AGENDA ITEM I-1

CITY OF LODI
COUNCIL COMMUNICATION

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AGENDA TITLE: Receive Presentation of the Draft 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for San Joaquin County by San Joaquin Council of Governments (SJCOG) Representatives

MEETING DATE: April 16, 2014

PREPARED BY: Community Development Department

RECOMMENDED ACTION: Receive presentation of the draft 2014 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for San Joaquin County by San Joaquin Council of Governments (SJCOG) representatives.

BACKGROUND INFORMATION: SJCOG, as the Regional Transportation Planning Agency and the Metropolitan Planning Organization for San Joaquin County, has been actively working on the draft 2014 Regional Transportation Plan/Sustainable Communities Strategy for San Joaquin County.

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SJCOG every four years. The RTP guides investments in transportation improvements throughout the region. Using growth forecasts and economic trends that project out to 2040, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, and identifies regional transportation strategies to address our mobility needs.

The Sustainable Communities Strategy (SCS) is a newly required element of the RTP. The SCS will integrate land use and transportation strategies that achieve Air Resource Board emissions reduction targets.

SJCOG is the lead agency in facilitating the development of the RTP. Throughout the development of the RTP, SJCOG staff are guided by numerous advisory committees, county transportation commissions, local governments, several state and federal agencies including Caltrans, environmental and business communities, tribal governments, non-profit groups, as well the general public. The end result of this collaborative process is a RTP that reflects public consideration and addresses the region's needs.

City of Lodi staff actively participated in the RTP process, ensuring that Lodi's existing and future land use plans, proposed development and circulation needs have been included in the draft RTP. Staff will continue to participate in the process and ensure that City concerns and short and long term circulation needs are met on a regional basis.

APPROVED: _____
Stephen Schwabauer, ~~Interim~~ City Manager

Lodi projects included within the RTP/SCS include: the Harney Lane overcrossing/railroad grade separation, capital financing for Lodi Grapeline service and operations, Sacramento Street enhancements, various street rehabilitations, widening and signalization, Harney Lane / Highway 99 interchange improvements, and Kettleman Lane / Highway 99 interchange improvements. Other Lodi transportation system improvements are included that help reduce regional transportation congestion and connectivity.

The draft document is now out for a 55-day public comment period that ends April 23, 2014 and can be found on the SJCOG website. Staff has been reviewing the draft document to ensure City concerns are incorporated into the plan. A copy of the draft RTP/SCS Executive Summary is provided as Attachment A. A final RTP/SCS will be published in the future.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

Stephen Schwabauer
Interim Community Development Director

EXECUTIVE SUMMARY

REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

EXECUTIVE SUMMARY

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

Senate Bill 375

With the passage of SB 375 in 2009, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. These targets, set by the California Air Resources Board, call for the region to reduce per capita emissions 5 percent by 2020 and 10 percent by 2035. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy must be developed which demonstrates how targets could be achieved.

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

What is the RTP/SCS (The Plan)?

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

Civic Engagement

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

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

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

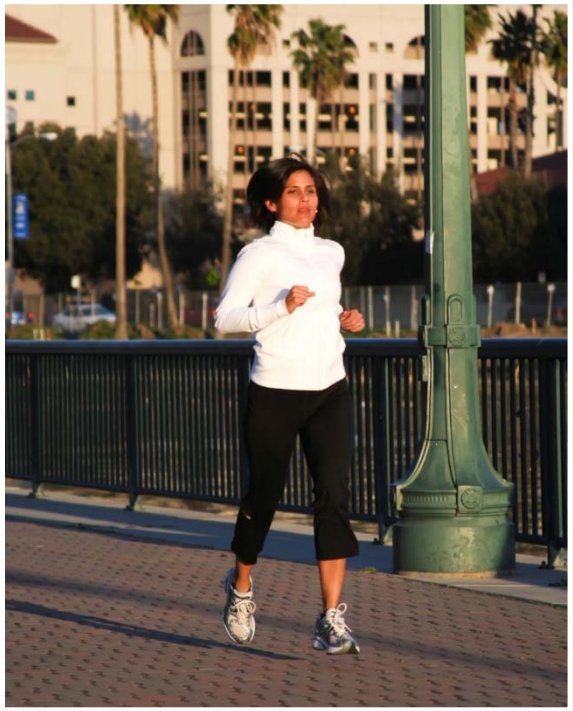
Policies and Supportive Strategies

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

Figure ES.2

Policy and Supportive Strategies	
Policy:	**Enhance the Environment for Existing and Future Generations and Conserve Energy**
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy:	**Maximize Mobility and Accessibility**
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel
Strategy #8:	Improve Major Transportation Corridors to Minimize Impacts on Rural Roads
Policy:	**Increase Safety and Security**
Strategy #9:	Facilitate Projects that Reduce the Number of and Severity of Traffic Incidents
Strategy #10:	Encourage and Support Projects that Increase Safety and Security
Strategy #11:	Improve Communication and Coordination between Agencies and Public for Emergency Preparedness
Policy:	**Preserve the Efficiency of the Existing Transportation System**
Strategy #12:	Optimize Existing Transportation System Capacity through Available and/or Innovative Strategies
Strategy #13:	Support the Continued Maintenance and Preservation of the Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facilitate Great Jobs/Housing Balance
Strategy #15:	Improve Transportation Options Linking Residents to Employment Centers within and out of the County
Policy:	**Support Economic Vitality**
Strategy #16:	Improve Freight Access to Key Strategic Economic Centers
Strategy #17:	Promote Safe and Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck
Strategy #18:	Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers

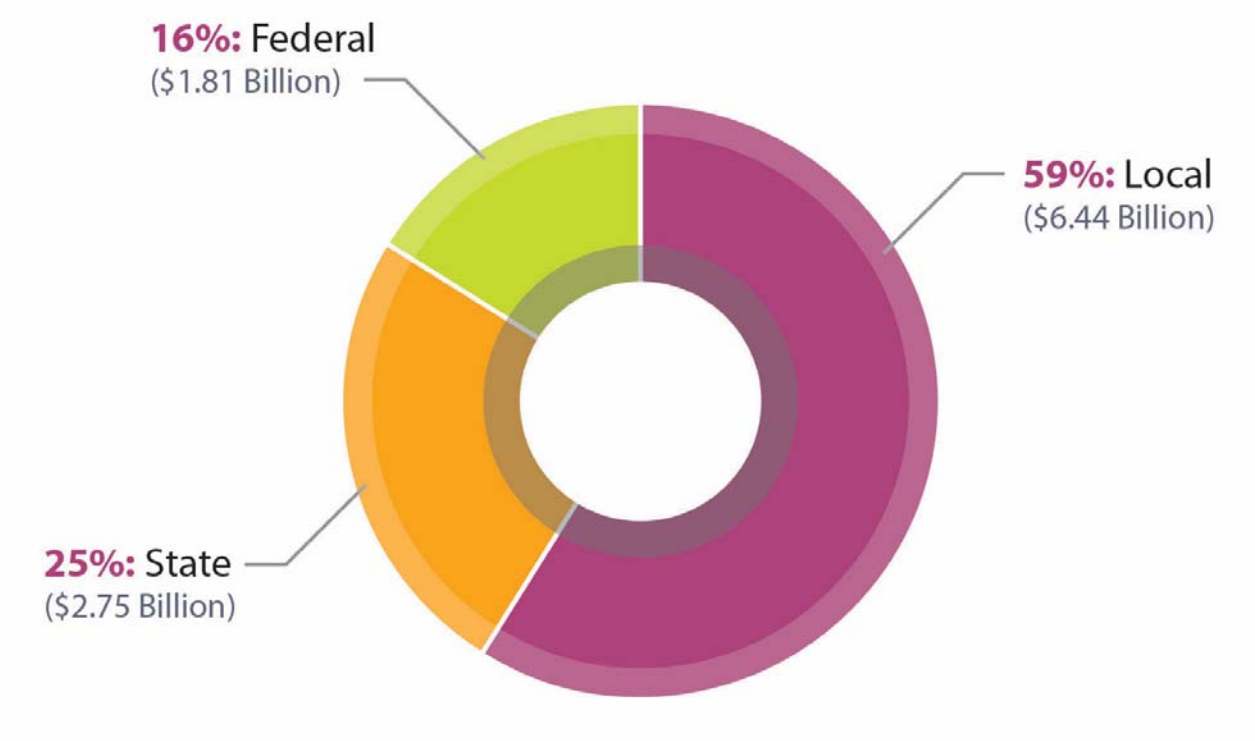
Policy and Supportive Strategies	
Policy:	**Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts**
Strategy #19:	Provide Equitable Access to Transportation Planning
Strategy #20:	Engage the Public Early, Clearly, and Continuously
Strategy #21: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



Financial Plan

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

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



Some features of the financial plan are:

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

Plan Performance

Some key performance results of the Plan are summarized in Figure ES.4.

