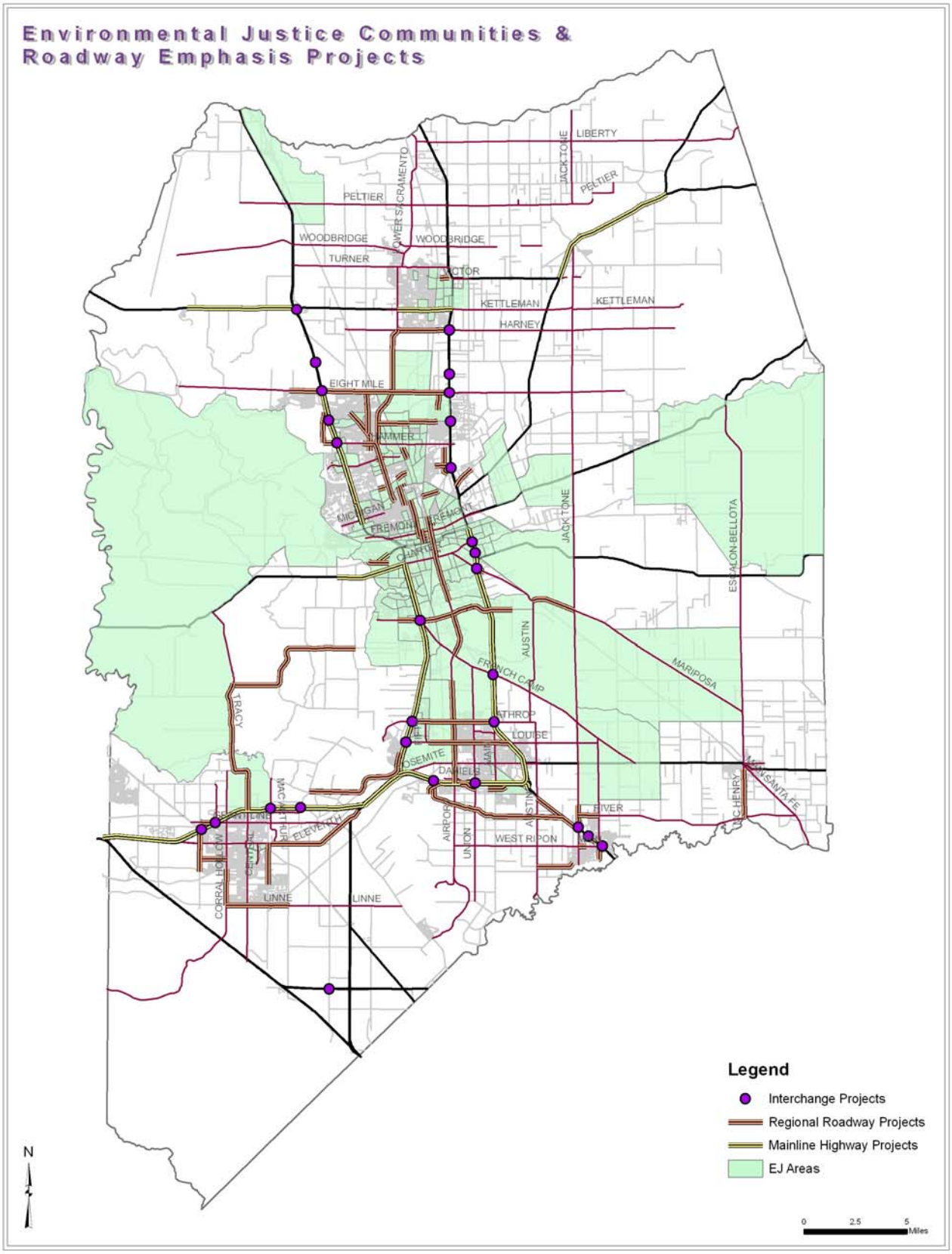
The results of this analysis are as follows:

Expenditure Type	EJ Areas	Non-EJ Areas	Totals
Mainline	$1,060,151,000	$898,129,000	$1,958,280,000
Interchange*	47,000,000	1,147,481,042	1,194,481,042
Regional Roadway	515,027,207	611,577,155	1,126,604,362
Totals	1,622,178,207	1,531,709,439	3,153,887,646

*Several large interchange projects falling within Environmental Justice areas had their project costs associated with a Mainline Highway project, thus this expenditure category reflects only one project in an EJ area when the mapping would indicate several others.

This proximity analysis indicates that just over 51% of project expenditures are in or adjacent to areas identified as having concentrations of environmental justice populations as opposed to 49% in other locations. Due to the large number of projects within the Operations and Maintenance category that are program level or occur at multiple locations, these projects were not mapped and are not identified in this proximity analysis; however, a large number of the projects and expenditures in this category occur on regional roadways. The argument could be made that the projects in the maintenance category would exhibit an inverse relationship to the regional roadway expansion projects as roads that are not slated to be otherwise improved would make up the bulk of

the expenditures. Thus, one might reasonably assume that a proximity analysis would show that a slightly higher percentage of these expenditures would occur proximate to or within environmental justice areas. This analysis contrasts with the financial analysis based on regional expenditures allocated to low-income households throughout San Joaquin County where expenditures were three times higher for non-low income households as for low-income households based on their percentage of use within the roadway emphasis category of transportation mode to work. Of interest to this discussion is that while very low-income households have a relatively small share in the total drive to work commuting population (approximately 11%) as compared to their total share of households (around 24%), the majority of work trips made by this household income group are by car (87%). Additionally, recently released data from the Census indicates that region-wide the number of zero-car households declined between 2000 and 2008. Overall this analysis indicates that based on proximity as a proxy for access, access will be improved equitably between environmental justice areas and non-environmental justice areas.


Environmental Justice Communities &
Roadway Emphasis Projects
LIBERTY
PELTIER
WOODBRIDGE
TURNER
VICTOR
KETTLEMAN
HARNEY
EIGHT MILE
LOWER SACRAMENTO
JACK TONE
ESCALON-BELLOTA
AUSTIN
FRENCH CAMP
MARIPOSA
TRACY
THROP
LOUISE
DANIELS
RIVER
WEST RIPON
UNION
AIRPORT
MC HENRY
SANTA FE
LINNE
CORRAL HOLLOW
Legend
Interchange Projects
Regional Roadway Projects
Mainline Highway Projects
EJ Areas
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5
Miles

Bus Transit Projects Accessibility

Equity analysis on bus transit investments is more difficult to conduct in a quantitative manner. The investments are for system wide improvements, but not location-specific projects like the roadway projects. However, it is possible to sum investments by community and to further break-down investments for the Regional Transit District by Stockton Metro investments versus county-wide investments and compare these numbers to the percentage of the total environmental justice population within the area. The following table indicates the result of this analysis:

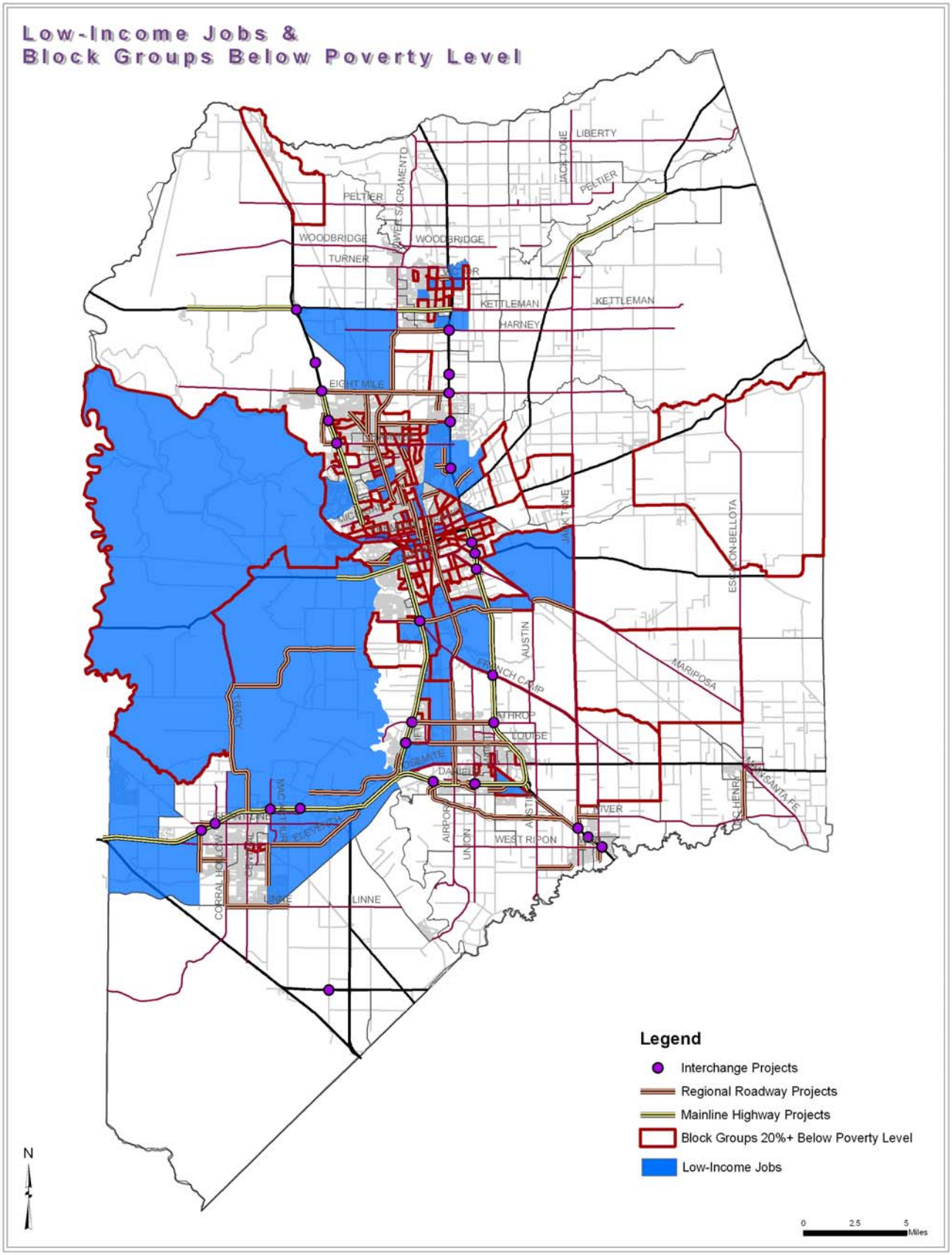
Area	% Bus Transit Investment 2011 RTP	% of Environmental Justice Area Population
Ripon (Direct Only)	0.40%	0.00%
Escalon (Direct Only)	0.11%	0.00%
Lodi (Direct Only)	6.30%	7.95%
Manteca (Direct Only)	0.51%	1.43%
Tracy (Direct Only)	3.46%	1.66%
Lathrop (Direct Only)	0.00%	3.26%
Stockton Metro (SJRTD)	62.76%	77.27%
San Joaquin County (Direct and including SJRTD Hopper and InterCity)	17.27%	8.43%
Inter-Regional Subscription Service (SJRTD)	8.59%	N/A
*San Joaquin Regional Transit District funding was allocated based on expenditures attributable directly to Stockton Metro projects. True systemwide improvements were allocated to all service types based on percentage of operational expenditures. The remaining expenditures were split to cover Hopper, Inter-City, and Inter-Regional Categories also based on percentage of recent operational expenditures.		

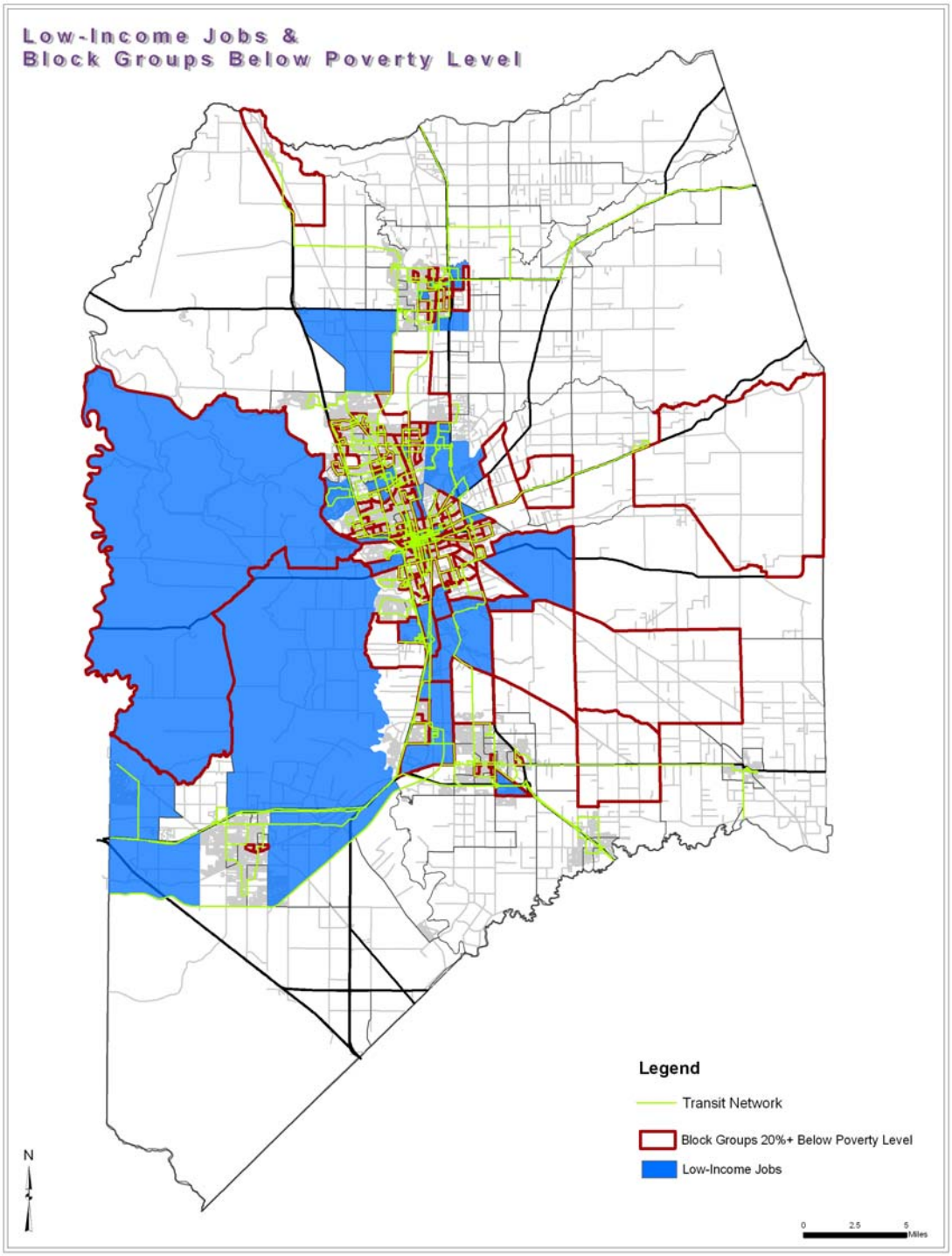
While ridership by income level was not directly available in the statistical information available in the in the San Joaquin Regional Transit District Comprehensive Operational Analysis Report (COA) consulted, it is clear from ridership statistics that the vast number of boardings systemwide for the RTD service area occur within the Stockton Metro area. The area also contains the greatest number of identified environmental justice areas both by number and total block group population. This analysis tends to indicate that investments allocated to bus transit projects are allocated to environmental justice areas at a rate higher than would be indicated by the initial financial analysis, where the benefits appeared to be more evenly split between low-income and non-low-income households.

Access to Low Income Jobs

As an additional proximity measure in the 2011 RTP, SJCOG mapped the mainline, regional roadway and interchange projects relative to concentrations of jobs held by workers in low-income households and the relative location of concentrations of low-income households. A map for both bus transit and roadway projects is provided. In terms of low-income job access, RTP projects for both transit and roadway emphasis will improve accessibility within those areas

that have both low-income persons and jobs held by workers in low-income households as well as connectivity between areas containing concentrations of either low-income persons or low-income jobs. This new performance measure will be further enhanced in future RTPs as transportation modeling capability of zonal access is improved.


Low-Income Jobs &
Block Groups Below Poverty Level
LIBERTY
PELTIER
WOODBRIDGE
TURNER
KETTLEMAN
HARNEY
EIGHT MILE
AUSTIN
FRENCH CAMP
MARIPOSA
LOUISE
DANIELS
WEST RIPON
LINNE
Legend
Interchange Projects
Regional Roadway Projects
Mainline Highway Projects
Block Groups 20%+ Below Poverty Level
Low-Income Jobs
N
0
2.5
5
Miles


Low-Income Jobs &
Block Groups Below Poverty Level
Legend
Transit Network
Block Groups 20%+ Below Poverty Level
Low-Income Jobs
N
0
2.5
5
Miles

Air Pollutant Emissions

Given the scope of this RTP, many of the environmental impacts caused by the proposed transportation projects cannot be effectively studied for conclusive and constructive results. Due to the fact that pollutant concentration levels and locations are contingent upon many unpredictable variables, such as regional wind patterns, temperature, local meteorological conditions (e.g. light winds and shallow vertical mixing), estimates of pollutant concentration levels and locations are usually inclusive. Therefore, this pollutant emissions section refers to the pollutants that tend to have localized effects, including carbon monoxide (CO) and fine particulate matter (PM_{10}). This study, however, does not address pollutants that are regionally distributed as a result of chemical interaction, photochemical reactions and meteorology rather than being localized by the proportion of emissions, such as VOC, NO_x and SO. Nonetheless, the Environmental Impact Report (EIR) for this RTP adequately investigates these regional effects in detail. In addition, each project included in this RTP is required to undergo an environmental impact study process to ensure that the project does not create disproportionate negative or adverse impacts to the sensitive neighborhoods, such as neighborhoods with high concentration of racial minorities and low-income populations.

It is clear that there are certain locations with a particular population that is more susceptible to the effects of air pollution than the general population. For the purpose of this study, these locations with high sensitivities to air pollution include residential and community areas (community and neighborhood parks, schools, hospitals, and civic/public open space) identified in the General Plans of the member agencies of SJCOG. In addition, commercial areas and open space areas are classified as areas with "medium sensitivity" to air pollution, while industrial and agriculture lands have "low sensitivity."

The projects included in this RTP are intended to alleviate existing congestion and improve the LOS for the roadway system. The proximity analysis indicates a nearly even split of roadway emphasis projects adjacent to or within environmental justice communities and those outside of these communities. This would tend to indicate that no groups will be disproportionately subject to pollutant emissions. Modeling results indicated that the completion of these proposed projects is likely to help ease congestion, thus reducing air pollutant emissions from vehicles idling and constantly accelerating/decelerating. Therefore, the neighborhoods that contain these projects may initially experience some negative impacts in local air quality due to the projects, especially during the construction period, but in the long run, the local air quality in these areas will benefit from the better traffic flow and less localized pollutant emission.

Noise

There are various noise sources in San Joaquin County, and transportation related activities comprise a significant portion of these sources. Mobile noise is one of the principal noise sources for transportation activities. Large traffic volume on freeways and highways, especially truck traffic, usually generates the highest level of mobile noise. Aircraft operations at several public and private airports and train movements also create mobile noise, though its duration is usually shorter than mobile noise on major roadways.

The completion of the proposed RTP projects could possibly trigger changes of the noise level, and it is very likely that these changes would be positive. Improvements on freeways and regional streets would lessen congestion, and thus lead to less noise associated with vehicle idling and accelerating/decelerating. Freeway and railroad interchange projects can improve traffic flow and reduce waiting time, and therefore help reduce noise in the project areas. Furthermore, better transit services benefiting from the RTP transit projects could very possibly encourage some people to switch to alternative travel modes, thus helping lower overall automobile usage and the noise associated with it.

The 2011 RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long term. While many of these projects will likely have no effect on the operational noise generation of the facility, some improvement projects, which involve new facilities or capacity enhancements for existing facilities, could affect noise sensitive land uses. Noise sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from roadway capacity improvements, new transit facilities, etc.).

The county and incorporated communities have adopted Noise Elements of their General Plans that establish noise related policies that, when implemented, protect sensitive receptors from significant noise. The policies that are laid out in the Noise Element(s) are consistent with federal and state regulations designed to protect noise sensitive receptors.

During the design process, the implementing agency would be responsible for ensuring that the project is designed consistent with adopted policies and state and federal regulations. Although the policy and regulatory controls for noise related impacts are in place in the planning area, subsequent improvement projects would result in an increase in traffic noise levels. For most projects, consistency with the adopted policies and established regulations would help to reduce exposure of sensitive receptors to transportation noise levels. In addition, the following mitigation measure would require a project level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise to an acceptable level

Community Cohesion

Impacts on community cohesion are difficult to measure quantitatively or qualitatively, especially when it involves the RTP projects with an overall twenty-five-year time span. In addition, community cohesion is an abstract concept profoundly influenced and shaped by an individual's experience, cultural background, value perception, religious beliefs, and other subjective factors. Thus, the concept of community cohesion can vary tremendously even among residents within a particular neighborhood. Therefore, it is almost impossible to present a study on community cohesion that would adequately account for these subjective factors. Instead, this RTP attempts to outline some of the potential impacts created by the RTP projects that may affect the local community socially.

Negative impacts on community cohesion come in different forms with different time spans before the impacts are evident. They can be as obvious as large-scale replacements or as subtle as slow social deteriorations that take generations to perceive. Traditionally, displacement is considered the impact that can most severely influence a community's cohesion. The Tier I roadway projects included in this RTP are mostly moderate scale expansion projects, which are not very likely to require a considerable number of displacements. In the case where larger-scale projects will cause displacement, available remedies for unavoidable displacement impacts will be taken. In all cases, such positive impacts as decreases in congestion, air quality impacts, and safety concerns are weighed against possible disruptions in affected neighborhoods. While there is potential for displacements attributable to RTP projects, in the majority of cases, this is unnecessary or minimal and will be conducted in a manner required by law.

The proposed roadway projects and the existing fixed-route bus services together cover the majority of the county's urban and suburban areas as well as linking the rural areas to the rest of the county. This extensive transportation network provides quality service and various transportation options to the San Joaquin residents. The RTP roadway and bus transit projects strive to improve the accessibility of the disadvantaged and remote neighborhoods to the rest of the county, and thus help advance their integration into the county's civic structure. A region's social vitality and community cohesion rely on its citizens' active participation, and the proposed RTP projects facilitate this participation by improving the transportation system and enhancing accessibility for all of the neighborhoods.

Economic Impacts

One of the most noticeable immediate benefits for the economy as a direct result of the completion of the RTP projects is the reduction in congestion. Congestion is costly for both individuals and businesses. While the costs for businesses are obvious, the costs most often overlooked are for time-based personal and domestic services, such as additional day care. SJCOG estimates that our region can save approximately 17,366 hours of delay every day after all the RTP projects are in service by 2035. Based on the current average hourly wage of approximately $17.5 for the San Joaquin County workers, this reduction in congestion can be roughly translated to a $304,000 daily gain for the region's economy. This is equivalent to an over $110 million dollar gain annually, which would have a tremendous impact on the local economy.

In addition to the positive economic impacts associated with decreases in delay, construction projects such as those within the RTP can have a positive effect on employment if the jobs generated produce new employment opportunities as opposed to shifting employment from other sectors or other firms within the same sector. Given the dismal unemployment rate for San Joaquin County and the high degree of economic distress within the county, these large-scale construction projects should produce positive impacts on employment within the County.

CONCLUSION

Transportation projects usually do not only achieve the immediate transportation goals, such as congestion relief, but it is very often that they will also generate profound influences on our society, both for the physical environment as well as the socioeconomic environment. Aside from all the enhancements they would create, it is inevitable that many transportation projects would also produce negative impacts. The Environmental Justice chapter in this RTP attempts to ascertain the proposed RTP projects' equitability and their overall cost and benefit on our society, especially on those traditionally disadvantaged neighborhoods.

The analysis in this chapter mainly focuses on racial minorities and the low-income population, since these are the major traditionally disadvantaged and underserved groups. However, the San Joaquin Council of Governments also directs attention to other disadvantaged and needy populations, such as seniors and the physically challenged through programs specially geared toward those populations. These projects are included and budgeted in this RTP, such as the countywide Dial-A-Ride program, and Social Service Transportation Capital Projects.

In terms of the overall equity of the 2011 RTP, we have looked at the projects in a region-wide financial analysis and in terms of proximity of major roadway emphasis and transit projects to environmental justice communities. While the initial analysis appeared to indicate a nearly 2.5 times allocation of regional benefits to non- low-income households versus low income households, further analysis based on proximity would indicate a more even distribution of project benefits across environmental justice communities for roadway emphasis projects and a proportionately higher distribution of transit investments for these communities. The overall conclusion is that the 2011 RTP projects appear to distribute impacts in an even manner over the San Joaquin County region.

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CHAPTER 9

CONGESTION MANAGEMENT, SYSTEM PERFORMANCE & MAINTENANCE

INTRODUCTION

Chapter 6 entitled "Project Strategy Formation: A Congestion Management Process Output" focused on CMP requirements to:

- Establish goals, objectives, and performance measures to provide a point of reference by which the RTP is based upon.
- Develop specific criteria to apply to transportation strategies proposed in order to formulate a prioritized RTP project list prior to applying funding assumptions and programming in the FTIP.
- Document that all reasonable transportation strategies were employed and/or considered to be reasonable to employ prior to moving forward with a capacity increasing roadway project.

As an extension of the congestion management process focusing primarily of federal requirements, this chapter focuses on other state as well as federal congestion management requirements that take into consideration the relationship of transportation and land use and the need to monitor and maintain the operational integrity of the regional transportation system.

CMP/RTP RELATIONSHIP

The CMP is an essential component of the RTP process because:

1) It provides for safe and effective integrated management and operation of the entire multimodal transportation system.
2) Provides the means to compile information for assessing the level of congestion on the regional transportation network.
3) Includes a process that organizes and integrates strategies into the RTP.
4) Uses performance measures to assess the benefits RTP strategies provide the region.
5) Generates and collects data to be used to apply the performance measures for system monitoring.
6) Implements a process that minimizes, to the extent possible, the extent of SOV 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. Every other year, as part of the CMP update, new roadways are added to the network if they are considered regionally significant. It requires a significant investment of local, state, and federal funds to establish and maintain the regional roadway network. Therefore, maintaining the operational integrity of the existing and future condition in a cost effective manner is imperative.

Knowing precisely that operational health of the transportation system is important in determining:

1) Needed improvements on existing facilities to reduce congestion.
2) Appropriate congestion management strategies to employ on new facilities.

The outputs of the CMP process are important to the long-range transportation planning process. The assessment and monitoring processes assists the decision-makers in prioritizing near and mid-term as well as long-term projects. The CMP is an important tool for long-range planning to assist in determining priorities for project implementation and funding.

FEDERAL, STATE, & REGIONAL CMP REQUIREMENTS

As the federally designated Metropolitan Planning Organization (MPO), state designated Regional Transportation Planning Agency (RTPA) and Congestion Management Agency (CMA), SJCOG is charged with the task to address all regional transportation planning and programming responsibilities in San Joaquin County under the authority of these three (3) designations. Although similar in intent with some distinct differences, the following federal, state, and local requirements provide SJCOG with the guidance to develop, implement, and maintain a comprehensive Congestion Management Plan (CMP):

1) Federal CMP Requirements

Congestion management requirements were initially introduced with the passage of ISTEA in December of 199, and were further supported legislatively as part of TEA-21 in July of 1998. SJCOG's TMA responsibilities were then expanded by the passage SAFETEA-LU in August of 2004 to include a more robust congestion management process.

The CMP addresses the SAFETEA-LU requirements, as laid out in federal regulations (Source: §450.320(a), Metropolitan Transportation Planning, Final Rule, Federal Register, February 14, 2007).

SAFETEA-LU requirements confirm that:

- The transportation planning process shall address congestion management through a process that provides for *safe and effective integrated management and operation* of the multimodal transportation system based on a cooperatively developed and implemented *metropolitan-wide* strategy of *new and existing* transportation facilities through the use of *travel demand reduction and operational management* strategies.

Federal guidance expanding on the concept of this effort can be found under Management & Operations in the Metropolitan Transportation Plan: A Guidebook for Creating an Objectives-Driven, Performance-Based Approach at http://ops.fhwa.dot.gov/publications/moguidebook/index.htm

2) State CMP Requirements

Proposition 111 was a voter approved addition to an existing statewide gasoline tax. In order to receive funds from this tax, each county was required to designate a CMA and develop a Congestion Management Program. Subsequent legislation removed this requirement, allowing regions to discontinue the Congestion Management Program by resolution of the majority of jurisdictions within

the county. San Joaquin County did not elected to do so; therefore, SJCOG maintains the CMA designation for the San Joaquin County region.

Currently, as a state designated CMA under California Government Code: 65088 – 65089.10, SJCOG is required to:

> *Develop and maintain a Congestion Management Program targeting all state facilities and regionally significant roadways within San Joaquin County. This includes the need to establish performance measures to evaluate current and future multimodal system performance for the movement of people and goods. California Government Code 65088 – 65089.10 pertaining to the congestion management process can be found at: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65088-65089.10*

SJCOG developed a Regional CMP in 1996 which was updated and adopted by the SJCOG Board of Directors in December 2007. The 2007 Regional CMP established a renewed vision of the future of travel in our region. Strategies to combat congestion and its impacts on economic development must focus on a broad set of supply-side and demand-side strategies that embrace the latest thinking about reducing SOV trips, coordinated investment in alternative modes of transportation, and new incentives for getting people out of their cars. Among these strategies are the following:

- A new land use monitoring, reporting and information program that identifies any land use that creates significant new peak hour vehicle trips, prepares a public reporting and accounting of the potential impacts, and guides developers and land-owners to utilize new strategies that promote a mix of uses, greater density, less parking, and direct investment in transit, walking and/or biking.
- A new set of multi-modal performance measures with specific standards that set targets for improving transit, walking, and biking throughout the county.
- A new measurable goal to keep the growth in VMT no larger than the growth in the county's population.
- A new toolbox of innovative TDM and pricing strategies for use by the region, municipalities, land owners and developers to begin building realistic incentives to reduce SOV trip-making far in advance of problematic congestion.
- A new coordinated approach to congestion problems that brings all private and public partners together to find a workable and cost-effective solution which doesn't unrealistically rest responsibility on one entity.

These program strategies represent the latest industry efforts to reduce traffic congestion and promote sustainable communities that rely less on the SOV for their growth and continued economic development. By integrating these strategies, the RCMP not only conforms to the goals and requirements of the State CMP legislation and San Joaquin County's "Measure K" traffic relief ordinance, it is compliant with the goals of Federal legislation for a Congestion Management Process.

3) Regional CMP Requirements

In addition to federal and state requirements, SJCOG is also the region's Local Transportation Authority (LTA) due to the passage of Measure K in 1990 and renewed in November of 2006. An LTA is a public agency designation authorized by California State law that enables SJCOG to collect the 1/2-cent sales tax and use the money to fund a specific list of transportation projects and programs as outlined in an

approved expenditure Plan. The 2006 Measure K ordinance furthers the requirement to support and develop a Regional Congestion Management Plan (RCMP).

RCMP requirements from the Measure K Renewal Ordinance are as follows:

SECTION 7. REGIONAL CONGESTION MANAGEMENT PLAN

7.01. The Authority must have in place and be fully implementing a Regional Congestion Management Plan by January 1, 2008.

7.02. The primary goals of this Plan shall include:
(a) Monitoring Vehicle Mile Traveled (VMT) as a key indicator of growth and jobs/housing targets.
(b) Adopting programs that strive to keep the increase in VMT to an annual rate that is equal or less than the population increase.
(c) Supporting and planning for improved heavy passenger rail and regional bus connections with the Bay Area and Sacramento.
(d) Ensuring new development contributes a fair share and provides transportation improvements at the time of new construction.

7.03. The Regional Congestion Management Plan shall consist of the following:
(a) Traffic Level of Service standards for all regional roadway facilities.
(b) Standards for the frequency and routing of public transit.
(c) A trip reduction and travel demand element that promotes alternative transportation modes.
(d) A program to coordinate the development review process to reduce automobile trip generation from newly developed residential and employment centers.
(e) The San Joaquin Council of Governments will review all environmental documents and/or development applications for residential, commercial, retail, and industrial development in San Joaquin County generating 125 or more peak hour trips, based on ITE factors. The San Joaquin Council of Governments will comment on each of these developments as to their impact on the region and recommend the appropriate mitigation to address the impacts the new development will have on the existing transportation system. The San Joaquin Council of Governments will coordinate with the California Department of Transportation on these comments.
(f) Use of a regional transportation and traffic computer model and database to determine the quantitative impacts of traffic from new and existing development on the regional transportation system.

7.04. An Annual Report will be produced and adopted by the Authority determining the compliance of all local agencies and the San Joaquin Council of Governments with sections 7.01 through 7.03. Should a local agency fail to comply with the requirements of this section that agency will be suspended from being allocated Congestion Relief funds for new projects until found to be in compliance. Should the San Joaquin Council of Governments fail to comply with the requirements of this section the agency will suspend expenditure of the 1% administrative funds until compliance is achieved.

DATA COLLECTION / ASSESSING & MONITORING PERFORMANCE

Congestion is the level at which transportation performance is no longer acceptable due to traffic interference resulting in decreased speeds and increased travel times. As the San Joaquin County region continues to experience population and new residential and economic (retail, office, commercial/ industrial) land-use growth, maintaining and curtailing congestion continues to be a key area of focus.

The congestion management process involves a systematic approach which becomes an integral part of the RTP to provide for safe and effective integrated management and operation of the multimodal transportation system. The process is based on a cooperatively developed metropolitan-wide strategy of new and existing transportation facilities. The adopted Regional CMP can be accessed at: http://www.sjcog.org/Programs%20&%20Projects/Regional_Planning_files/Congestion%20Management%20Plan.htm

The congestion management process involves extensive data and information collection which feeds directly into a set of performance measures used for assessing, monitoring, and maintaining system performance.