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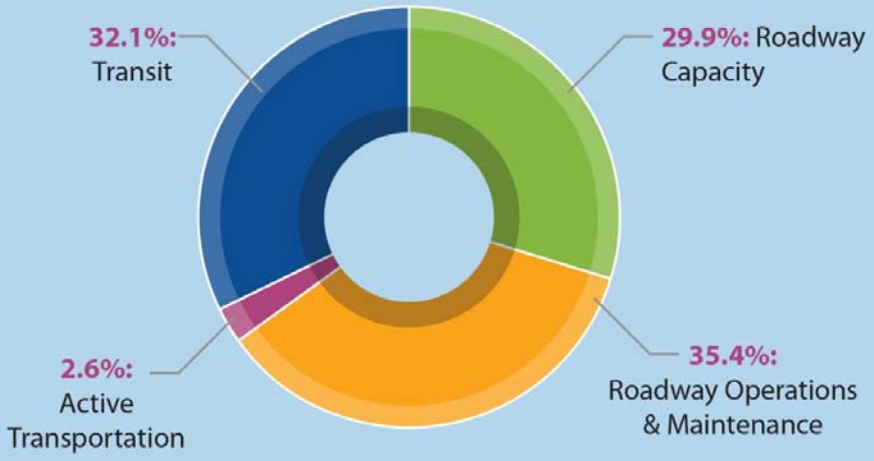
Sustainable Communities Strategy

Transportation Investments by Mode
(years 2014-2040)



Reduced Greenhouse Gases

-23.9% by **2020** & **-24.6%** by **2035**

from 2005 baseline

Enhancing the Environment

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

Preserving Efficiency of Transportation System

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

Maximizing Mobility & Accessibility

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

Supporting Economic Vitality

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

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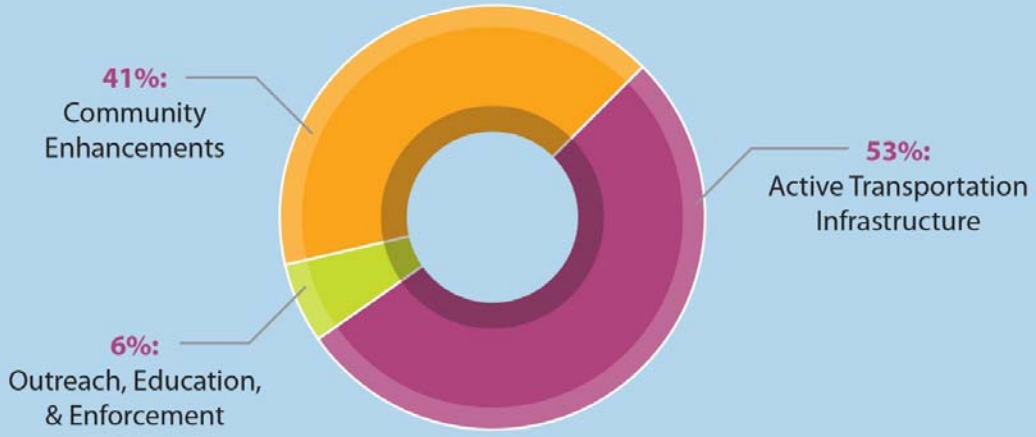
Sustainable Communities Strategy

Active Transportation Investments
(years 2014-2040)



45,000 fewer solo auto trips daily

858 more bike and walk trips daily

Increasing Safety & Security

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

Expanding Active Transportation

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

Improving Public Health & Building Communities

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

Transit Oriented Development and Smart Growth community enhancements:

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

Ensuring Social Equity

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

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SJCOG
2014 Regional Transportation Plan & Sustainable Communities Strategy

Lodi City Council

April 16, 2014

Who or What is SJCOG?

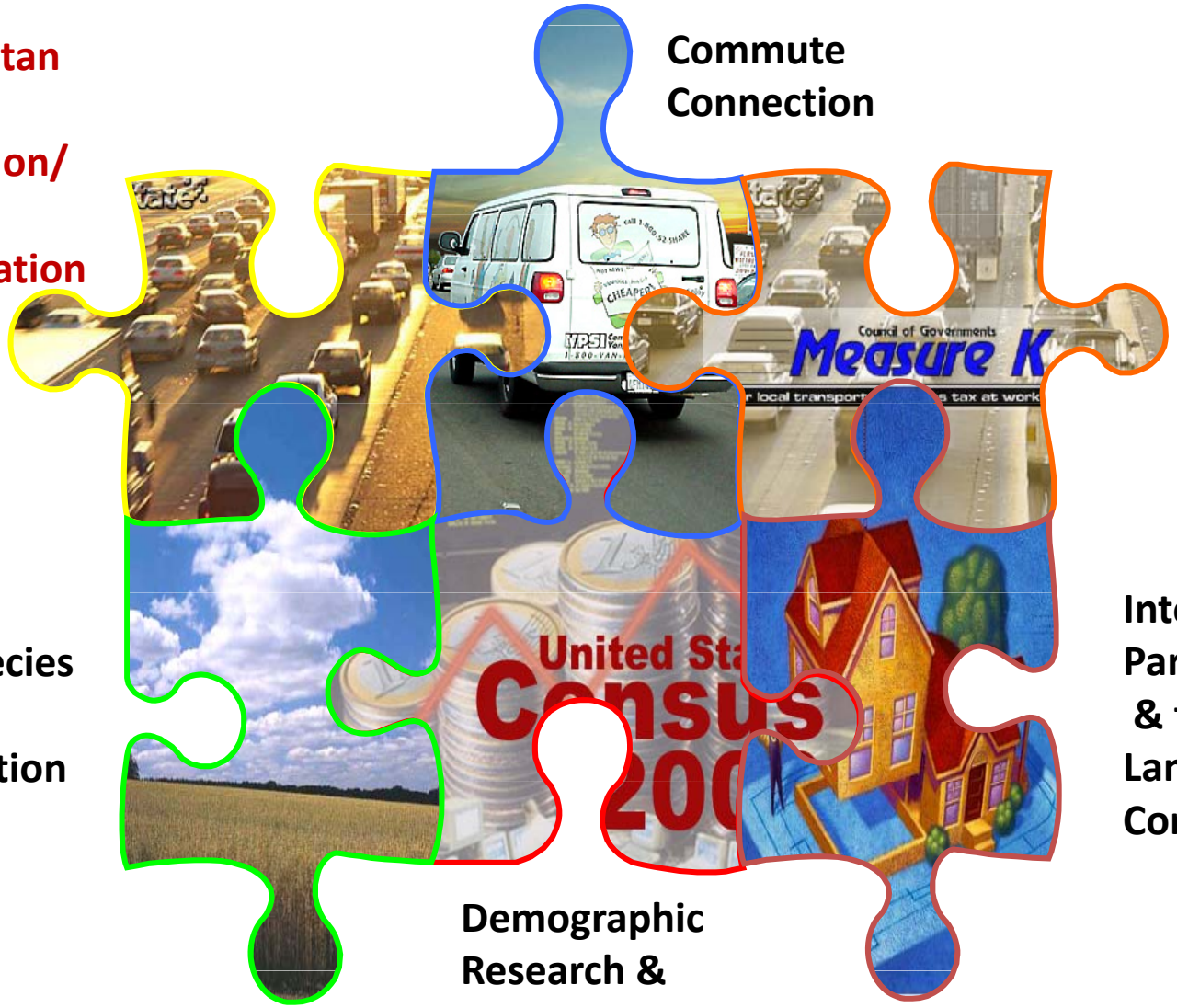
- The San Joaquin Council of Governments is -
  - A Joint Powers Authority Comprised of 12 Members Representing the County and Cities in San Joaquin County
    - 3 Non-Voting Members, Caltrans District 10, Regional Transit District and the Port of Stockton
- What do we do?
  - Partner with Local Government, Private Sector, and Community Groups to Develop Regional Strategies, Deliver Transportation Projects & Programs