Generating & Collecting Data/Information

Qualitative and quantitative information is generated through modeling techniques as well as derived from other reliable resources. The primary variable used to assess the condition of the regional transportation system is Level of Service (LOS).

In 2007, SJCOG used roadway counts from each jurisdiction and Caltrans to generate this data. In order to gain better consistency, SJCOG in 2009 conducted its own on-the-ground counts. Other data generated comes from SJCOG's updated regional traffic model and GIS based analysis. SJOCG also uses the *Trip Reduction Impacts of Mobility Management Strategies* (TRIMMS) model. TRIMMS© allows quantifying the net social benefits of a wide range of transportation demand management (TDM) initiatives in terms of emission reductions, accident reductions, congestion reductions, excess fuel consumption and adverse global climate change impacts. The model also includes a sensitivity analysis module that provides program cost-effectiveness assessment. This feature allows conducting TDM evaluation to meet the Federal Highway Administration Congestion and Air Quality (CMAQ) Improvement Program requirements for program effectiveness assessment and benchmarking.

Targeted roadway and regional planning studies provide an array of additional data feeding into the assessment and monitoring process. These products offer another level of insight of the region's transportation network and provide strategies to address the congestion. In addition, specific SJCOG programs also offer insights into the operational health of the transportation system.

The following summarizes the types of data and information derived from different types of techniques, sources, SJOCG/ Partner Agency sponsored planning/feasibility studies, and programs that support the transportation system assessment process:

DATA	PLANNING/FEASIBILITY STUDIES	SJCOG PROGRAMS
• Regional Traffic Model: ~Total VMT ~VMT by speed bends ~Inter-zonal VMT ~Vehicle hours and % of travel delay ~Interregional trip levels ~Lane and center lane miles ~MSFR • Emission factors • On ground traffic counts from SJCOG, Caltrans, and jurisdictions • Highway Capacity Manual to calculate LOS • Use of TRIMMS 2.0 to conduct area wide analysis for determining TDM strategies estimated reductions in VMT and emission reductions • Traffic incident data from the California Highway Patrol: ~Non-injury incidents ~Injury related incidents ~Location of incidents ~Bike related incidents ~Pedestrian related incidents	• Corridor System Management Plans (CSMP): I-5, I-205, I-580, SR 99 Corridors • Regional Expressway Plan • Regional Transit Systems Plan • San Joaquin Intelligent Transportation Systems Deployment Plan • Regional HOV and Ramp Metering Study • Region Park & Ride Lot Plan • Feasibility of HOT Lanes on the I-5 and I-205 corridors • SR 239 Corridor Study • Project Study Reports (PSRs): (e.g., Lockeford Bypass, SR 99 Corridor Ramp Metering, SR 99 & Harney Lane/Morada Lane/Eight Mile Road Interchanges, I-205 Auxiliary Lanes) • Annual Unmet Transit Need Analysis • Short Haul Rail Feasibility Study • SR 12 Corridor Study • Transit Systems Gap Analysis • Interregional Transportation Partnership targeting the I-580 Corridor	• Congestion Management: TDM Action and Deficiency Plans and on-going monitoring of the relationship of land use on the transportation system • Commute Connection: Car and van pools, application of employer based TDMs • Freeway Service Patrol • Continued development of the 511 Traveler Information System • Goods Movement Task Force: STAA terminal access, roadways supporting the Port of Stockton, Metropolitan Airport, rail freight yards • Smart Growth Incentives Program • Measure K's Bike, Pedestrian, and Safe Routes to Schools Program • On-going public participation outreach plan • Measure K Strategic Deployment Plan • Research and Forecasting Center

Assessing & Monitoring/Maintaining the Transportation System

As the CMA, SJCOG must assess and monitor the performance of transportation systems in meeting CMP objectives of reducing congestion and improving air quality. The evaluation of current and future multimodal system performance is based on performance measures (PM). At a minimum, PMs must evaluate:

- ✓ Highway and roadway system performance.
- ✓ Frequency and routing of public transit.
- ✓ Coordination of transit service provided by separate operators.

Assessing the Transportation System

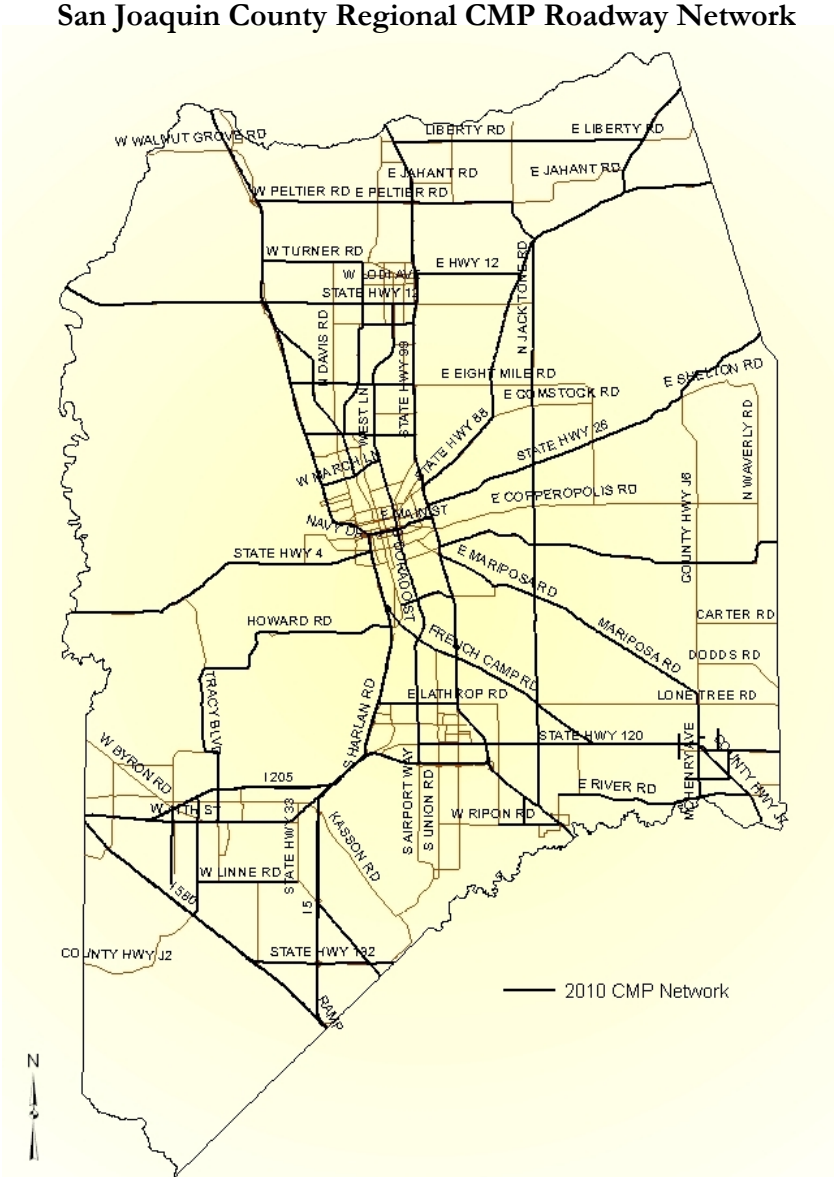
PMs are defined in State legislation as: "an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies." PMs provide the basis for evaluating the operating conditions of the regional transportation system and identifying the location and severity of congestion, gaps in transit service, insufficient bicycle accommodation, or unsafe pedestrian environments.

Examples of PM variables used to assess and monitor the transportation system includes:

- Level of Service.
- Daily Vehicle Hours of Delay.
- Average Peak Period of Travel.
- Vehicle Miles Traveled.
- Public Transit Usage.
- Pavement Conditions.

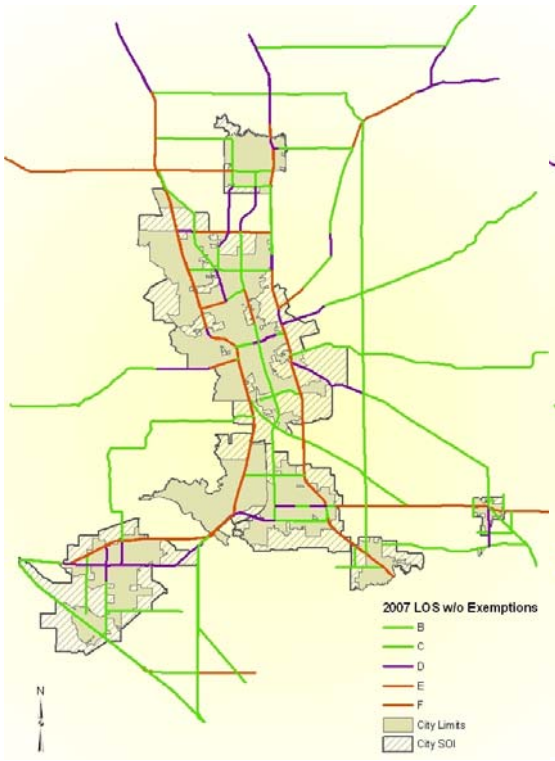
The foundation of the CMP process involves the assessment of the overall regional roadway system network by using the congestion performance measures defined within the region's CMP. The adopted San Joaquin County Regional CMP Roadway network includes all highways and regionally significant arterials.

San Joaquin County Regional CMP Roadway Network

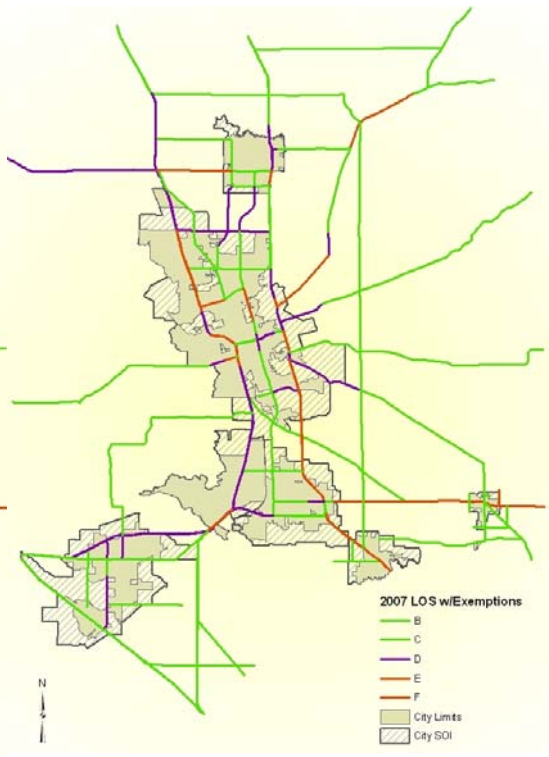


Each roadway's LOS is calculated and used to assess the transportation network's operational condition. The following is a side by side comparison of the adopted roadway network's LOS in 2007, prior to and after calculating interregional trip exemptions from the transportation grid:

2007 Pre-Exemptions



2007 Post-Exemptions



Due to the level of roadways operating at an LOS of D and those at an LOS of E/F, lead to the need to establish a Regional TDM Action Plan as well as CMP Deficiency Plan. Both the action and deficiency plans are expected to go before the SJCOG Board of Directors for their review and consideration for approval in July 2010.

If a CMP road segment is determined to be operating at LOS "D", that segment becomes the cause for an increased alternate modes program and TDM measures. The Regional TDM Action Plan is the vehicle used to implement the strategies which directly meets the intent of the SAFETEA-LU requirements. In general, these measures include:

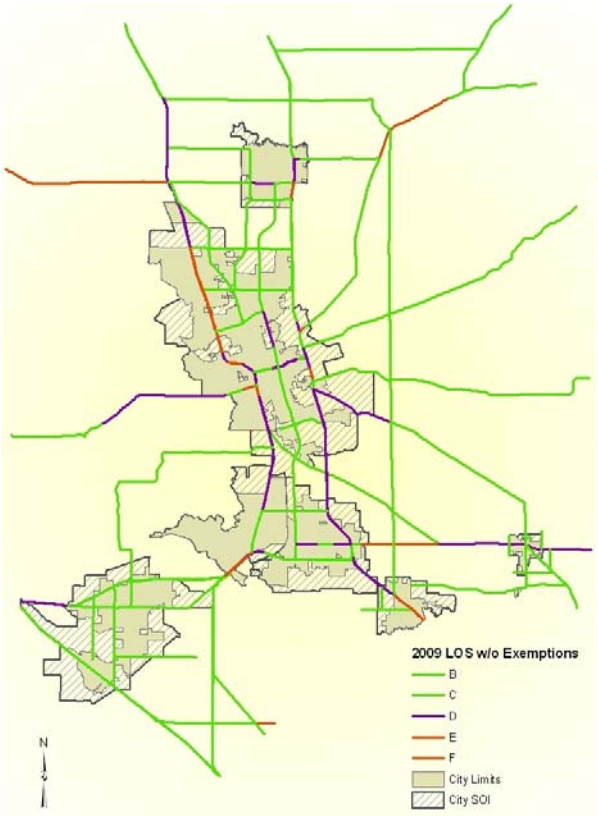
- Land Use Strategies. The first target of a traffic management program should be travelers' demand for using the roadway segment.
- Alternative Modal Infrastructure Improvements. Providing improved transit, biking and walking services and facilities is essential to reducing SOV travel. These programs also are likely to include facility enhancements, such as bus shelters & schedule holders, marked bike lanes, and protected crosswalks.
- Travel Demand Management Strategies. Some of the most effective programs for reducing SOV travel highlight and increase incentives to use existing alternative transportation elements. TDM measures are varied but often very effective at shifting trips to transit, biking or walking. Generally,

these strategies provide services and perks to employees to consider leaving their cars at home, including carpooling services, vanpools, shared-cars during work hours, flex days, telecommuting, guaranteed rides home, and other successful measures.

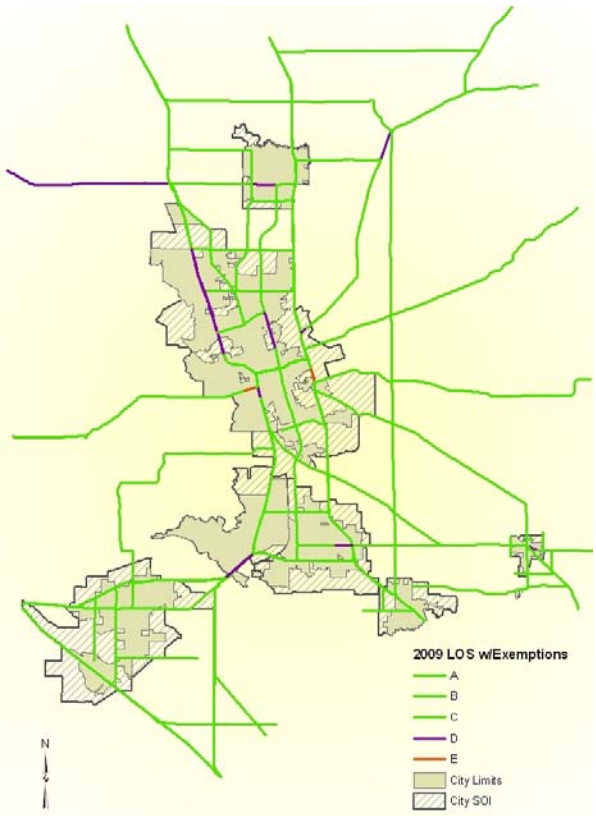
When a CMP roadway segment is determined to be operating at LOS "E" or "F", this initiates the requirement to prepare a *Deficiency Plan*. The Deficiency Plan goes into greater detail in assessing the cause of the deficiency and provides detailed actions designed to address the deficiency. These actions vary depending on the specifics of the road segment. In addition to implementing as many TDM and alternate modal measures as possible, the action plan usually includes more significant roadway infrastructure plans, such as intersection geometry improvements, curvature or sightline improvements, High Occupancy Vehicle (HOV) facilities, or additional turning lanes or travel lanes. A more complex multi-purpose Deficiency Plan may be required when a deficient segment cannot be improved to meet LOS standards. In such cases, actions that measurably improve the overall LOS and contribute to significant air quality improvements must be developed and implemented. Such actions may not necessarily directly pertain to or have a measurable impact on the deficient segment itself but must show system-wide improvement.

As part of the 2010/2011 Regional CMP update, traffic counts were completed by SJCOG in October of 2009. The following is a side by side comparison of the adopted roadway network's LOS as of October 2009, prior to and after calculating interregional trip exemptions from the transportation grid:

Pre-Exemptions



Post-Exemptions



As compared to 2007, the LOS is distinctly better (10% to 15%) in 2009. This appears to be primarily due to the slowdown in the economy, as well as the increase in the unemployment rate and the incidence of housing foreclosures which has lead in more out migration from the San Joaquin County region.

Assessing the operational status of the transportation system and determining which roadways are at an LOS D allows for a proactive approach using non-roadway capacity increasing strategies to:

1) Maintain the existing condition.
2) Improve the existing condition.
3) Prevent the roadway from reaching a failing status of LOS E or F.