Roles of SJCOG

Metropolitan Planning Organization/ Regional Transportation Planning Agency

Commute Connection

Local Transportation Authority



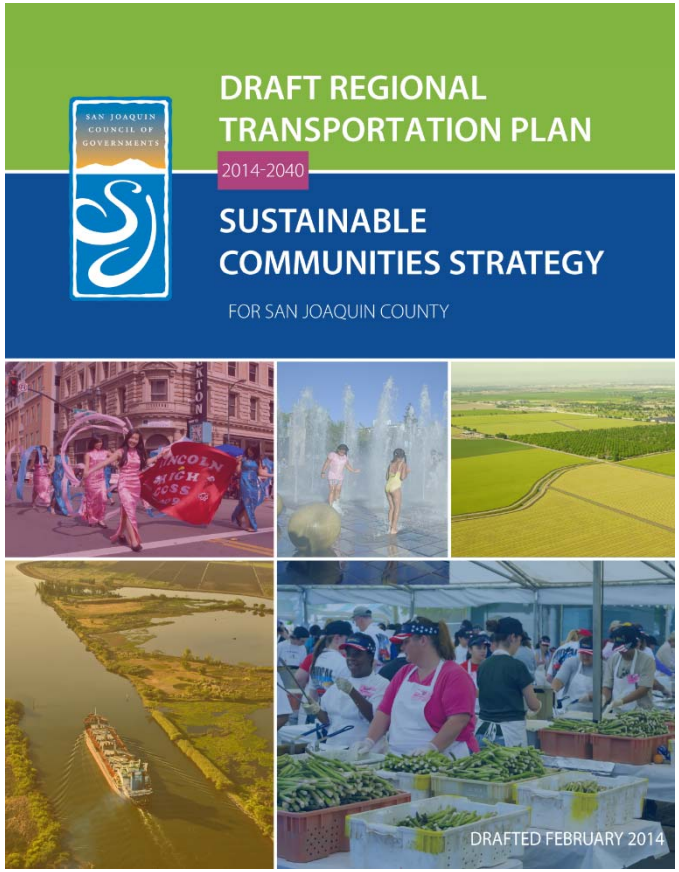
Multi-Species Habitat Conservation Plan

Demographic Research & Forecasting

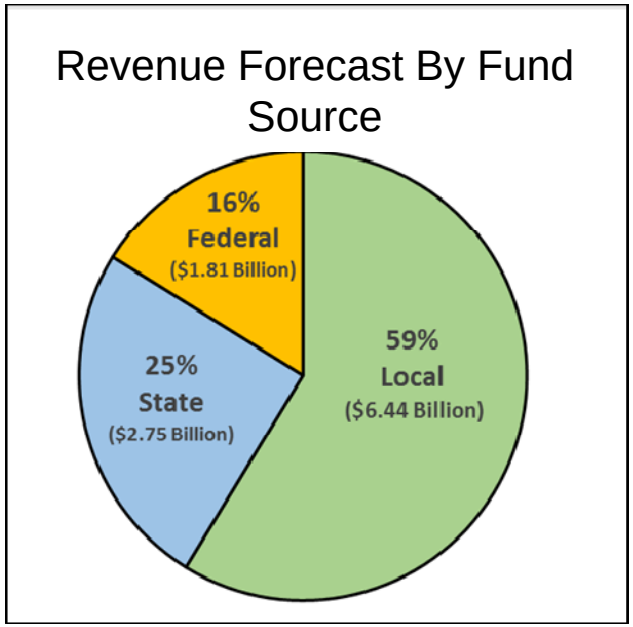
Inter-regional Partnership & the Airport Land Use Commission

What is the RTP/SCS and San Joaquin Valley Visions?

- 27-year transportation investment plan based on goals established by the region that is updated every 4 years
- Regional level plan covering all modes of transportation (car, bike, pedestrian, bus, rail and aviation)
- Coordinates transportation investments with regional land use & housing



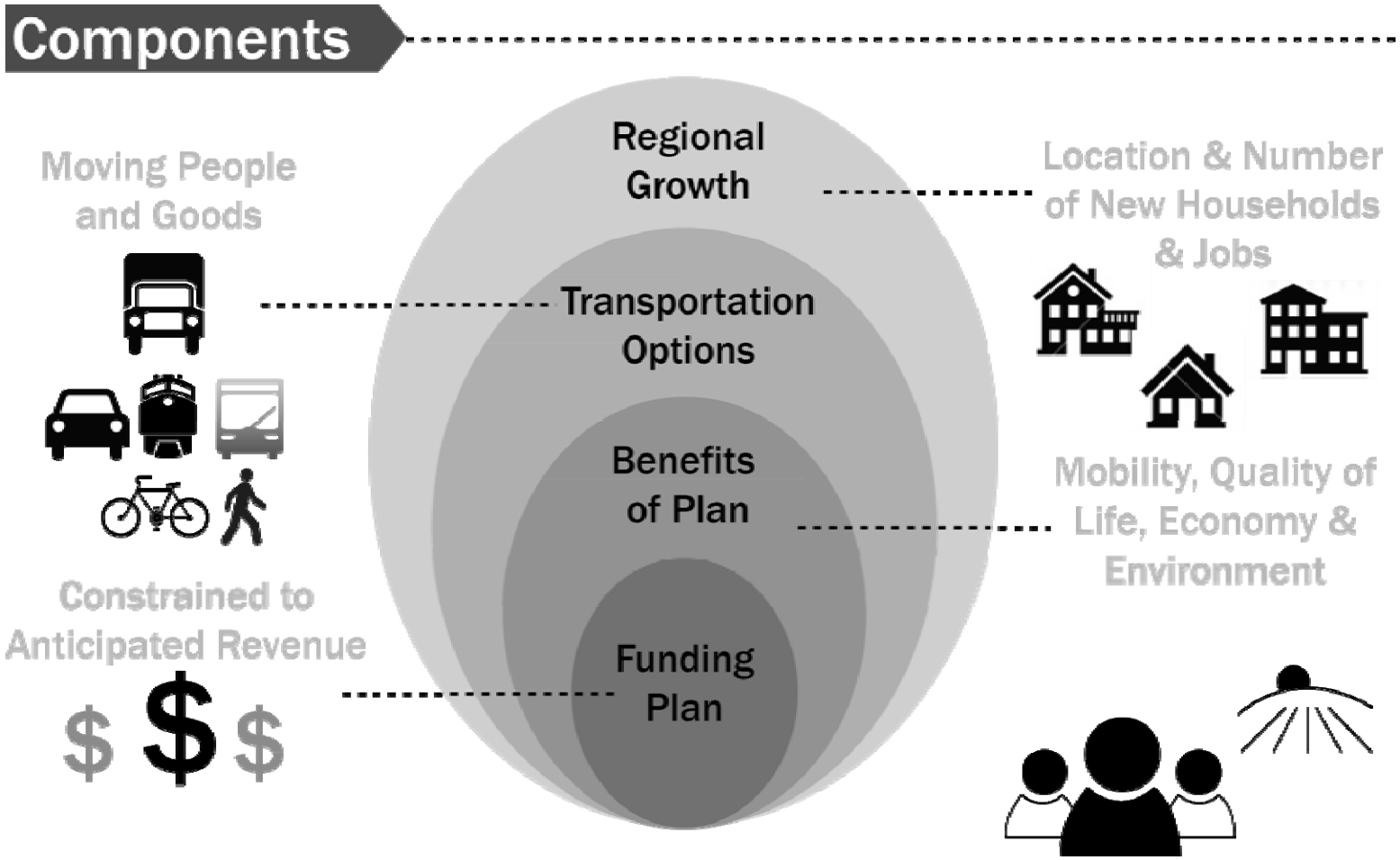
RTP/SCS Intent



RTP is first and foremost a Long- Range Transportation Plan –

- Provides Access to Federal Funding Opportunities
- Identifies Potential Revenue & Sources
- Implementation Mechanism for Project Delivery
- Identifies ability to meet Federal Air Quality standards

RTP/SCS Components



Tying It All Together With Transportation

The goal of Senate Bill 375 is to align the transportation investments in SJCOG's long-range transportation planning with land-use planning to reduce the need to drive & therefore reduce greenhouse gases on a regional level.

An understanding of the potential location of jobs & housing and the interaction with the regional transportation network is critical to the success of the effort and future quality of life in San Joaquin County.

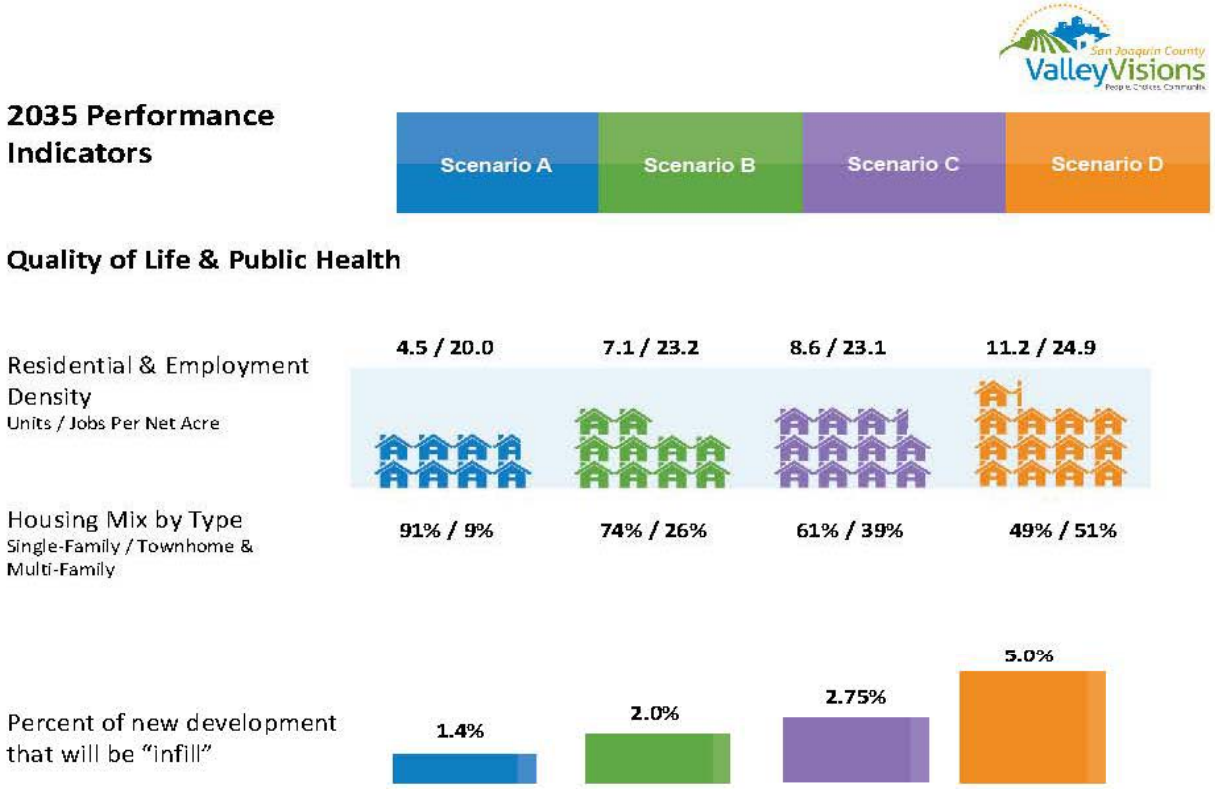
What is Different with SB 375 for RTP/SCS?

- SB-375 Requires Greater Coordination between Transportation $s and Future Growth Alternatives
- Achieving a SCS that meets the sustainability objectives of SB 375 within the RTP Financial Constraints
  - With transportation investments tied more explicitly to an identified, plausible land-use pattern
  - Meets greenhouse gas reduction targets
  - Addresses state housing goals for all income levels – incorporates Regional Housing Needs Analysis
  - Considers potential co-benefits relating to RTP including public health and ag land impacts

The Question: How is an SCS Different from Land Use in Previous RTPs?

As always: based on most recent planning assumptions

The Difference: local land-use authorities asked to envision ***several possible*** future land-use scenarios as manifestations of known trends and changing demographics that are both plausible & aspirational

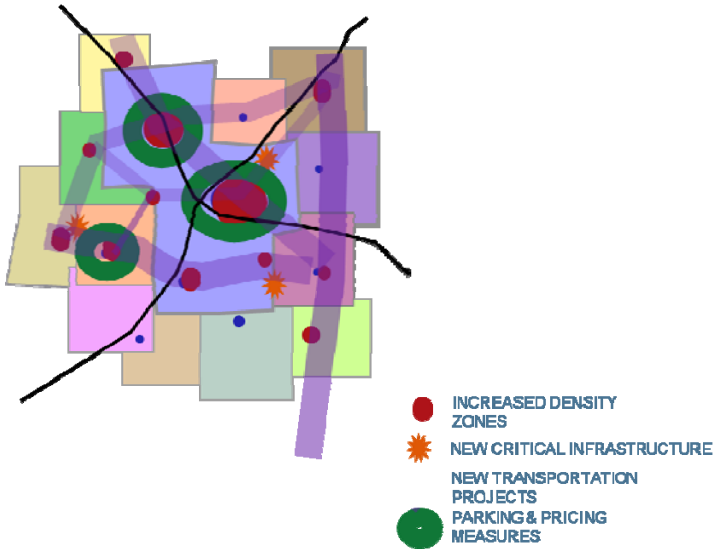


Land-Use in the SCS

Have We Mentioned Regional Agencies Have No Land-Use Authority?

However, land use assumptions affect transportation measures and policies in the RTP

- Close collaboration with planning & public works staff



Supported by & provide support for:

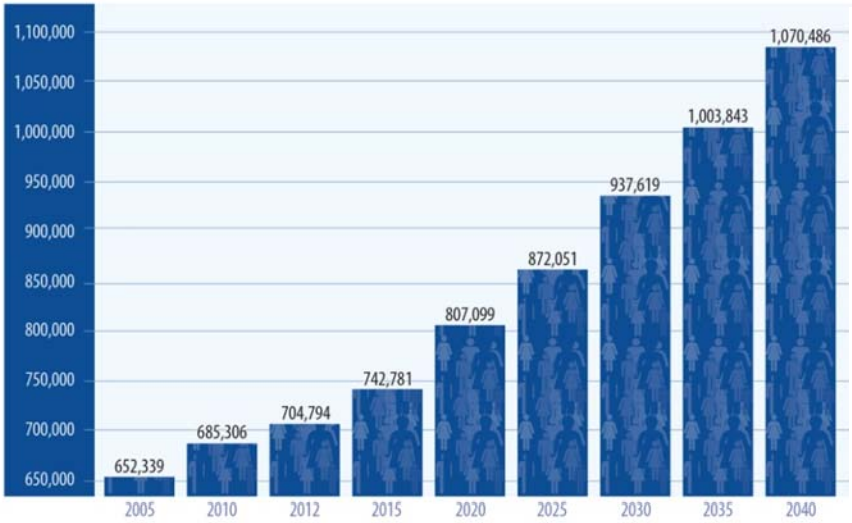
- Climate Action Plans
- ULI Study for Stockton
- Infill Housing Plans