A Regional TDM Action Plan is currently being developed and on course for review and consideration for adoption by the SJCOG Board of Directors in July 2010. Based on the assessment results, the intent of the TDM Action Plan is to proactively employ a series of non-capacity increasing congestion relief strategies to ultimately prevent segments of the regional roadway system from failing. The types of strategies range from home to work congestion relief from car and van pooling to supporting ramp metering and High Occupancy Vehicle (HOV) lane(s) on the highway system. The TDM Action Plan is expected to gleam from a tool box of strategies that can be employed universally, no matter what the state of the transportation system, to the application of more roadway segment specific measures as the assessment process tracks the rate of congestion.

The roadways in the CMP network are required to maintain an LOS of D as established by the SJCOG Board of Directors in coordination with its member agencies. For roadways that are operating at an LOS of E/F, a classification system has been developed to identify CMP congested roadways based on operational performance and programming/planning status and anticipated CMP capital improvement construction schedule. This establishes a direct institutional and quantifiable link between the CMP and the RTP. The categories are as follows:

Category Class	LOS	Improvement Status	Schedule
Category 1	E/F	Fully Programmed	Capital Improvement Complete < 7 Yrs.
Category 2	E/F	Partially Programmed	Capital Improvement Complete > 7 Yrs.
Category 3	D	Fully Programmed	Capital Improvement Complete > 7 Yrs.
Category 4	E/F	Planned – Not Programmed	Improvement Complete > 7 Yrs.
Category 5	D	N/A	N/A
Category 6	E/F	N/A	N/A

SJCOG's Regional Deficiency Plan assesses and documents all applicable deficiencies and demand profile information for the category 4 and 6 deficient roadway segments. In addition to assessing the causes and magnitude of the deficiencies, appropriate remedial actions for each deficient roadway to either meet the LOS standards or to implement alternative measures are also documented. Per state CMP requirements, a detailed implementation plan that includes descriptions of the selected

improvements, programs/actions, anticipated costs, related funding issues, and delivery schedule is assigned to each state designated CMP deficiency as appropriate.

An added level of assessment was accomplished using TRIMMS 2.0 to quantify the benefits of TDM measures in the future condition on the overall network. For the year 2020, the assessment estimated that TDM strategies involving all financial subsidies, telecommuting, and flexible work schedules combined would reduce VMT by 1.71%. With a transit incentive subsidy, TRIMMS estimated an additional overall reduction in VMT by 1.7%.

SJCOG continues to incorporate more data and information into the assessment process. For example, transportation safety information is important to incident management and non-recurring congestion. Furthermore, congestion can often result from incidents and secondary incidents on our roadways. For assessment purposes, all locations of non-injury and injury related traffic accidents on the regional network will be plotted using GIS visualization methodology. This coupled with the LOS data will provide a greater sense of the urgency to improve the roadway and what measures need to be employed (e.g., ITS technologies, and other operational management strategies) that can help prevent and clear incidents safely and efficiently for the traveling public.

Monitoring & Maintaining the Transportation System

Once adopted by July of 2010, the implementation of the Regional TDM Action and Deficiency Plans along with Regional CMP provide the foundation for monitoring and maintaining the transportation system. The results of the monitoring activities are designed to inform decision-makers on the region's congestion. In turn, strategic planning and programming decisions are able to be made with knowledge of the region's significant congestion issues. Monitoring of the transportation system hinges on the PMs used to establish the baseline to measure against in the future condition.

Every other year, beginning January of 2008 as part of the regional CMP, the PMs documented in Chapter 6 of the 2011 RTP are used to provide the dynamic foundation to conduct the Regional Roadway System Performance Review (RRSPR). With each RRSPR, SJCOG is able to determine the current condition of the regional system to monitor the impacts of the transportation decision-making process.

Determining the LOS by segment is a major component of the monitoring process. Congestion data on all 1,533 total lane miles comprising the CMP roadway network is compiled every other year to monitor the health of the regional transportation network. As discussed previously, the LOS information from 2007 provided a baseline to compare to the 2009 LOS. For system assessment purposes, LOS is an industry standard for measuring and monitoring the level of congestion on the roadways. The LOS measuring system uses letters from A to F, with A being the best and F being the worst level of congestion. The descriptive breakdown is as follows:

LOS	Description
LOS A	Free traffic flow
LOS B	Reasonably free traffic flow
LOS C	Stable traffic low
LOS D	Approaching unstable traffic flow
LOS E	Unstable traffic flow
LOS F	Forced or breakdown of traffic flow

LOS data as well as other data and information is used to monitor the transportation network from a segment and regional perspective. A form of incremental system monitor is employed through the Regional CMP program which involves the tracking of new land uses and the traffic volumes associated with the new land uses.

The 2007 renewal of the Measure K Ordinance stipulates that SJCOG will "review all environmental documents and/or development applications for residential, commercial, retail, and industrial development in San Joaquin County generating 125 or more peak hour trips, based on ITE factors. SJCOG will comment on each of these developments as to their impact on the region's congestion management system and recommend the appropriate measures to address the impacts new development will have on the existing transportation system. It is emphasized here that although the Land Use/Transportation Analysis Program may influence local land use decisions by requiring full evaluation and disclosure of impacts to the regional transportation system, SJCOG's ability to comment should not be interpreted as an authority to reject or approve development applications.

Local jurisdictions are required to maintain the adopted LOS standards on the CMP system, so it is essential that local jurisdictions consider the necessary actions and costs required to mitigate impacts that result from local land use decisions.

SJCOG has developed a single-page development questionnaire form that to be completed by the lead jurisdiction and routed to SJCOG within 5 working days of application submittal. This form solicits simple descriptive information for any project above a minimum size that may generate the required threshold of trips.

Upon receipt, SJCOG's CMP staff use ITE computation factors to determine if the project may generate 125 or more peak hour trips. If the ITE modeling does not show a peak-hour trip generation of at least 125, the jurisdiction will be notified of the finding and the project will have satisfied its responsibility for conformance with the CMP's Land Use Analysis Program. For projects meeting the trip generation threshold, the jurisdiction will be notified of the finding and that the project will be subject to further review and modeling in order to determine potential impacts on the RCMP network.

If further modeling shows that the project will degrade a segment to a LOS of D, E, or F, a letter notifying the jurisdiction of the finding and provide guidance addressing the impact these trips may have on regional transportation systems. Additionally, as required within Measure K, if the subject project is located on or near a State highway, SJCOG will seek further comment from Caltrans.
The following items are considered during the preparation of the comment letter:

- ✓ Potential impact on the RCMP transportation network;
- ✓ Possible alternative modal infrastructure improvements that should be supported; and,
- ✓ Possible mitigation strategies and TDM programs that the project may participate in as a condition of approval.

A regional analysis based on local land use decisions will often involve more than one jurisdiction. The Regional CMP places the responsibility for addressing the significant traffic impacts with the approving jurisdiction as the land use authority. It is the preference of SJCOG that the Lead Agency work with any affected jurisdiction to arrive at a mutually agreeable plan for addressing the inter-jurisdictional

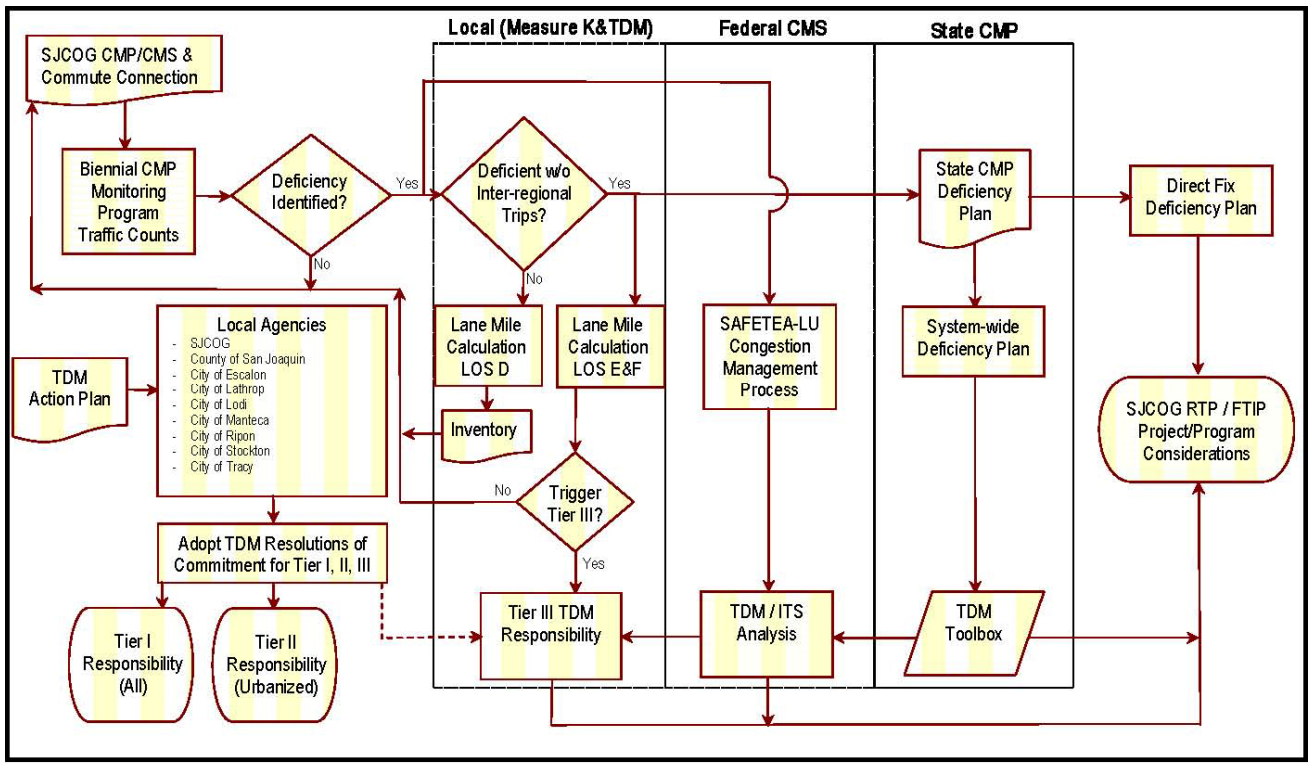
impacts of the proposed project. If a dispute arises, or at the request of either party, SJCOG will assist both localities in preparing a mitigation plan that meets the requirements of this land use program.

Traffic volume/vehicle trip mitigation is considered a form of monitoring the state of the transportation system. The Land Use Analysis Process is designed to identify potential degradation to adopted LOS standards and to address them before they actually occur. This process will also provide a framework for negotiations between the local jurisdiction and the project developer. SJCOG will not be involved in these negotiations unless requested by the parties involved.

State law places responsibility for the Land Use Analysis Program on local jurisdictions, since they retain the power to approve or deny project applications. SJCOG can assist cities and the County in determining regional traffic impacts, but the Lead Agency is responsible for determining how to mitigate these impacts and what the cost will be to do so. SJCOG encourages local agencies to require development projects to cover the costs of mitigating transportation impacts, but the decision to do so rests with the city or County. SJCOG will provide support and coordination to determine the best strategy(s) as needed.

Monitoring, preventing, and mitigating the extent of congestion on the transportation system is a common theme shared between local, state, and federal regulations. The following decision-making matrix shows the extent to which the Regional CMP is used to meet the intent of all three regulatory conditions in conjunction with SJCOG's partner agencies:

Federal/State/Congestion Management System Process



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CHAPTER 10

FINANCING TRANSPORTATION

INTRODUCTION

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 and was extended to the end of fiscal year 2010 by the 2010 Hiring Incentives to Restore Employment ACT. The transportation bill also establishes planning requirements for Metropolitan Planning Organizations (MPO) including financial plan components. SAFETEA-LU stresses the importance of developing the financial plan in cooperation with the MPO, transit operators and the State.

This Chapter addresses the financial requirements for Regional Transportation Plans as identified in 23 U.S.C. 134 and as implemented through Section 450.322(f)(10) of the final planning regulations published on February 14, 2007. As such, this RTP conforms to the projected revenues. As required, the financial plan must reflect the estimated costs of constructing, operating, and maintaining the total (existing plus planned) transportation system, including portions of the system owned and operated by local governments. The discussion in this Chapter focus on the SAFETEA-LU operations and maintenance requirement, a description of the 2011 RTP revenues and expenditures, as well as a discussion of the region's remaining funding needs for transportation improvements.

ASSUMPTIONS

Since the 2011 RTP extends out until 2035, projections of revenues and expenditures rely on historical patterns of funding from State and Federal sources as well as assumptions about future conditions. SJCOG developed this RTP financial plan to be consistent with the overarching goals described in Chapter 2, and in coordination with the local transit agencies, local jurisdictions, and state and federal agencies in order to determine fund estimates that are reasonably expected to be available to implement the plan. Operations and maintenance strategies were incorporated into the financial plan in order to reflect investments in improving the performance of the existing transportation facilities.

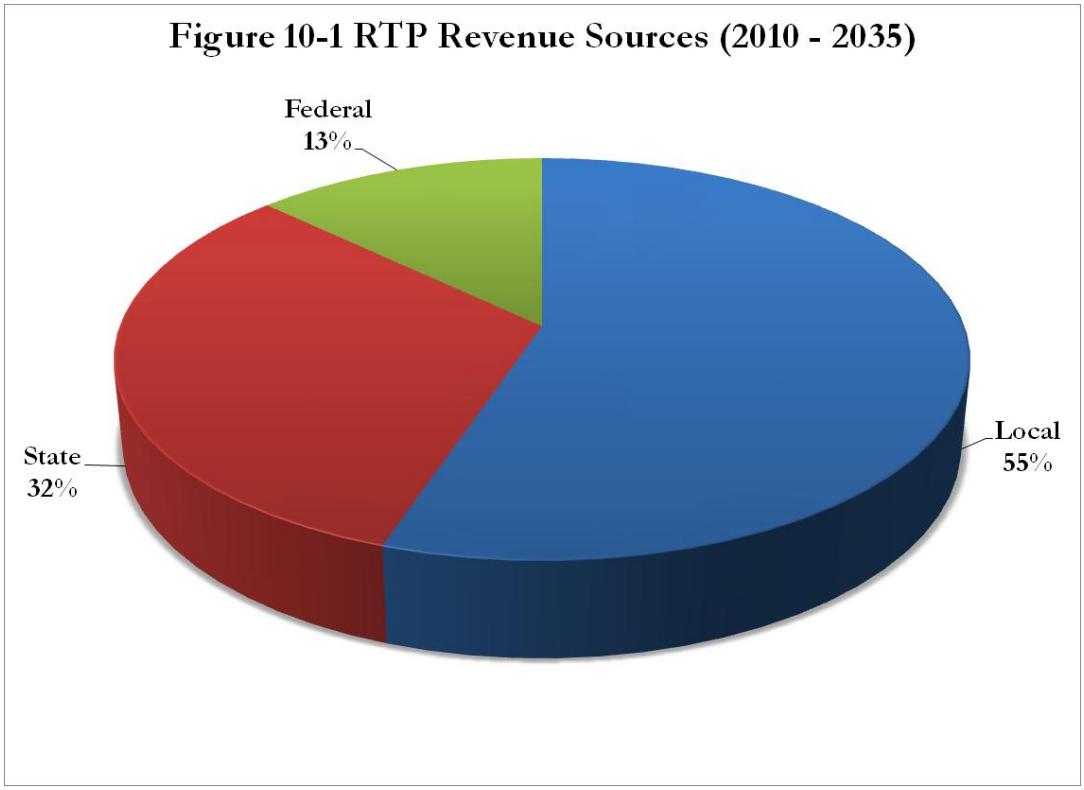
As part of the continuing efforts to leverage and secure more transportation dollars for the San Joaquin region, project sponsors often seek grants or federal discretionary funds to finance projects. Again, only those revenues that are reasonably projected or have been secured are reflected. Appendix 10-1 includes a detailed line-by-line listing of the assumptions used in developing the 2011 RTP fiscal constraint.

OPERATIONS AND MAINTENANCE

Section 450.322(f)(10) of the Final Rule implementing SAFETEA-LU includes a requirement to include system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation system. This requirement is addressed in the Revenue and Expenditure sections below, as well as in the project lists included in Chapter 7. In addition, the importance of system preservation to the 2011 RTP as a whole is further discussed in Chapters 2, 4, 5 and 9. SJCOG staff coordinated the development of these costs and revenues with the applicable local and State agencies.

REVENUES

The revenue identified in the 2011 RTP financial forecast are those that have been providing for the construction, operations, and maintenance of the current roadway and transit systems in the region. The baseline revenues include existing local, state, and federal transportation funding sources. As Table 10-1 and Figure 10.1 below summarize, the revenues forecast for the San Joaquin region is estimated to be slightly over $10 billion for the RTP period (2010-2035).



Local/Regional Revenue

Funding from local sources contributes s55% of the revenues to this Regional Transportation Plan. Of this local revenue, the major contributions are from: Local Transportation Funds (6.7%), the Regional Transportation Impact Fund (4.6%), Local Developer Fee programs/General Funds (18%), and the Measure K ½ cent sales tax program.