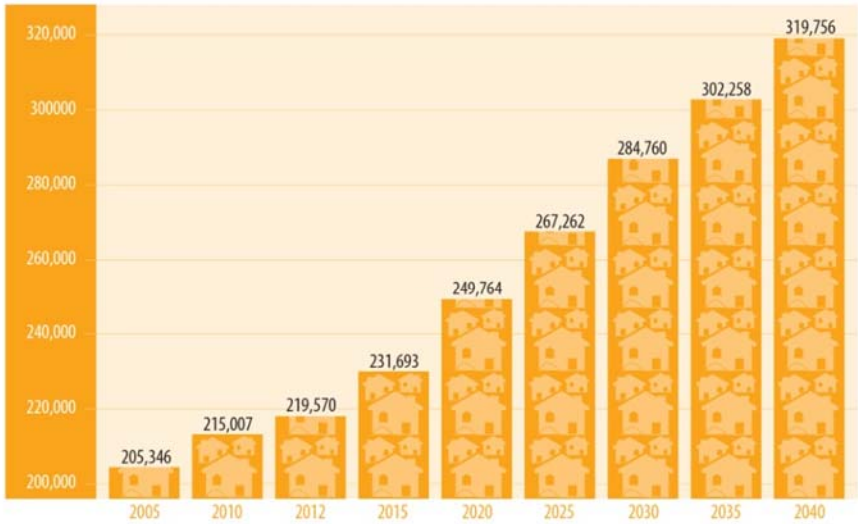
To Ultimately Increase Funding Opportunities through collaborative advanced planning

- Regional Bike – Pedestrian Master Plan
- Regional TOD / Infill Plan
- Active Transportation Program
- Grant Opportunities such as Prop 84

Foundational Underpinnings

- Recent household & job growth forecasts
- Local agency professional staff (planning & public works)
- Market demand / economic studies
- Additional existing plans such as SJCOG's smart growth TOD plan & Bike / Pedestrian Master Plan





What Does This Mean for Lodi?

- Projected rate of household growth of 0.54% annually
- Long-term % of countywide building permits (1990-2011) was about 5%
- Recent % of countywide building permits (2008-2011) under 1%
- Transportation investments reflect most investment in transit and roadway maintenance/operations. Regional roadway investments are primarily widening and improvements on existing roadways. Harney Road is being improved on the southern edge of Lodi where additional household and job growth is predicted to occur.

Summary of Public Support

- **When asked about how to invest limited transportation $$$, members of the public said:**
  - *Multimodal approach was favored*
  - *Greater interest in enhanced bus, rail, active transportation options*

- **When asked about future housing & job growth, members of the public said:**
  - *Interest for compact development to foster non-automobile travel opportunities*
  - *Additional housing choices to accommodate life cycle stages and varying transportation needs*

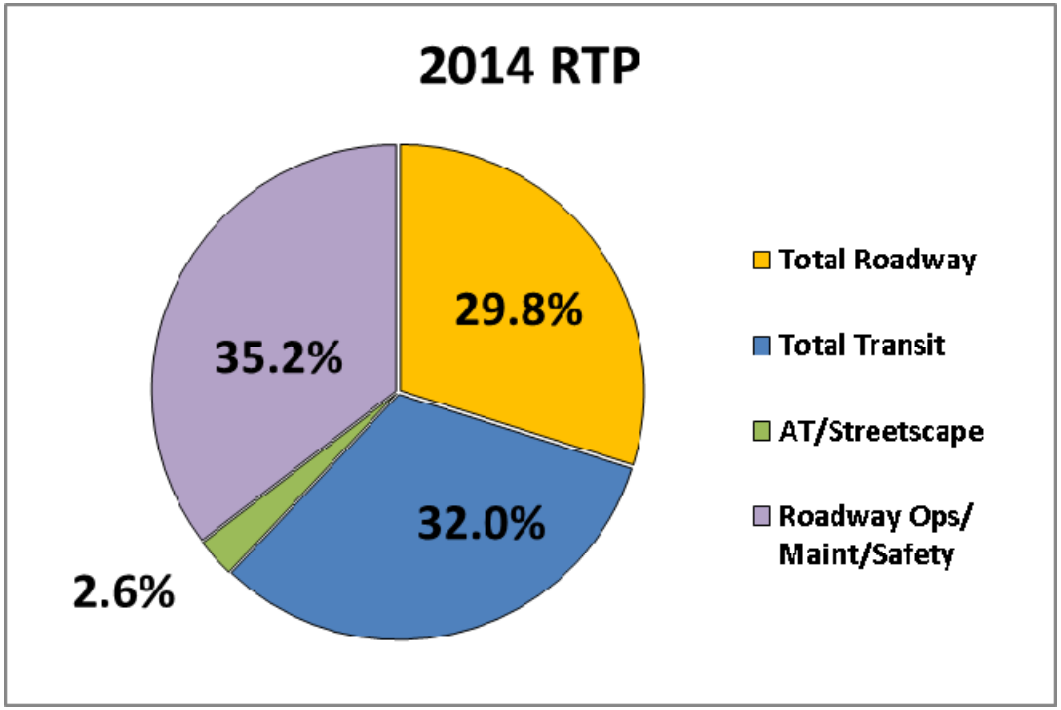
What Was Important to Lodi Residents

August 2012 Listening Session / Scenario Workshop

- Farmland preservation is important
- We love our community
- Operational improvement – signals along Kettlemen are too long
- Non-motorized transportation – walking & biking to improve health
- We have a lot of bike lanes already
- Add improved public health goal. Improve access to jobs and affordable housing.
- Diversity in needs and vision, but all [are] concerned about health of people and the environment

RTP Investment Strategy

- Invests $282 million in active transportation – a 78% increase over 2011
- $3.9 billion Operations / Maintenance – 15% more than 2011
- $3.5 billion to Transit – a 28% increase over 2011



Transportation Investments

Lodi Specific Transportation Projects:

Transit (Grapevine) *$117.93 million*

Street Rehabilitation *$169.00 million*

Active Transportation *$ 835,000*

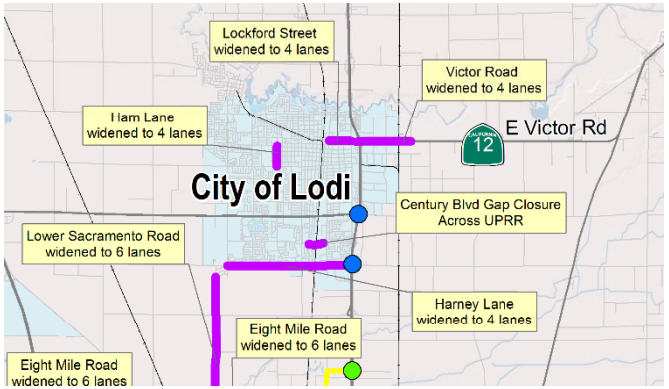
- Sacramento Street enhancements

Interchanges *$55.34 million*

- SR 99 @ SR 12 (Kettleman)
- SR 99 @ Harney Lane

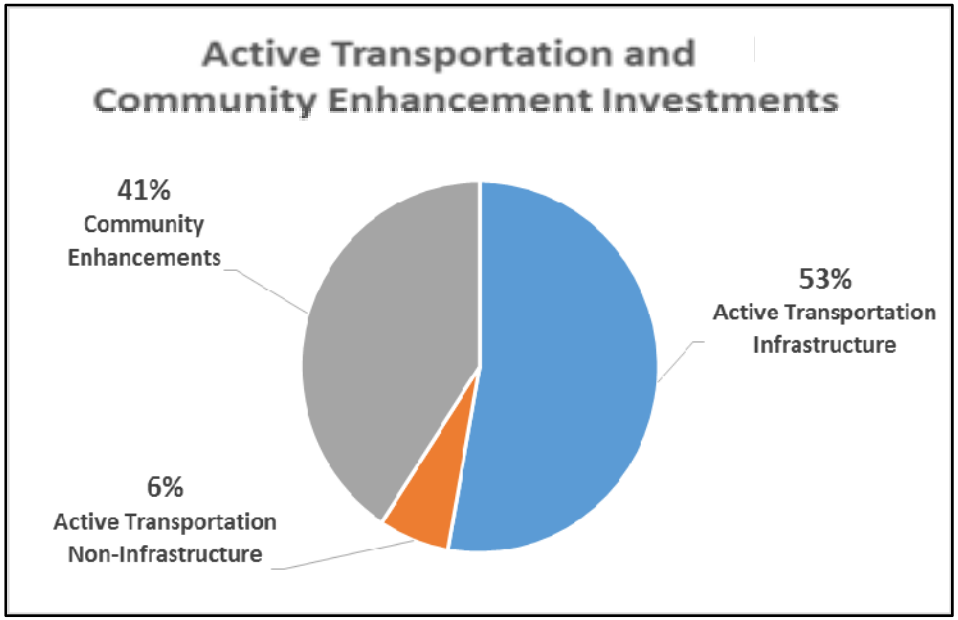
Regional Roadways *$34.6 million*

- Lockeford Street
- Century Boulevard
- Ham Lane
- Harney Lane
- Victor Road



The Goal & The Vision for the RTP & Beyond

Using transportation related funding to support the creation of places where people want to be – with place-making investments in transit, bike & pedestrian projects to promote private/public partnerships and continued investment



Funding estimates for Community Enhancements could support up to 45 miles of streetscape improvements adjacent to infill opportunity areas in SJCOG Regional Smart Growth / TOD Plan

Strategies Moving Forward

- RTP invests in programs to support implementation of the SCS & other Regional & Local Plans as determined by future actions of the SJCOG Board

- Supports Incentive Based Programs – both within new & existing funding sources

- Provides data, resources, and expertise to local government and others for synergistic collaborations around specific projects and to further joint planning goals

- Value added through increased opportunities and stronger regional positioning

Schedule

- January to April 2014 – Informational Presentations as Requested
- February 28, 2014 – Initial Draft Regional Transportation Plan Released for 55-day comment period
- March 10, 2014 – Release of RTP Environmental Impact Report for 45-day comment period
- March – April 2014 – Public workshops & hearings on Draft RTP
- June 2014 – SJCOG Board considers adoption of 2014 RTP

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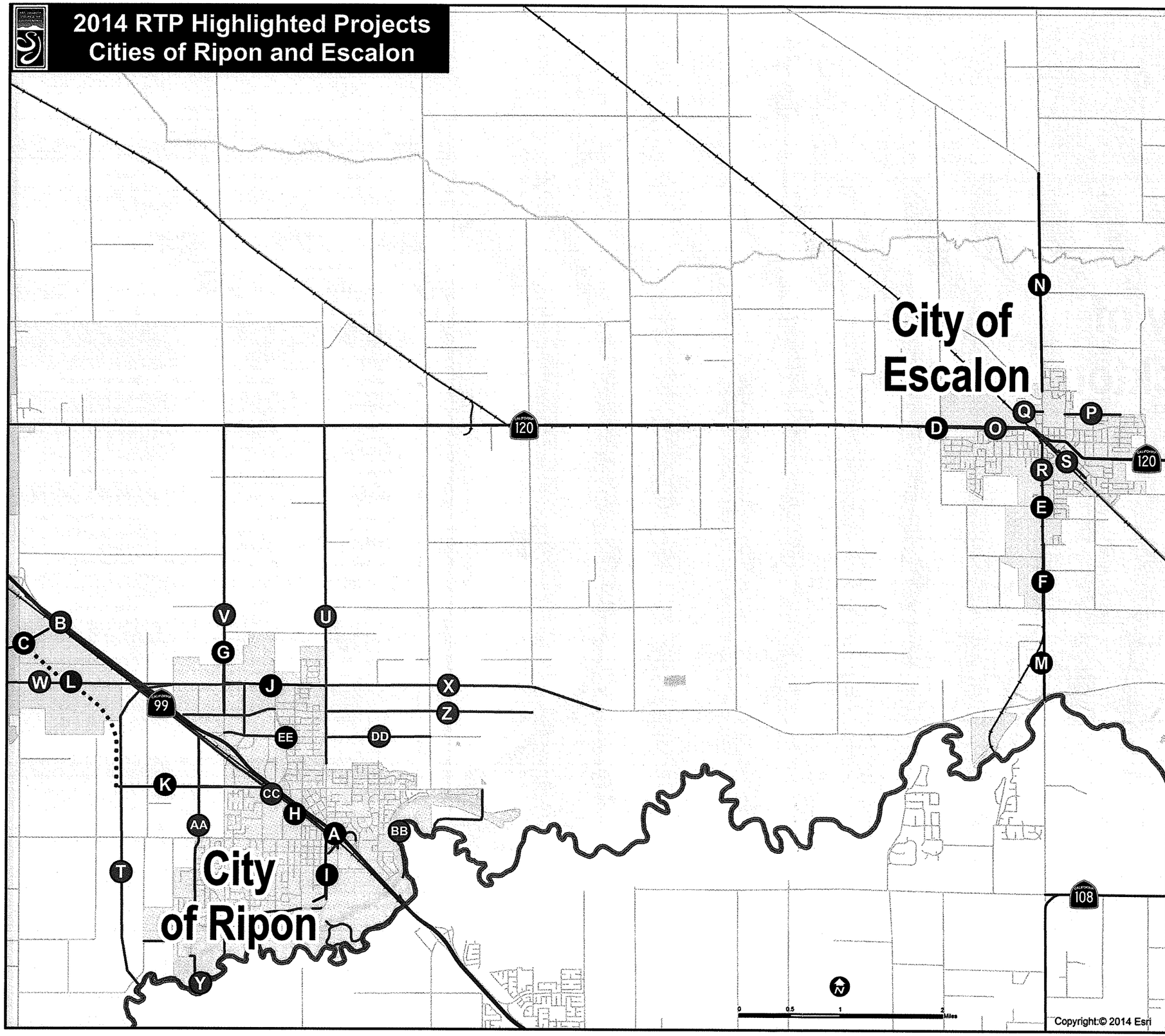
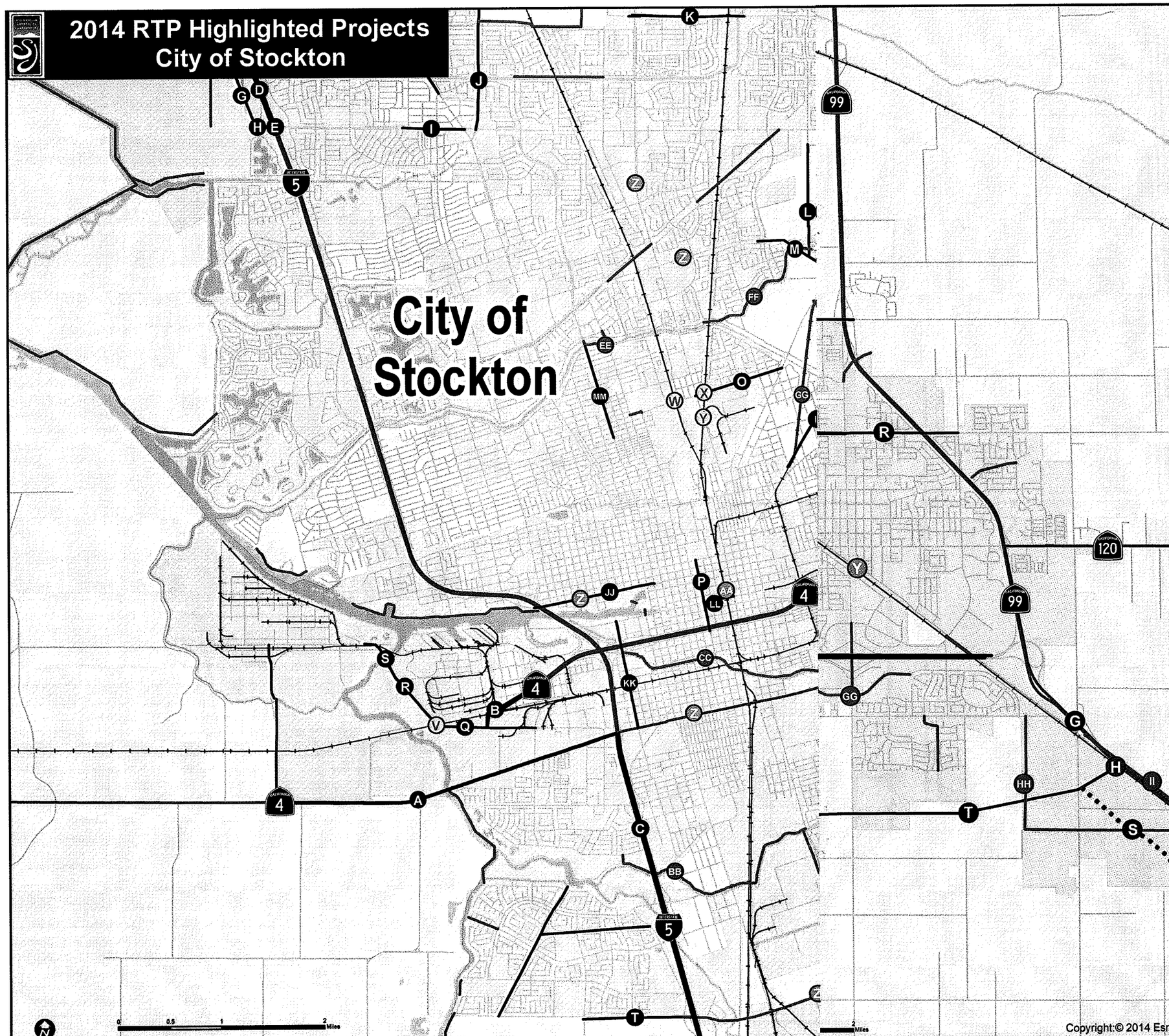
Kim Anderson
Associate Regional Planner
San Joaquin Council of Governments