The Measure K sales tax program contributes 20% of the total RTP revenue. The renewal of the Measure K program in 2006 will ensure this funding source through the year 2041. The renewal efforts began in 2003 to develop a ballot measure proposal that was supported by a wide range of interest groups. The effort included extensive public outreach with numerous community groups and organizations to obtain input and build consensus for the ballot measure. SJCOG also worked with representatives from the Public Works and Community Development Departments of the local jurisdictions in San Joaquin County to include their technical input in the expenditure plan. The renewal of Measure K has a tremendous impact on our ability to fund transportation system improvements. The program supports many regionally significant projects and provides match money for State and Federal transportation funds. The Measure K program is the largest revenue source from all local, state and federal sources that fund this RTP.

Local Developer Fees and General Funds account for a large percentage of the local revenue for the RTP. The implementation of local developer fee programs enables more projects to be delivered, with or without the additional support of state and federal funding. A Regional Transportation Impact Fee (FTIF) was implemented in 2006. The RTIF program along with the local developer fee programs account for approximately $2.2billion of the revenue of the RTP.

State Revenue

State funding sources make up about 32% of the total twenty-five year transportation budget. Most of the state revenues come from the State Transportation Improvement Program (6%), the State Highway Operation and Protection Program (6%), and the State Transportation Bond (5%).

Under State law, the California Transportation Commission (CTC) adopts a new State Transportation Improvement Program (STIP) every two years. The STIP process begins with the development and adoption of a STIP Fund Estimate (FE) by August 15 of each odd-numbered year and culminates with the adoption of the new STIP by April 1 of each even-numbered year. The STIP contains programming from the SJCOG's Regional Transportation Improvement Program (RTIP) and Caltrans' Interregional Improvement Program (ITIP). The 2011 RTP is consistent with the adopted 2010 Fund Estimate for the period 2010/11-2014/15, and uses reasonable assumptions to project these revenues over the life of the Plan. STIP projects are listed as part of the project listings at the end of Chapter 7. The 2011 RTP is consistent with the 2010 Interregional Transportation Improvement Program and the 2010 Regional Transportation Improvement Program.

California voters passed Proposition 1B in 2006, which secured billions of dollars for transportation projects across the state. Twenty billion dollars will fund safety improvements, expand public transit, relieve traffic congestion, repair local streets and reduce air pollution. The funding programs under Proposition 1B include the Corridor Mobility Improvement Account (CMIA), the State Route 99 program, Trade Corridor program, Intercity Rail, and State and Local Partnership among others.
Proposition 1A set stipulations on any future Proposition 42 loans to the General Fund, and it required the debt payback on funds which were previously loaned to the General Fund.

Federal Revenue

About 13% of the transportation funds for this Plan come from Federal funding sources. Funds from the Federal Transit Administration make up about 5% of all RTP 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 Program (CMAQ). In this Plan, STP and CMAQ total 4.5% of anticipated funds.

Table 10-1 Long-Range Plan Revenue Table

REVENUE SOURCES		2011-2035 TOTAL
LOCAL	Local Transportation Fund (Transportation Development Act)	722,105,000
	Private Railroad Contribution	7,815,000
	Local Developer Fees/General Funds	1,930,463,000
	Transit Fares & Miscellaneous	265,665,000
	Altamont Commuter Express Fare Revenue	154,000,000
	Alameda/Santa Clara Contribution to ACE	137,730,000
	Local Total	3,217,778,000
REGIONAL	Measure K Sales Tax Program	28,268,000
	Measure K Sales Tax Renewal Program	2,150,877,000
	Regional Transportation Impact Fee	487,268,000
	Regional Total	2,666,413,000
STATE	State Highway Operations and Protection Program (SHOPP)	662,075,000
	State Transportation Improvement Program (STIP)	
	-- Regional RTIP and ITIP	640,606,000
	Future State Discretionary Programs	260,000,000
	State Transit Assistance (STA)	N/A
	Alameda STA contribution	4,700,000
	State Gas Tax Subvention	816,725,000
	State Transportation Bond	
	-- Formula Funds	55,558,000
	-- Discretionary Funds	486,900,000
	Proposition 42	445,901,000
	State Aid to Airports	2,000,000
	Public Utilties Commission	25,000,000
	State Total	3,399,465,000
FEDERAL TRANSIT	*Federal Transit Formula*	
	Urbanized Area Formula Program (5307)	432,534,000
	Nonurbanized Area Formula Program (5311)	8,876,000
	Clean Fuel Formula Program (5308)	N/A
	Elderly & Persons with Disabilities Formula Program (5310)	14,819,000
	New Freedom (SAFETEA-LU 5317)	3,773,000
	Other	
	Subtotal	460,002,000
	Federal Transit Non-Formula	
	Fixed Guideway Modernization (5309a)	52,500,000
	New and Small Starts (Capital Investment Grants) (5309b)	25,908,000
	Bus and Bus Related Grants (5309c)	21,739,000
	Job Access and Reverse Commute Program (5316)	10,775,000
	Other	
	Subtotal	110,922,000
	Federal Transit Total	570,924,000

Table 10-1 Long-Range Plan Revenue Table

REVENUE SOURCES		2011-2035 TOTAL
FEDERAL HIGHWAY	*Federal Highway Non-Discretionary*	
	Congestion Mitigation and Air Quality	270,495,000
	Surface Transportation Program (Regional)	205,144,000
	State Transportation Improvement Program Transportation Enhancements	36,034,000
	Safety Program Total	
	-- Highway Bridge Replacement and Rehabilitation Program	154,670,000
	-- Highway Safety Improvement Program (SAFETEA-LU)	2,337,000
	-- Safe Routes to School (SAFETEA-LU)	1,069,000
	-- Rail/Highway Grade Crossing Protection (USC Section 130)	2,500,000
	-- Minor Construction Program	12,116,000
	-- Emergency Relief	375,000
	Federal Lands Highway	N/A
	Federal Aid to Airports	11,112,000
	Subtotal	695,852,000
	Federal Highway Discretionary Programs	
	Bridge Discretionary Program	N/A
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	N/A
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	N/A
	Ferry Boat Discretionary	N/A
	High Priority Projects	8,960,000
	National Scenic Byways Program	N/A
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	N/A
	Public Lands Highway Discretionary	N/A
	Recreational Trails	N/A
	Transportation and Community and System Preservation Program	N/A
	Transportation Improvement Projects (SAFETEA-LU Sec. 1934)	N/A
	Other	
	– Interstate Maintenance Discretionary (IMD) Program	2,546,000
	– Future Federal Discretionary Programs	110,844,000
	Subtotal	122,350,000
	Federal Highway Total	818,202,000
	FEDERAL TOTAL	1,389,126,000
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	N/A
	State Infrastructure Bank	N/A
	Section 129 Loans	N/A
	Rail Rehab & Improvement Financing	10,000,000
	Private Activity Bonds	N/A
	Private Concession Fees	N/A
	Private Donations	N/A
	Program Income (from a federal project)	N/A
	Other	N/A
	Innovative Financing Total	10,000,000
REVENUE TOTAL		10,682,782,000

KEY:

U = Data are unavailable.

development time of RTP. Note that some of these are new

SOURCES: See revenue assumptions in Appendix 10-1

EXPENDITURES

In developing the expenditure side of the 2011 RTP, SJCOG staff placed a considerable focus on updating the 2007 RTP Tier I and II project listings and conducting a comprehensive review of the 2007 method of project cost estimation.

Project Cost Estimates

In October 2006, SJCOG entered into a contract with a firm to develop a project cost estimation template. The template was developed for countywide application, and is intended to provide consistency in how projected revenue sources (local, State, and federal) are applied to transportation projects within San Joaquin County. The goal of the project was to produce a template that provided consistent, reliable planning level cost estimates for projects included in long-range transportation planning documents such as the 2011 RTP. The template was designed to cover all project phases, including: environmental (both studies and mitigation), design, right-of-way, construction management, inspection, and construction, with any other associated costs and appropriate contingency, and include a method to convert the estimates into standard programming categories. For the 2011 RTP update, SJCOG reviewed the escalation factors contained in the 2006 cost estimation template to ensure the escalation factors continue to reflect reasonable estimates of cost in year of expenditure dollars.
Reliable and consistent cost estimates at the planning level will help to avoid the need for future RTP amendments to re-adjust project costs during the course of project development. The template was also used in development of the Measure K Renewal Strategic Plan and for other planning studies.

SJCOG staff discussed the update of the project cost estimation template at SJCOG's technical advisory committee, and held a workshop in mid-October to take comment on proposed revisions to the template.

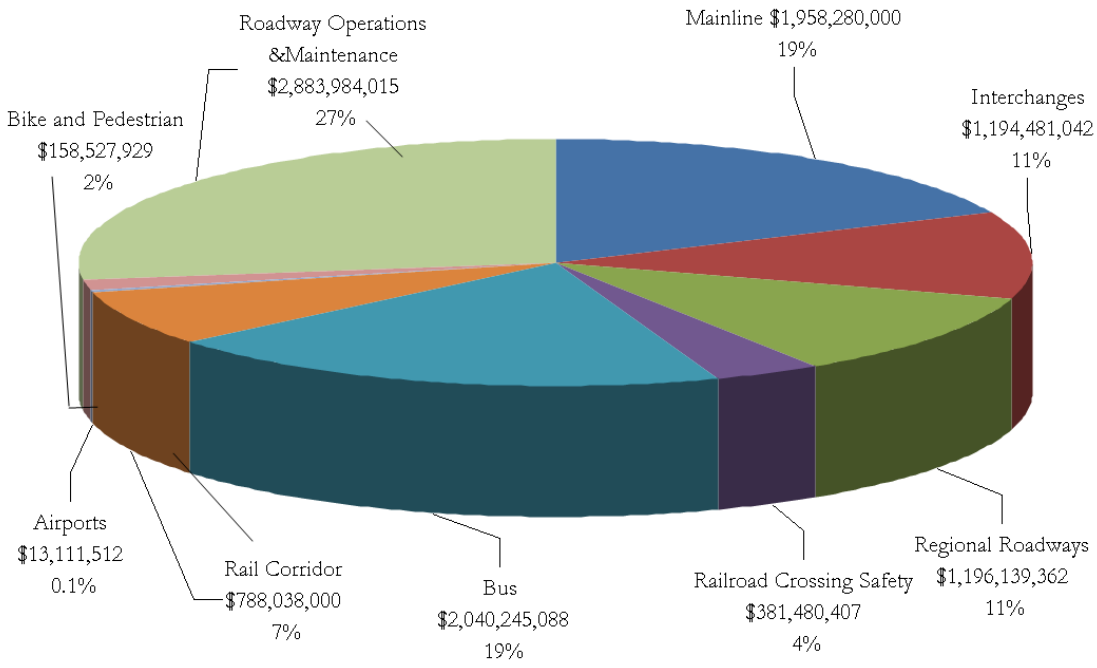
Two versions of the template resulted from this process – a short form and a long form. Both are included in Appendix 10-2. The template was used by local jurisdictions to estimate project costs for 2011 RTP projects that did not already have detailed costs estimates developed for them, such as cost estimates resulting from Caltrans Project Study Reports (PSRs).

The application of a consistent, countywide methodology for estimating project costs resulted in more reliable project cost estimates and a solid picture of the anticipated expenditures due to the 2011 RTP projects.

Discussion

Based upon the 2011 RTP's cost estimate of about $10 billion, Figure 10 - 2 shows the expenditure split for the region by category. The data indicates that over 41% of the region's costs are within the mainline, interchange and regional roadway improvements. In the 2011 RTP, SJCOG added a maintenance and operations project listing which accounts for 28% of total 2011 RTP expenditures. The 2007 RTP included these projects in the regional roadway project listings. SAFETEA-LU emphasizes the importance of identifying operational and maintenance strategies to improve the performance of the existing system. SJCOG identified the funds and programs that will support the operational and maintenance needs of the county. Nineteen percent of RTP expenditures are for bus and rail transit operating and capital needs. Finally, approximately 5% of the RTP expenditures are for aviation, railroad crossing safety, and bike projects.

Figure 10-2 Transportation Investments by Mode



FINANCIAL CONSTRAINT DEMONSTRATION

The 2011 RTP is financially constrained to the project revenues. This was accomplished through extensive coordination with local and State transportation and transit agencies to ensure that the cost of the projects included in the 2011 RTP did not exceed the anticipated revenue sources. Figure 10-3 illustrates the financial constraint of the Tier I projects identified in the 2011 RTP.

Figures 10-4 through 10-11 illustrate how the revenue sources are divided up by RTP category.

Figure 10-3 Revenue vs Expenditures

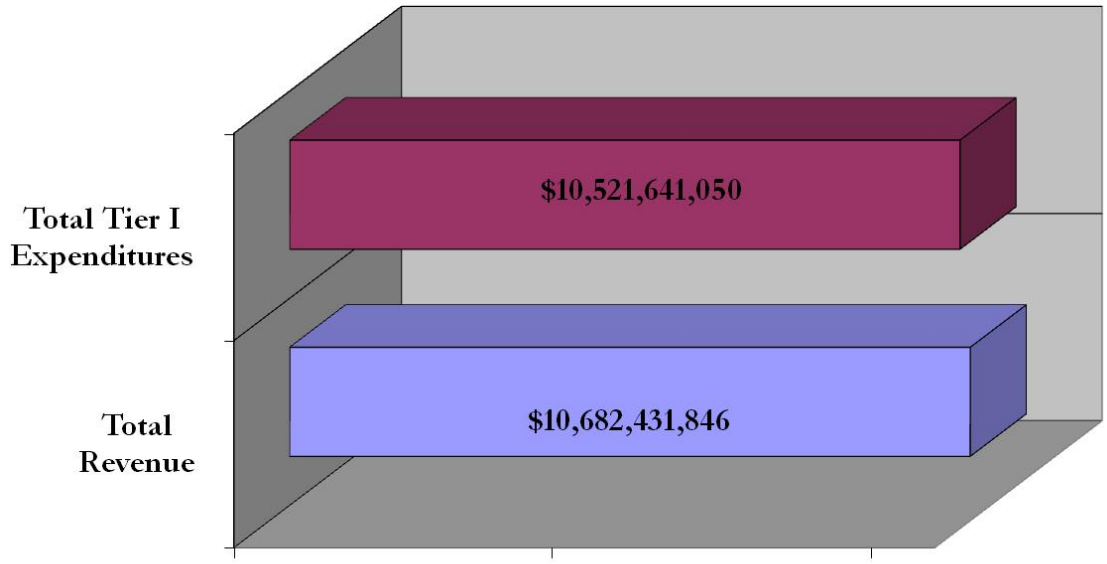
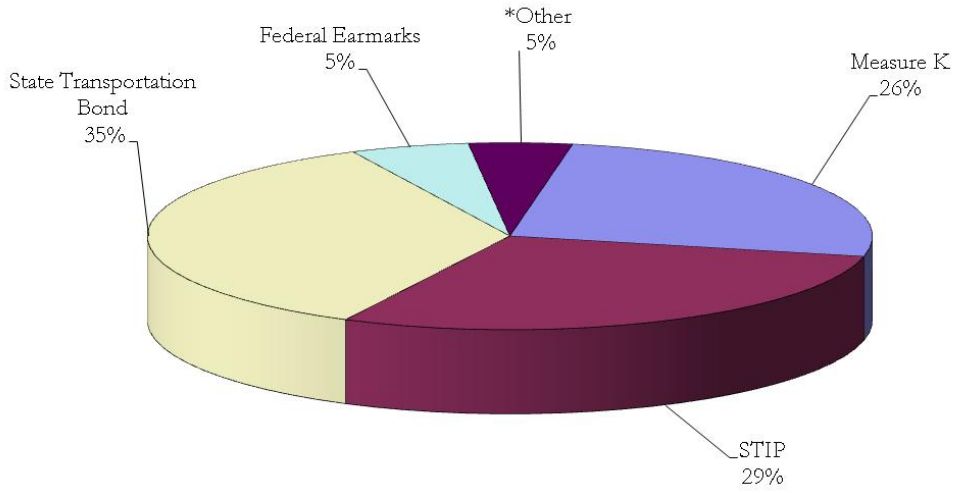


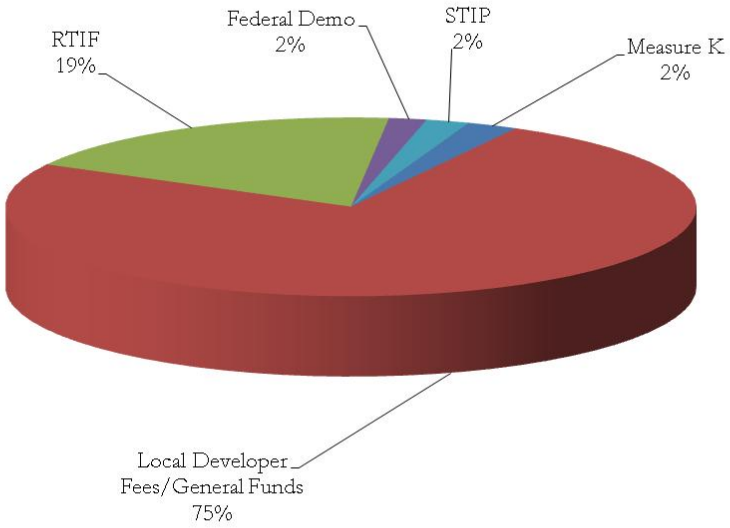
Figure 10-4 Financial Sources for Mainline Highways



**Other: STP, RTIF*

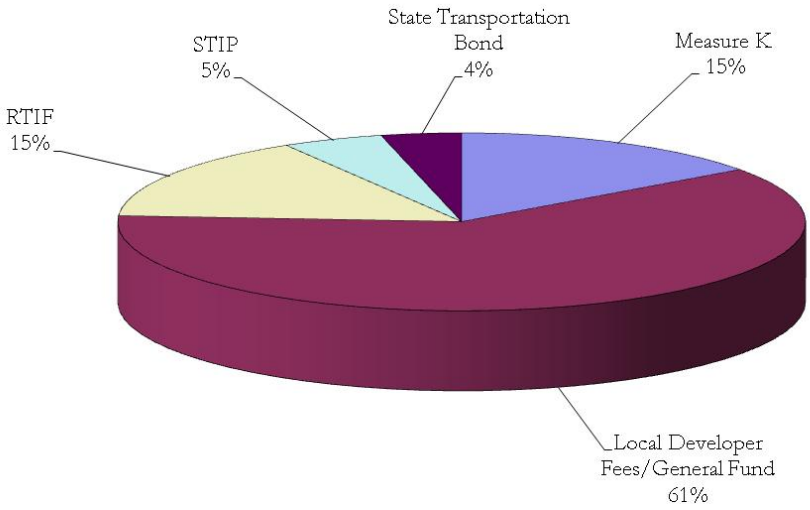
Total: $1,958,290,000

Figure 10-5 Financial Sources for Interchanges



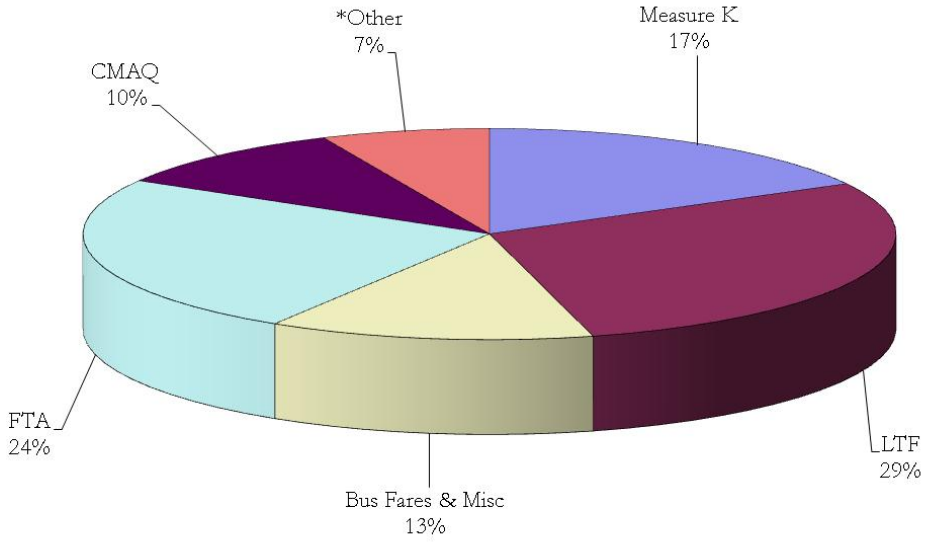
Total = $1,263,929,000

Figure 10-6 Financial Sources for Regional Roadways



Total = $1,228,372,000

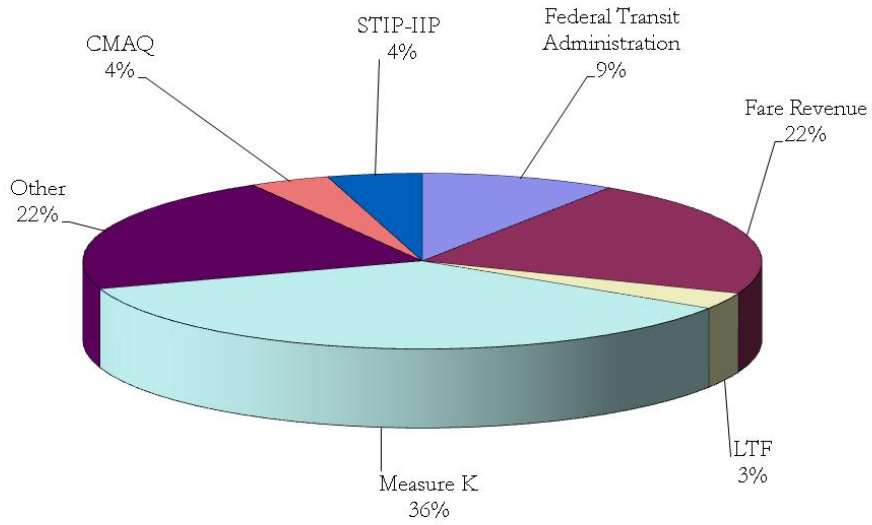
Figure 10-7 Financial Sources for Bus Transit



**Other: Prop 42, State Transportation Bond, RTIF*

Total = $2,038,206,000

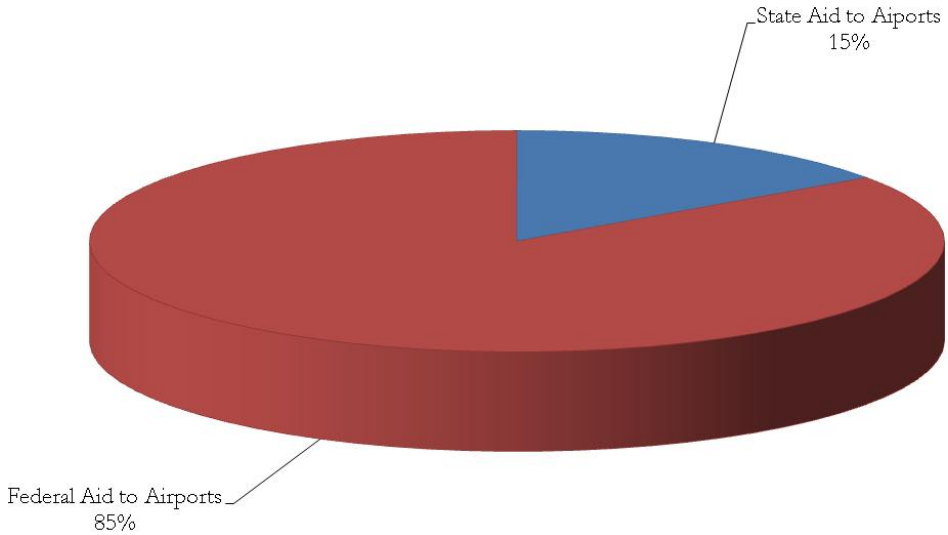
Figure 10-8 Financial Sources for Rail Corridor



*Other: State Bond, STA Alameda Co., Alameda/Santa Clara Contributions

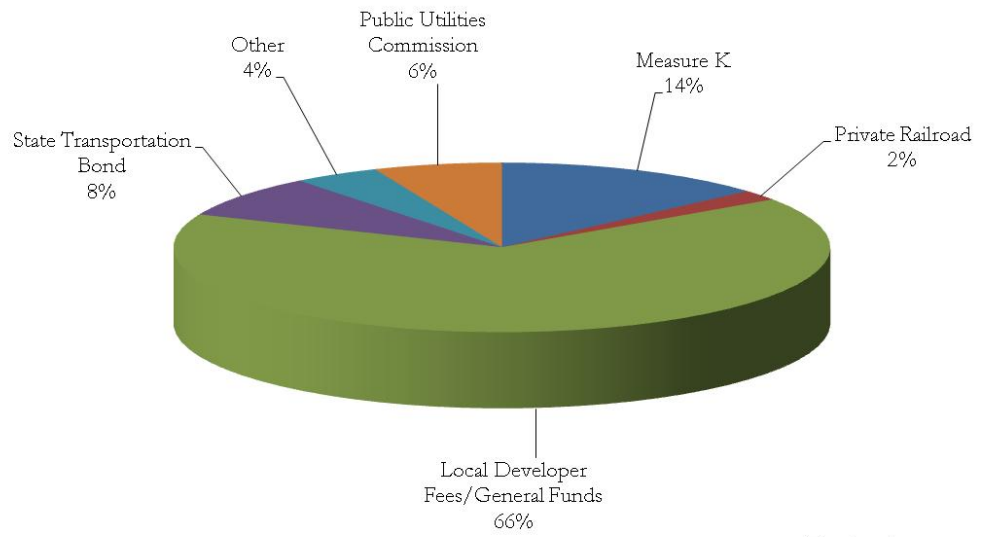
Total = 709,098,000

Figure 10-9 Financial Sources for Airports



Total = $13,112,000

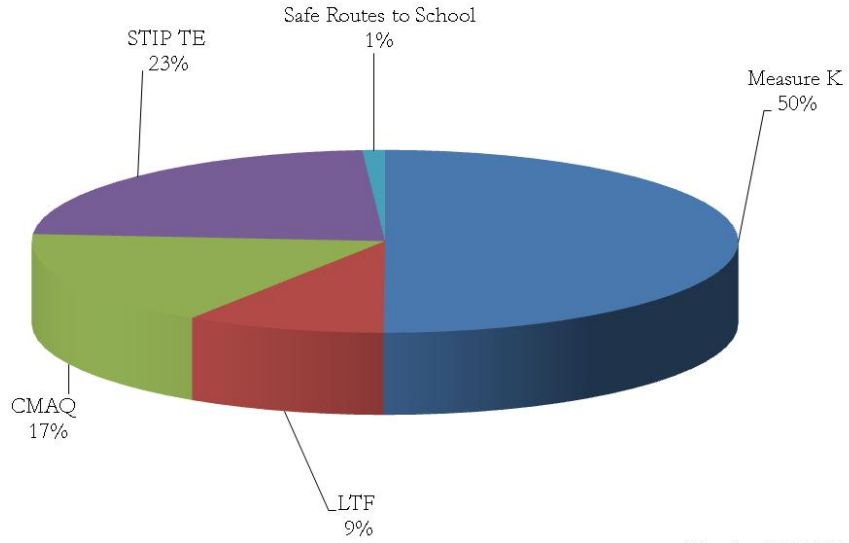
Figure 10-10 Financial Sources for Railroad Crossing Safety



**Other: CMAQ, Safety Program*

Total = $394,669,000

Figure 10-11 Financial Sources for Bike and Pedestrian Facillites



Total = $158,528,000

Figure 10-12 Financial Sources for Operations and Maintenance

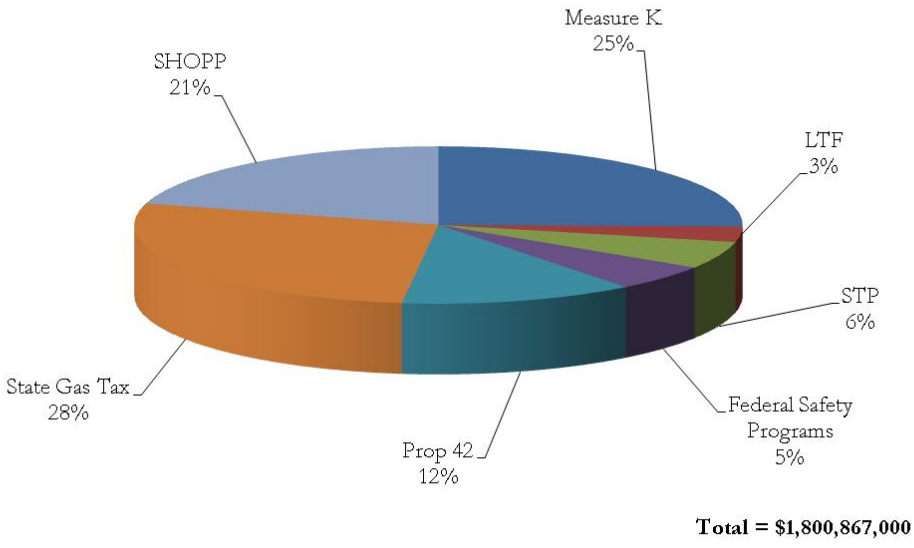


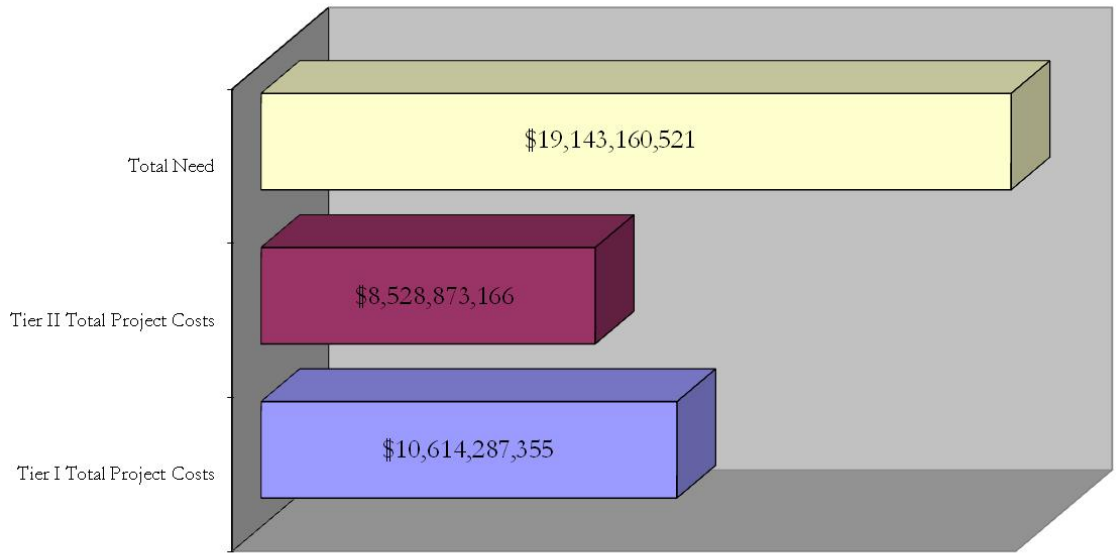
Figure 10-12 is of particular interest, in that it illustrates the funding sources contributing to the continued operations and maintenance of the transportation system. The 2011 RTP projects nearly $1.8 billion in local, State and federal funding going into operating and maintaining the existing transportation system.

FUNDING SHORTFALL OF OVER $8.5 BILLION

To further assess the region's financial outlook, the revenues were matched against the total needs identified in the 2011 RTP. Figure 10-13 compares the total need with the financially constrained Tier I project costs and the unconstrained Tier II project costs. The region continues to anticipate funding needs to operate, maintain, and rehabilitate the existing transportation system over the RTP period.

Since the 2007 RTP, the extensive list of Tier II projects, including mainline highway improvements, interchanges, regional roadway improvements, rail and bus service, railroad grade crossings, and deferred maintenance work on the transportation infrastructure support the region's need for additional revenue support for the transportation system.

Figure 10-13 Transportation Needs and Shortfalls



CONCLUSION

The 2011Regional Transportation Plan is a financially constrained document. Revenues that are reasonably expected to be available during the twenty-five year planning period can cover the projected cost of implementing the Plan.

In order to meet the financial constraint requirement, many needed projects have been put on the shelf. Deferring these needed projects can have a costly impact on future plans due to construction cost increases and deferred maintenance which can result in costly rehabilitations, capital purchases and repairs. As the RTP and its financial plan are updated every four years, efforts will be made to include Tier II projects into the constrained document as funding allows.

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CHAPTER 11

MONITORING OUR PROGRESS

INTRODUCTION

The San Joaquin Council of Governments (SJCOG) is charged with the creation of other planning documents and publications that identify transportation projects, policies, and issues. In addition to the Regional Transportation Plan, these reports help document the progress the region is making towards the broader transportation goals and objectives identified in Chapter 2. While some of these documents are regularly updated, others are the product of grant funding for a specific purpose.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

SJCOG is the designated Metropolitan Planning Organization (MPO) charged with developing and maintaining the Federal Transportation Improvement Program (FTIP). The FTIP is a short range-planning document that must be consistent with the Regional Transportation Plan (RTP). The FTIP is a financially constrained document listing all the regionally significant or federally funded transportation projects proposed for federal, state, and local funding within the County. All projects identified in the FTIP must have funding that is "available and committed." The FTIP has a four-year planning horizon and is updated every two years.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

The Regional Transportation Improvement Program (RTIP) is a list of proposed transportation projects submitted to the California Transportation Commission by a Regional Transportation Planning Agency, as a request for State Transportation Improvement Program (STIP) funding. The RTIP has a five-year planning horizon and is updated every two years. Projects eligible for STIP funding include highway and interchange improvements, multimodal facilities, transit facilities, and local street improvements.

REGIONAL TRANSPORTATION PLAN PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT

The Regional Transportation Plan Programmatic Environmental Impact Report (RTP PEIR) is produced in conjunction with RTP updates to address California Environmental Quality Act (CEQA) requirements for program-level projects. In some cases, if there are minor changes to the projects in the RTP, the CEQA requirements may be addressed using a supplemental EIR. For the 2011 RTP, a full PEIR was prepared.