2014 RTP Highlighted Projects
Cities of Ripon and Escalon



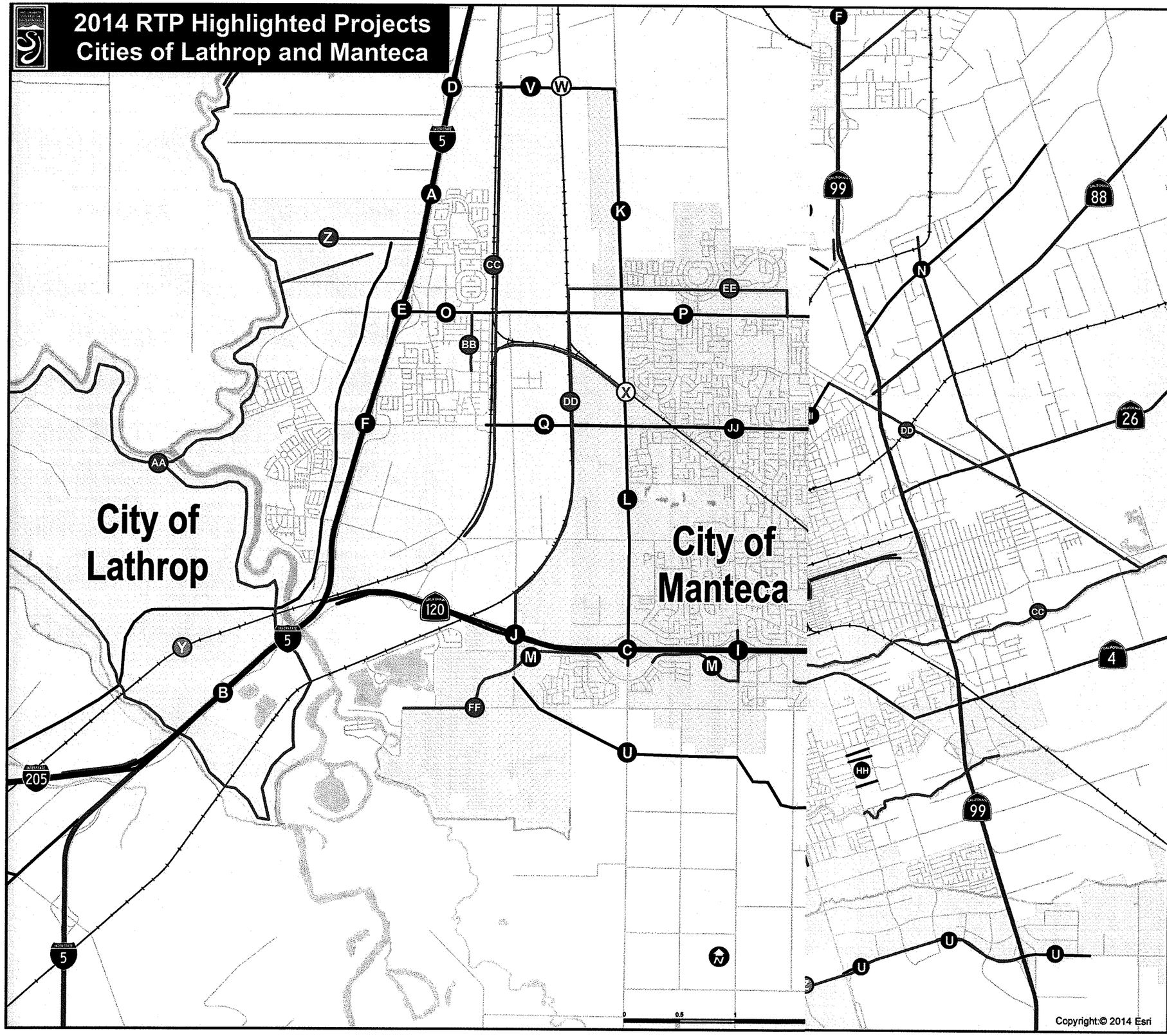
Map Key	Project Name	Description	Project Limits
Interchanges			
A	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of	SR-99 at Main Street/UPRR Interchange (Ripon)
B	SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL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

2014 RTP Highlighted Projects
City of Stockton



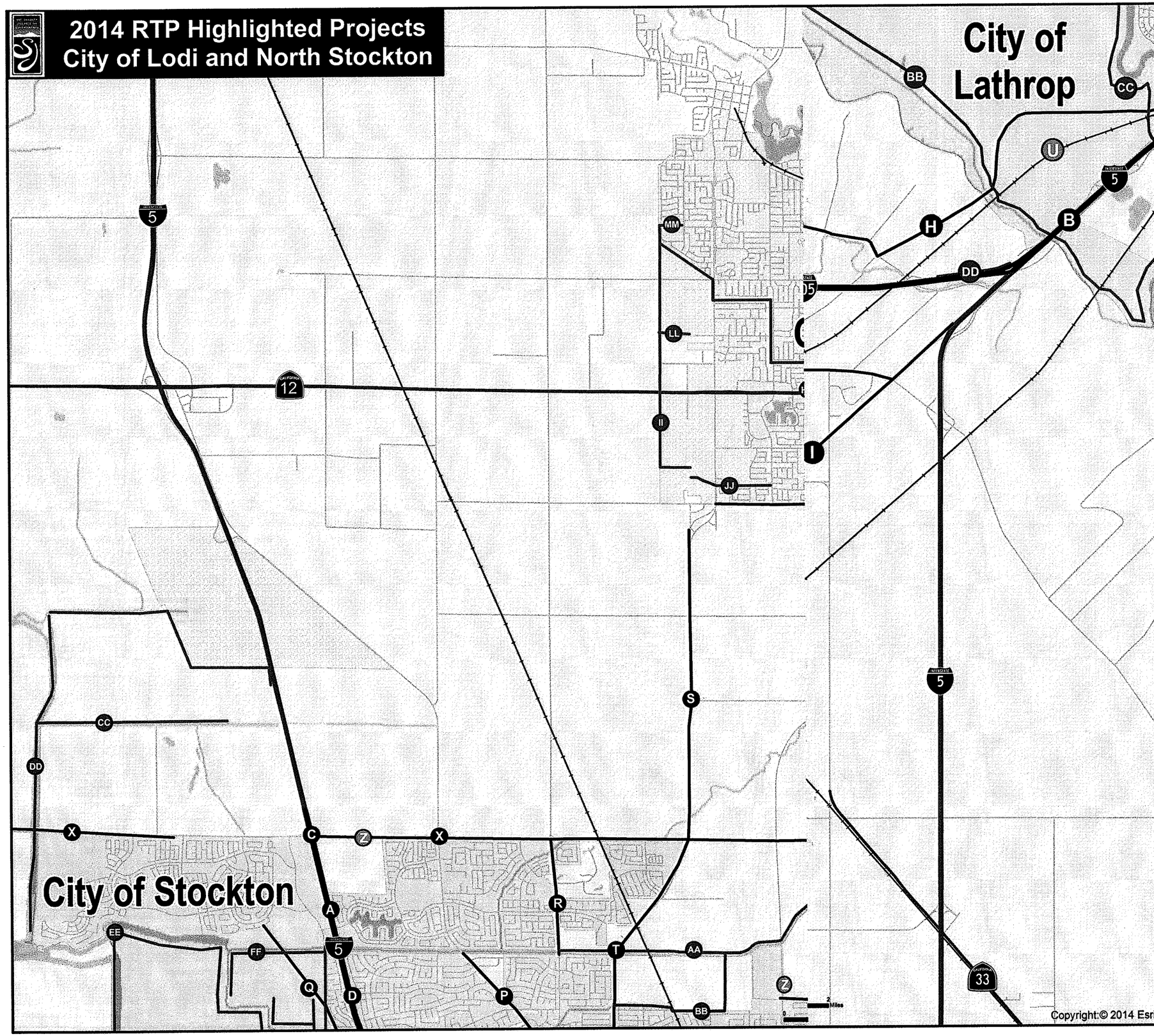
Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-5 HOV	Widen from 6 to 8 lanes (inside/outside)	French Camp Road to SR 120
B	I-5 HOV	Widen 9 to 12 through lanes	SR 120 to I-205
C	SR 120 widening	Widen 4 to 6 lanes (inside)	I-5 to SR 99
Interchanges			
D	I-5 at Roth Road	Reconstruct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