AIR QUALITY CONFORMITY DOCUMENT

Before the RTP and the FTIP can be approved by federal agencies, SJCOG is required to make findings of air quality conformity that demonstrate compliance with federal conformity regulations. Conformity findings must also be made with the adoption of a new FTIP, significant FTIP or RTP amendments, or when changes in federal air quality designation or standards require a conformity determination.

CONGESTION MANAGEMENT PROGRAM

In the San Joaquin region, there are now three similar but distinctly different requirements for congestion management plans.

1) SJCOG is the designated Congestion Management Agency for San Joaquin County. Proposition 111 was a voter approved addition to an existing statewide gasoline tax. In order to receive funds from this tax, each county was required to designate a Congestion Management Agency and develop a Congestion Management Program. Subsequent legislation removed this requirement, allowing counties to discontinue the Congestion Management Program by resolution of the majority of jurisdictions within the county. San Joaquin County has not elected to do so, and SJCOG remains the Congestion Management Agency for San Joaquin County. SJCOG adopted its most recent Congestion Management Plan (SJCOG CMP) under the State requirements in 2008 and has incorporated all federal requirements in the 2011 RTP.

UNMET TRANSIT NEEDS REPORT

The Unmet Transit Needs Process is a requirement of the Transportation Development Act (TDA). Under TDA, counties with populations fewer than five hundred thousand, according to the 1970 Census, have the option of using some or all of the funds for roads and streets if an unmet needs process is completed.

TDA section 99238.5 requires the regional transportation planning agency (SJCOG) to conduct an annual assessment of transit needs within its jurisdiction. The annual assessment must include provisions for one public hearing in the jurisdiction represented by the Social Services Transportation Advisory Committee (SSTAC). Prior to any allocation not directly to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles (i.e. TDA allocations made for streets and roads purposes) , SJCOG must identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The adopted definition of "unmet transit need" and "reasonable to meet" must be documented by resolution or in the minutes of the agency.

The SJCOG Board has the authority and responsibility to define "unmet needs" and "reasonable to meet". The Board-adopted definitions are:

"UNMET TRANSIT NEEDS are defined as transportation services not currently provided to those residents who use or would use public transportation regularly, if available, to meet their life expectations. This includes, but is not limited to: trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation.

An unmet transit need that meets the definition above and meets **all** of the following criteria shall be considered REASONABLE TO MEET:

1) Community Acceptance - There should be a demonstrated interest of citizens in the new or additional transit service (i.e. multiple comments, petitions, etc.)

2) Equity - The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the elderly population, and persons with disabilities.

3) Potential Ridership - The proposed transit service will maintain new service ridership performance measures, as defined by the Social Services Transportation Advisory Committee (SSTAC).

4) Cost Effectiveness - The proposed new or additional transit service will not affect the ability of the overall system to meet the applicable operating cost per passenger objective or state farebox ratio requirement after exemption period, if the service is eligible for the exemption. If the exemption is not used, the service must meet minimum applicable operating cost per passenger objectives or farebox ratio return requirements as stated in the TDA statutes. Cost effectiveness is not applicable to transit services operating within an exemption period.

5) Operational Feasibility - The system can be implemented safely and in accordance with local, state, and federal laws and regulations.

6) Funding - The imposed service would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds.

In February 2007, the Social Services Transportation Advisory Council (SSTAC) adopted the following performance measures for new service ridership.

1) Presence of Major Trip Generator (Malls/Major Shopping Areas, Schools, Theatres, Arenas, Major Employment Centers, Senior Centers, Regional Hospitals) – An analysis of potential ridership shall include an identification of trip generators located within ¾ of a mile of the new route/service extension.

2) Ridership on Similar Existing Routes (within operators service area)

3) Current Route Ridership (for route extension)

4) Existing Similar Routes Service Change (within operators service area)

5) If no trip major generator, comparable service, or comparable route change can be identified, potential ridership is defined as 1% of the census block group population through which the unmet transit need route or route extension travels. If the route is straddled by two census block groups the population of each census block group will be used. If the projected ridership is less than the number of comments received applicable to the route or route extension, the number of applicable comments shall equal potential ridership. Potential Ridership determined by the number of applicable comments is subject to SSTAC professional judgment. SSTAC professional judgment will discern if multiple comments are submitted in advocacy of one rider or represent many riders.

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

In 2005, Congress included provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that added coordination requirements to the newly created New Freedoms program (5317), the Job Access Reverse Commute program (5316), and the Formula Program for Elderly Persons and Persons with Disabilities (5310). As a result, all 5317, 5316, and 5310 projects must be derived from a locally developed coordinated human service transportation plan (CTP).

The San Joaquin Regional Transit District (RTD), the designated recipient for San Joaquin County's large urbanized area, took the lead to prepare the CTP for the county. In December 2007 the RTD board took action to adopt the San Joaquin County Coordinated Plan. The plan can be found online at the following link http://sanjoaquinrtd.com/sjcctp/default.php .

ANNUAL LISTING OF OBLIGATED PROJECTS

Federal planning regulations require the development of an annual listing of federally funded projects that were obligated in the prior fiscal year. This document illustrates the delivery of federal projects in the region, and is updated annually.

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. This includes, but is not limited to, lower income households, minorities, persons with disabilities, representatives from community and service organizations, tribal councils, and other public agencies. This element 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.

The SJCOG board adopted the 2007 Public Participation Plan in May of 2007. Since May 2007, SJCOG has continually updated its public participation database to ensure its participation efforts continue to reach the target audiences.

SJCOG anticipates updating its public participation by May 2011. As part of this update SJCOG will work to inform citizens of SJCOG's various programs, projects, and work activities, as well as requesting input on the public participation process itself (i.e. do the citizen participation objectives continue to meet the needs of the public).

INTERGOVERNMENTAL REVIEW

Under federal law, SJCOG is designated as the Regional Clearinghouse for review of all submitted plans, plan changes, projects, and programs for consistency with adopted regional plans and policies.

Regionally significant transportation projects reviewed for consistency with regional plans are defined as: construction or expansion of freeways; state highways; principal arterials; routes that provide primary access to major activity centers, such as regional shopping centers, airports, and ports; goods movement routes, including both truck routes and rail lines; intermodal transfer facilities, such as transit centers, rail stations,

airports, and ports; and fixed transit routes, such as light and heavy rail, and commuter rail. Any project involving transportation improvements is reviewed to determine whether such improvements are included in the RTP.

MAKING CONNECTIONS

The San Joaquin Council of Governments has coordinated the transportation demand management program, known as Commute Connection, since 1983 for San Joaquin County and since 1987 for Stanislaus County. Commute Connection provides commuter ride-matching and marketing services and has more than eight thousand five hundred registered commuters. Commute Connection services include carpool/vanpool matching, transit, bicycle, telecommuting, and park-and-ride lot information and referrals for both individual commuters and area employers. In addition, Commute Connection publishes and distributes a monthly newsletter entitled Making Connections to highlight emerging issues and important topics facing regional ridesharing and commuter transportation in both San Joaquin and Stanislaus County. Outreach coordinators also help set-up jobsite rideshare programs for more than four thousand individual companies. The goal of the rideshare program is to help meet community objectives by reducing congestion and improving air quality.

HORIZONS

Horizons is a monthly e-newsletter produced by SJCOG staff and distributed throughout the cities and the county and posted on the web site. Each edition is filled with news readers can use, including information about upcoming meetings and opportunities for public participation, updates on SJCOG and other transportation projects, the latest on statewide transportation issues, such as budget and high speed rail, and more. The newsletter also includes names and numbers for contacts and links to more information.

MEASURE K EXPENDITURE PLAN

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 1/2-cent sales tax in San Joaquin County dedicated for transportation purposes. The Expenditure Plan specifically defines the categorical allocations of the sales tax revenues by transportation mode or facility and identifies the individual projects and programs to be funded under each category. Additionally, the Expenditure Plan outlines the distribution of all categorical allocations between the local jurisdictions within the county. The Measure K Expenditure Plan was passed by San Joaquin voters in 1990 as part of the Measure K Ordinance for a period up to 2011. Because the Ordinance covers a term of 20 years, there is a clause in both the Ordinance and Expenditure Plan that allows for the consideration of amendments to

the Ordinance and Expenditure Plan every fiscal year. 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 sales tax revenues generated by the Measure K Renewal program along with the projects and programs identified in the Measure K Renewal Expenditure Plan have been incorporated into the 2011 RTP as appropriate. All measure K Ordinance and Expenditure Plan amendment policies are adopted policies of the Measure K Renewal program.

MEASURE K STRATEGIC PLAN

The Measure K Strategic Plan serves as the programming document for local sales tax revenue generated by the voter-approved Measure K Program. The Measure K Strategic Plan is updated every two years, in addition to amendments that occur throughout the year. In November 2006, the voters of San Joaquin County approved the renewal of the Measure K program, which was set to expire in 2011. With the renewal, Measure K now extends through 2041. SJCOG adopted the first Measure K Renewal Strategic Plan in 2008 and is preparing the first update to the Strategic Plan that will be completed after the publication of the 2011 RTP.

MEASURE K ANNUAL REPORT

The Measure K Annual Report provides a brief project-by-project highlight of the status for all Measure K projects in San Joaquin County in addition to the accounting of how much sales tax revenue was collected and how sales tax revenues were used within the reporting year. Measure K, the 1/2-cent sales tax in San Joaquin County, provides funds for highways, local streets, new passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings.

RESEARCH AND FORECASTING CENTER

As the MPO for San Joaquin County, SJCOG is required to develop and maintain a 20-year RTP based on a traffic-forecasting model. The major data input into the model are future year population and employment statistics. Additionally, SJCOG is required to show that both the RTP and FTIP conform to the air quality plan for the entire San Joaquin Valley air basin. Population and employment data are also used in this analysis.

SJCOG is also the local Census Bureau affiliate. In the past this required SJCOG to maintain all available census data for distribution to the public. Beginning with the 2000 census, the census bureau will make data available to the public via its own website. SJCOG staff works extensively with the Bureau website and assists the public in using this large and complex resource.

HABITAT PLAN / ANNUAL REPORT

SJCOG, Inc., a 501 (c)(3) non-profit organization made of the San Joaquin Council of Governments 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.

As required under the SJMSCP, annual reporting of activities undertaken during a calendar year is provided to the Permitting Agencies (United States Fish and Wildlife Service and California Department of Fish and Game). The Annual Report requires the submittal of activities identifying acres of Open Space Converted, Preserve land to be acquired to compensate, Preserve land that has been acquired to compensate and, when determinable, information on the numbers of individual SJMSCP Covered Species Taken during SJMSCP Permitted Activities.

REGIONAL TRANSIT SYSTEM PLAN

In 2009, 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. In addition, six goals were identified, including:

- Implementation of 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 expending services in to additional travel markets;

- Provide a mechanism whereby service is responsive to local needs to enhance the opportunities for all County riders.

VARIOUS TRANSPORTATION CORRIDOR AND PLANNING STUDIES

SJCOG also participates in various short-range transportation planning studies. These studies focus on identifying solutions to various mobility issues throughout the County. The outcomes of these studies are incorporated into the RTP and FTIP as applicable.

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CHAPTER 12

FUTURE LINK

INTRODUCTION

This Chapter addresses new initiatives and opportunities that could significantly affect transportation services in this region over the next several years.

SAN JOAQUIN VALLEY REGIONAL TRANSPORTATION OVERVIEW

The San Joaquin Valley Wide Chapter in Appendix 12-1 represents the interregional perspective to transportation planning for the San Joaquin Valley. It provides an overview of cross-jurisdictional issues facing the transportation process, as well as future challenges the Valley will face.

STRATEGIC HIGHWAY SAFETY PLAN

This section documents SJCOG's consistency with the State's efforts to develop and implement the Strategic Highway Safety Plan.

Section 1401 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU) amended Section 148 of Title 23 to create a new, core Highway Safety Improvement Program that replaces the Hazard Elimination Safety Program (23 U.S.C §152). The purpose of the highway safety improvement program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. To ease implementation of the new program, SAFETEA-LU included a transition period that allows states to fund projects that were eligible under the old HES Program until such time that a Strategic Highway Safety Plan (SHSP) has been developed and implemented by the state.

As required under SAFETEA-LU, the California Department of Transportation led the effort to develop the statewide Strategic Highway Safety Plan (SHSP) to identify key safety needs of the State as well as strategies to address those needs. California's SHSP was approved by the Secretary of the Business, Transportation and Housing Agency (BTH) on September 26, 2006.

Over 300 safety stakeholders representing 80 different agencies and organizations worked together in a collaborative effort to develop the Strategic Highway Safety Implementation Plan (SHSIP). The SHSIP was completed in April 2008. The SHSIP

contains the most effective behavioral and infrastructure strategies and countermeasures for each of the following 16 Challenge Areas:

- Reduce Alcohol and/or Drug-Impaired Roadway Users
- Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- Ensure Drivers are Licensed and Competent
- Increase Proper Use of Safety Belts and Occupant Protection
- Improve Driver Decisions about Rights of Way and Turning
- Reduce Young Driver Crashes
- Improve Intersection and Interchange Safety for Roadway Users
- Make Walking and Street Crossing Safer
- Improve Safety for Older Roadway Users
- Reduce Speeding and Aggressive Driving
- Improve Commercial Vehicle Safety
- Improve Motorcycle Safety
- Improve Bicycling Safety
- Enhance Work Zone Safety
- Improve Post Crash Survivability
- Improve Safety Data Collection, Access, and Analysis

Information about the SHSP, its implementation timeline, and the list of safety partners, are downloadable from Caltrans website at
http://www.dot.ca.gov/hq/traffops/survey/SHSP/ISHSP-Final-04212008.pdf

To effectively develop and implement the strategies outlined in SHSP, it is important to understand how the SHSP links to other safety plans and programs. Statewide Transportation Plans, Regional Transportation Plan, Transportation Improvement Programs (TIP), Statewide Transportation Improvement Programs (STIP), as well as the Highway Safety Improvement Plan (HSIP), Commercial Vehicle Safety Plan (CVSP), and other State and local plans are all critical to the success of an SHSP and vice-versa, as in the developmental process involved in preparing them.

During the development of the 2011 RTP, SJCOG staff has continued to track the progress of the implementation of the SHSIP. Highway safety is identified as part of one of eight overarching goals in the 2011 RTP that guide the development of the San Joaquin region's transportation system, and safety projects are identified as a top priority for the region. In addition, the 2011 RTP contains performance indicators that track safety data on the region's roadways in order to assess the progress towards safer facilities.

As the State continues to implement the SHSP through the SHSIP, SJCOG will continue to track its progress to maintain consistency between the State's efforts and those undertaken at the regional level.

SAN JOAQUIN VALLEY BLUEPRINT PLANNING PROCESS

In January 2010, the SJCOG Board of Directors adopted the San Joaquin County Regional Blueprint Vision to the Year 2050.

Regional Blueprint Purpose

The primary purpose of San Joaquin County (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. This document both summarizes the San Joaquin County process and sets the stage for future action.
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. The location of jobs, housing, and commerce affects the transportation system…..the nature of the transportation system affects air quality…..air quality affects health outcomes.

Building a Regional Blueprint

The eight (8) counties which comprise the San Joaquin Valley secured funding from the State Department of Transportation to develop a valley-wide transportation, land use, and environmental **BLUEPRINT Vision** to the year 2050. The valley-wide Blueprint consists of the sum of the individual Blueprints associated with each of the eight (8) regions.

Beginning in 2006 through 2008, a series of community-based workshops (Phase I and Phase II) were conducted throughout the region in every incorporated city and various locations in the unincorporated area of San Joaquin County. Similar workshops were held in each of the other seven valley counties.

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

to initiate dialogue and gain constructive input regarding the best approach to respond to future growth from a land use, transportation, and environmental perspective.

The community workshops were augmented by SJCOG staff providing special workshops/presentations to key stakeholder groups. In addition, a statistically relevant phone survey was conducted by a professional polling consultant. The results supported the outcomes of the Phase I workshops. For the Phase II workshops, the "on the ground" community-based workshop approach was formatted and placed on the SJCOG website to provide another option for the community at large to access and provide input on the vision.

SJC Regional Blueprint Products

The Regional Blueprint establishes a future point of reference in two (2) key ways:

1) It ties together SJCOG's role regarding transportation planning and delivery, land use, air quality, and the environment. It provides a vehicle to integrate and enhance the existing planning processes.

2) It captures core concepts pertaining to key public and private sector stakeholder interests and invites them to consider implementing reasonable sustainable growth policies that are within their control.

The information gained at the community level was refined by the SJCOG Board approved committees consisting of professional planners from each of SJCOG's partner agencies and key stakeholders representing areas of interest – including environmental, housing, economic, and agriculture. The three (3) primary products that comprise the SJC Regional Blueprint Vision include a Vision Statement, a set of Guiding Principles, and corresponding Performance Measures and Indicators. A summary of these products are as follows:

I. Regional Vision Statement

Creative community planning, combined with a shared regional vision, will result in a superior quality of life for all San Joaquin County residents, now and as we move forward. Sustainability in action as well as in vision will ensure this quality of life for future generations.

II. Guiding Principles

The SJC Regional Blueprint Guiding Principles were developed based, primarily, on citizen-identified visions, values, and aspirations for San Joaquin County from the Phase I workshops. In turn, the Blueprint Guiding Principles provided the foundation upon which the Phase II Blueprint Vision choices were built.

Principle 1
SUSTAINABLE PLANNING & GROWTH

New growth patterns that meet the needs of the present, without compromising the ability of future generations to meet their own needs, within well-defined cities and communities is an important principle in accommodating population growth. Overall, this principle involves innovative strategies which target growth in existing urban areas, with an emphasis on efficient design, land conservation, infill, and redevelopment. Overall goals are to use natural resources wisely, preserve the environment, maintain agricultural viability, and create environmentally sound, healthy and resource-efficient communities. It is implicitly recognized that resources such as water are necessary to support future growth and that this growth must occur in such as way as to not impair resources for existing urban, agricultural, and environmental uses.

Principle 2
HOUSING CHOICES

A variety of housing options on a regional scale, while respecting the values and preferences of individual communities, creates opportunities for meeting the housing needs of families, individuals, seniors, and persons with special needs. Housing opportunities and choices for all individuals and family structures should be consistent with local market conditions. By providing a diversity of housing options, more people have a choice.

Principle 3
TRANSPORTATION & MOBILITY OPTIONS

Efficient land use that supports diverse and comprehensive transportation options is primary to this principle which: 1) connects existing internal and external regional networks for ease of use and allows for efficient movement of goods and services, including agricultural products; 2) enhances air passenger transportation; 3) considers transit-themed neighborhood developments; 4) creates mobility choices, while maintaining the existing regional transportation infrastructure; and, 5) improves public use of transit options through increased reliability, safety, convenience, and aesthetics. Strategic community design can encourage people to walk, ride bicycles, ride the bus or train, or car pool. As people make fewer and shorter trips closer to home to meet their everyday needs, a decrease in traffic congestion and air pollution may result.

Principle 4
FARMING & AGRICULTURE

As a regional asset, the farming/agriculture industry needs to be economically viable and thriving. This involves innovative solutions which recognize private property rights and seek to minimize the loss of irreplaceable farm land. Sustainability of agriculture is

essential for the region's economy and overall quality of life. The application of sustainable community design principles can accommodate the future transportation, housing, and other economic development needs and minimize the impact on productive farm land, as well as preserve the resources necessary to maintain the land's current and future agricultural use.

Principle 5
PRESERVATION OF THE ENVIRONMENT

Overall quality of life is better when there is clean air to breathe, clean water to drink, and a place to experience the outdoors in settings such as parks, open space, species and habitat preserves, rivers and the San Joaquin Delta. Well thought out community design can assist in the preservation of the environment by encouraging energy efficient building design, water conservation, and urban greening projects (such as the planting of trees to reduce summer ground temperatures).

Principle 6
ECONOMIC DEVELOPMENT

Economic growth, job retention, and job creation are the foundation to this principle. Sustainable Community approaches can improve the economy by developing a diverse/quality job base which will increase opportunities for residents to work closer to where they live. "Mixed-use" development is one method to achieve this which has been shown to create active and vital neighborhoods. Co-location of compatible and complimentary uses and the strategic positioning of employment centers and housing sufficient for the anticipated workforce are important to the success of goals of this principle.

Principle 7
EDUCATION & WORKFORCE DEVELOPMENT

Creating jobs beyond the current market trend will involve ensuring that the human resource is educated, trained and available. This will, in turn, depend on the public/private educational system to adapt to the specific needs of targeted growth industries, while maintaining and improving programs for the existing job base.

Principle 8
CULTURAL RICHNESS & UNIQUE ATTRACTIONS

How projects are developed, how they are oriented in relationship to the street, how well designed their facades are, how well they use existing assets such as historic buildings, how well they are landscaped and how parking is handled are essential to the preservation of the unique character and cultural richness found in the individual cities, towns, and communities. The activities and attractions that result from new

development can enrich cultural, social, and economic development as well as retain a sense of place, uniqueness and historic identity in San Joaquin County.

III. Performance Measures & Indicators (PMIs)

The SJC Blueprint professional committees established over 68 regional Performance Measures across the eight (8) Blueprint Guiding Principles to be considered for use in gauging progress towards meeting the intent of the Blueprint from a regional perspective. The list of potential regional targets was pared down and refined by the committees. As a final product, the following goals and accompanying PMs were used in developing the final goals, objectives, and PMs for the 2011 RTP.

PRINCIPLE

Sustainable Planning & Growth

GOALS

1) Recognize and allow for increases in development densities over time that allow for changes consistent with community and marketplace realities

2) Support innovative strategies that target growth in existing urban areas, with an emphasis on efficient design, land conservation (including working agriculture and open space), infill, and redevelopment

PERFORMANCE MEASURES

1) Average dwelling units per acre

2) Use of infill opportunities to support new development

PRINCIPLE

Housing Choices

GOALS

1) To provide the housing market with greater flexibility in meeting the market demand for a variety of housing choices

2) To improve the ability of individuals/families to access and afford quality housing

PERFORMANCE MEASURES

1) Percentage of single-family to multi-family new housing

2) Percentage of home owner/renter's income used to support housing. (e.g., mortgage, rent, insurance, utilities, taxes)

PRINCIPLE

Transportation & Mobility Options

GOALS

1) Provide safe, efficient and aesthetically pleasing multi-model transportation and mobility option/connectivity for neighborhoods, communities, and between cities/regions

2) Create residential and non-residential development that is strategically connected to the community/city core and essential destinations of regional significance

PERFORMANCE MEASURES

1) Relationship of reduced Single Occupancy Vehicle (SOV) use to other travel modes

2) Residents traveling outside the region for work compared to year 2000 levels

1.2) Strive to keep the increase in on-road Vehicle Miles Traveled (VMT) to an annual rate that is = to or < the increase in population

2.2) Mean travel time to work in minutes compared to year 2000 levels

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2.2) Mean travel time to work in minutes compared to year 2000 levels

PRINCIPLE

Farming & Agriculture

GOAL

1) To sustain agriculture in San Joaquin County as an economically viable & thriving industry, while also recognizing its unique contribution to the overall quality of life in the county

PERFORMANCE MEASURES

1) Acres of prime & statewide farmland used to support new development

2) Total value of agriculture within San Joaquin County

PRINCIPLE

Preservation of the Environment

GOAL (Air Quality)

1) To decrease the amount of carbon dioxide and small particulate matter emission from on-road vehicles

PERFORMANCE MEASURES

1) Reduce CO2 attributable to on-road mobile sources (tons per day)

GOAL (Water Resources)

1) To promote strategies that decrease residential water usage

2) To promote strategies that increase agricultural water use efficiencies

PERFORMANCE MEASURES

1) Reduce residential Water Use in the SJC Region

2) Measureable increase in agricultural water use efficiencies through a variety of methods, including, but not limited to, reducing evapotranspiration, conversion of irrigation systems, efficiencies aimed at increased reuse of recoverable flows, and support for other supplier and on-farm technological improvements to reduce irrecoverable loss of applied water

GOAL (Resource Lands)

1) Support preservation of natural resource and open space lands as distinct from production agricultural lands

PERFORMANCE MEASURES

1) Acres preserved through a variety of sources, including the San Joaquin Multi-Species Open Space Conservation Plan (SJMSCP)

PRINCIPLE

Economic Development

GOAL (Economic Prosperity)

1) Strategically position San Joaquin County to compete with other regions throughout the State, the nation, and the global economy

PERFORMANCE MEASURES

1) Median annual non-inflation adjusted household earnings ($1,000s)
2) Average non-inflation adjusted individual earnings ($1,000s)
3) Unemployment rate (annualized)
4) Value of new non-residential construction (In Thousands)
5) Total annualized regional taxable sales transactions (In Billions)

GOAL (Goods Movement)

1) Identify and pursue opportunities to increase goods movement as an essential part of economic development

PERFORMANCE MEASURES

1) Center line miles of STAA terminal access routes in the rural and urban areas

PRINCIPLE

Education & Workforce Preparation

GOAL

1) To have a better locally prepared and trained workforce

PERFORMANCE MEASURES

1) Rate of high school enrollment to graduation level
2) College going ~ Bachelor & advanced degree recipients rates towards State average

PRINCIPLE

Cultural Richness / Unique Attractions

GOALS

1) Support economic development endeavors that exploit existing cultural, social and historical identity in San Joaquin County, especially as related to the agricultural and wine Industries

2) Support future growth and maintain and support both community specific and county-wide identity

PERFORMANCE MEASURES

1) Transient Occupancy Tax Receipts (non-inflation adjusted)

1.2) Total Direct Visitor Spending in San Joaquin County (non-inflation adjusted)

1) A qualitative approached will be used to demonstrate progress towards promoting community and countywide identity.....past and present

Blueprint in Action……Next Steps

How the Regional Blueprint Vision is applied will evolve over time. The concept and intent of the Blueprint has always been that of a set of Guiding Principles and tools for voluntary use by public and private sector stakeholders. The SJC Blueprint is not intended to supersede the land-use decision-making authority of SJCOG's member agencies; and, in fact, has no statutory authority to do so.

Having a Blueprint Vision provides the opportunity for dialogue on a set of regional strategies that would ensure:

- Adequate resources are available to meet the future housing and economic needs.
- Transportation system (e.g., roadways and alternative travel forms) supports the residential and non-residential land uses.
- Land uses are strategically developed to support the transportation system.
- Land and resources needed to support new development is valued as a finite commodity. This will minimize the impact, to the extent possible, on the environment as well as sustain the fiscal viability of the region's agricultural industry.

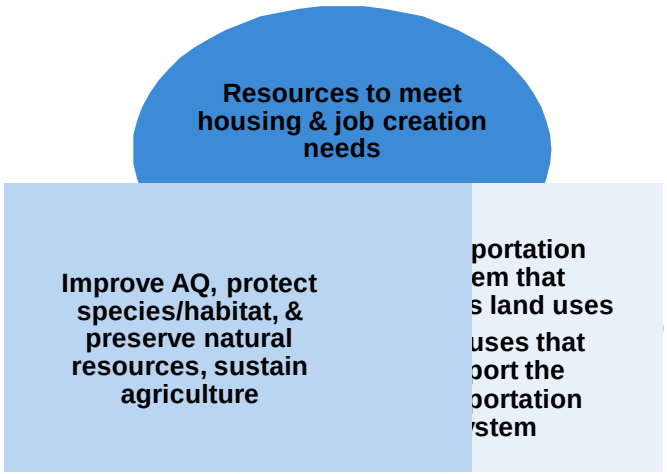
SJCOG will seek to implement the San Joaquin County Regional Blueprint Vision through the following strategies:

- Advocating for and seeking funding opportunities for the region.
- Developing planning tools and information.

- Identifying implementation incentive opportunities through existing SJCOG plans & programs.
- Supporting the work of partner agencies/organizations which play a leading role in key Blueprint principles.
- Actively contribute to and draw from the San Joaquin Valley Regional Blueprint effort through identified 4th grant activities, including:

    - Identifying and extinguishing barriers: physical, procedural, and political, that inhibit realization of identified principles.
    - Continuing with educational outreach and seeking educational opportunities for professional planning staff.
    - Improving the land use and traffic models as tools for planning and evaluation.
    - Developing additional regional incentives and minimizing disincentives.
    - Establishing a "tool kit" of strategies that can be used at the local level.
    - Assessing dynamics regarding the fiscalization of land use.
    - Assessing market demand for greater variety of housing unit configurations and higher density.
    - Improving the strategic jobs to housing balance.

- Working with key stakeholders and partner agencies on SB 375 implementation and development of a Sustainable Community Strategy (SCS) and Alternative Planning Strategy if required (APS).
- Developing a "maintenance of effort" strategy for on-going evaluation and monitoring of progress toward realization of the Blueprint principles and goals in the San Joaquin County region.



There are many complex variables that are considered as local jurisdictions determine the merits of individual transportation and land use proposals. Although consistency with the Blueprint principles is encouraged, this is a voluntary process and consistency is in no way required through the process. Further, it is recognized that the nature of individual proposals may not make them appropriate to be considered in the context of the Blueprint principles.

Successful application of the San Joaquin County Regional Blueprint will involve the continuing efforts of the professional planners group and a stakeholder committee of

community leaders and subject area experts. As the framework to apply the Blueprint is formulated, the committees will focus on specific action and monitoring strategies that will produce progress towards meeting the preferred Blueprint Vision.

Putting the Blueprint into action needs to be performed in a way that will empower:

- SJCOG Board in their transportation decision-making process.
- Elected officials from each one of SJCOG's Partner Agencies in their land use decision-making processes.
- Planning staff regarding the relationship between land use, transportation, and the environment.
- All stakeholders as to how well the region is moving forward in meeting the Blueprint Principles

SAN JOAQUIN COUNTY 511

SJCOG is working with Caltrans to develop a 511 program for San Joaquin County. 511 is a telephone number and website URL, available nationwide, that provides current information about travel conditions and links to multi-modal transportation and rideshare options. The purpose of the 511 project is to provide a single point of entry for information in both English and Spanish on road conditions, transit and ridesharing for both San Joaquin County residents and those traveling through the County.

BUS RAPID TRANSIT

Bus Rapid Transit (BRT) is a concept that has grown within San Joaquin Countysince 2007. BRT is similar in function and service to a light rail train, however it uses standard passenger busses. The current corridor connects the downtown Stockton area with areas directly to the north. Future expansion of this service may include linking Lodi, Stockton, Lathrop, Manteca and Tracy. Further study is ongoing, and identifying potential right of way issues is also being investigated.

PRESERVING FUTURE CORRIDORS

There is great importance placed on identifying and preserving transportation corridors that may be needed to expand or enhance transportation for future generations. It will be difficult for local governments to obtain the best possible locations for these corridors unless efforts to preserve them are made beforehand.

Preferably, long-range corridor identification encourages planners and policy-makers to start preparing strategies for preserving corridors now. Planning can prevent losing any right-of-way that might be needed for transportation beyond the year 2030.

The first step in this planning for the future process is identifying all potential long-range transportation corridors and determining if there exists a need to preserve them. Next, criteria to assess and rank these selected corridors must be developed. Once a corridor is selected, environmental studies are needed to evaluate any potential environmental impacts of developing the corridors. Traditional preservation and mitigation techniques include purchasing land or using government statutes to place a corridor alignment on a general plan land use map.

ALTAMONT COMMUTER EXPRESS

The San Joaquin Regional Rail Commission's Altamont Commuter Express heavy rail commuter system between San Joaquin County and the Bay Area has been a tremendous success. The Regional Rail Commission is looking into the future to improve the rail corridor by acquiring dedicated right-of-way to avoid conflicts with freight rail and extending service into Sacramento and Stanislaus Counties.

CENTRAL CALIFORNIA TRACTION COMPANY RAIL CORRIDOR

The abandoned Central California Traction Company railroad corridor in San Joaquin County may offer a transportation opportunity as a freight corridor. Future efforts may include collaborating and convening various stakeholders and interested parties. This group would investigate preservation of the CCT Railroad Corridor for future use as a transportation corridor. This collaborative effort would also explore various transportation options to utilize the right-of-way such as the feasibility for commuter bike paths, parallel roadway congestion relievers, light-rail, etc.

HIGH SPEED RAIL

One important issue for future generations is the proposed California High Speed Rail. Purported benefits of HSR are its capability for relieving congestion on highways, at airports, local streets, and roadways.

The California High-Speed Rail Authority, established by the state legislature in 1996 to create and develop all phases of high-speed rail in California, has completed its initial review. The created plan calls for a 700-mile-long route to major metropolitan centers of California by 2020. The exact location of the corridor is still under review. All of the initial analytical work has been completed, and the Environmental Impact Report was

completed for the majority of the corridor in January of 2004. The High Speed Rail Authority is doing a supplemental study and EIR to determine points of access for high speed rail to the Bay Area. Under consideration is an alignment through the Pacheco Pass and the Altamont Pass. The SJCOG Board has previously taken a position in support of the Altamont Pass alignment. .

Depending on which routes alternatives are chosen, it will be possible to preserve any necessary right-of-ways for track and stations. Not only will the overall cost for the High-Speed-Rail increase if necessary corridors aren't preserved now, but any planned route of service may need to be adjusted to accommodate any lack of necessary land. Clearly such corridor issues will be of great importance for future generations, both for San Joaquin County and the State as a whole.

CLIMATE CHANGE

California Executive Order S-3-05 and S-20-06 and Assembly Bill 32

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050.
In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

Senate Bill 375

SB 375 requires the CARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 MPOs in California will prepare a "sustainable communities strategy" to reduce the amount of greenhouse gas emission in their respective regions and demonstrate the ability for the region to attain CARB's reduction targets. CARB would later determine if each region is on track to meet their reduction targets. In addition, cities would get extra time -- eight years instead of five -- to update housing plans required by the state.

A detailed discussion of legislation related to Climate Change can be found in the 2011 RTP Environmental Impact Report contained in Appendix 1-2.

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