2014 RTP Highlighted Projects
Cities of Lathrop and Manteca



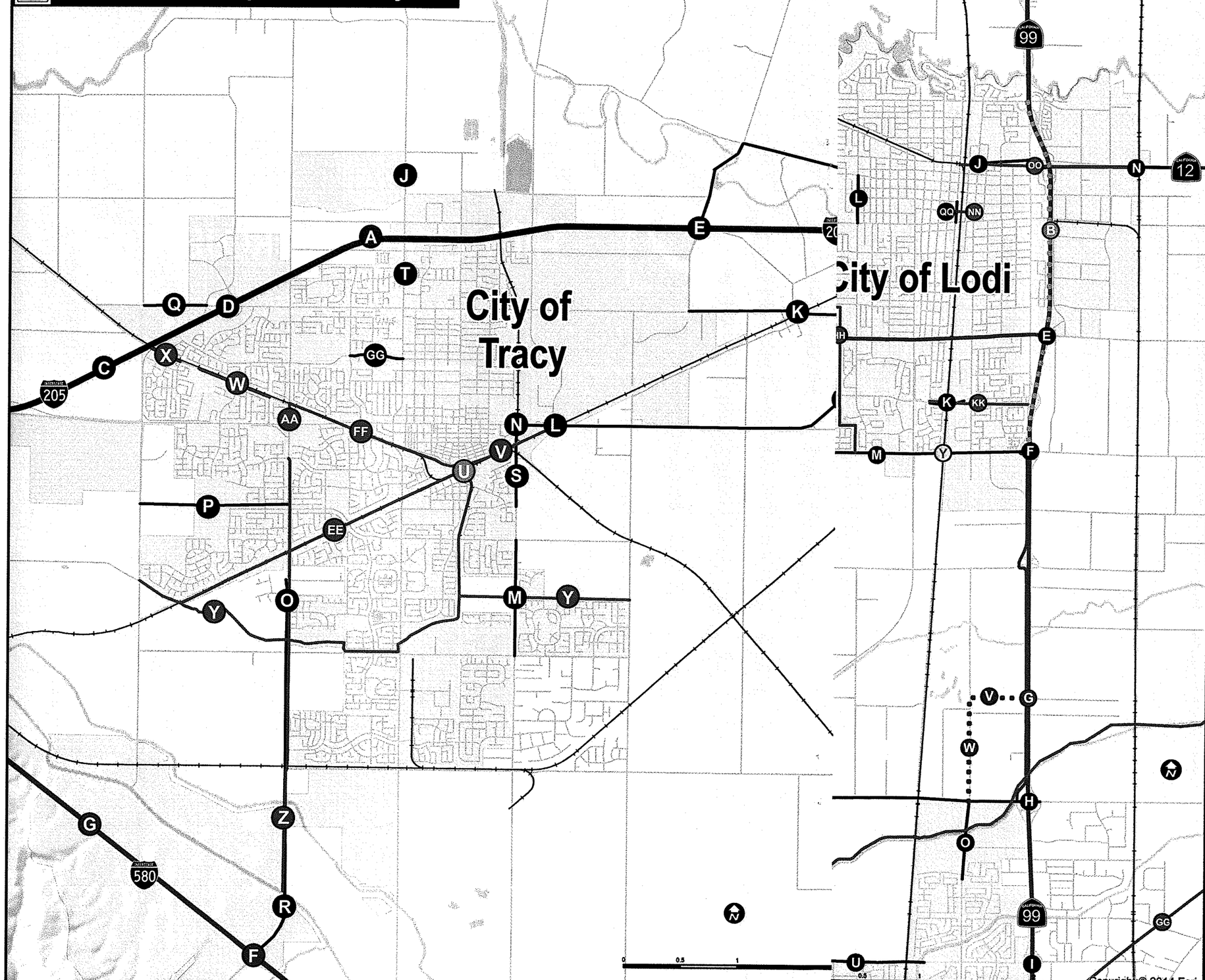
Map Key	Project Name	Description	Project Limits
	Mainline Highway		
A	SR 4	Improve intersections and operations	Daggett Road to I-5
B	SR 4 Extension	New alignment from Fresno Avenue to Navy Drive	Fresno Avenue to Navy Drive
C	I-5 HOV	Widen from 6 to 8 lanes (inside)	French Camp Road to Charter Way
D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

2014 RTP Highlighted Projects
City of Lodi and North Stockton



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

2014 RTP Highlighted Projects
City of Tracy and Vicinity



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

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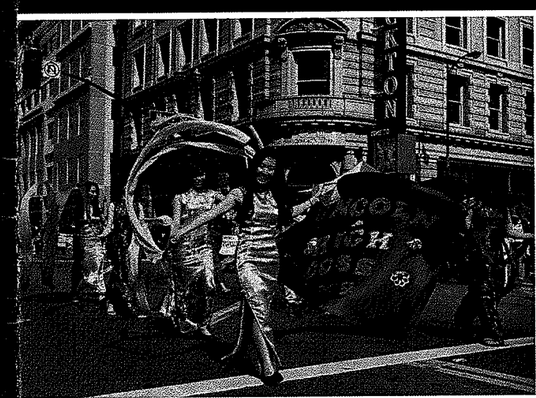
SAN JOAQUIN COUNCIL OF GOVERNMENTS

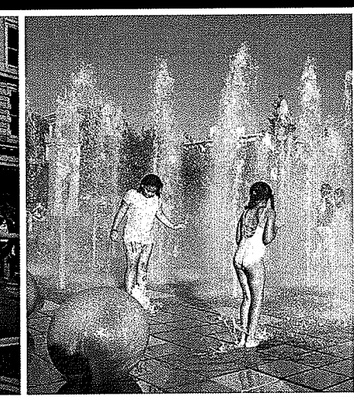
DRAFT REGIONAL TRANSPORTATION PLAN

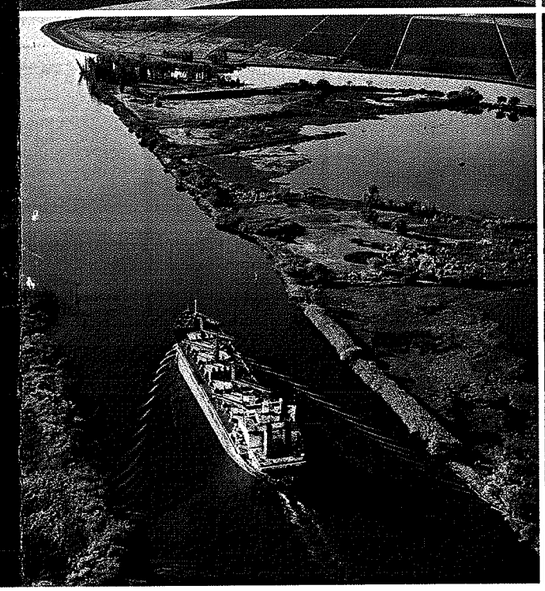
2014-2040

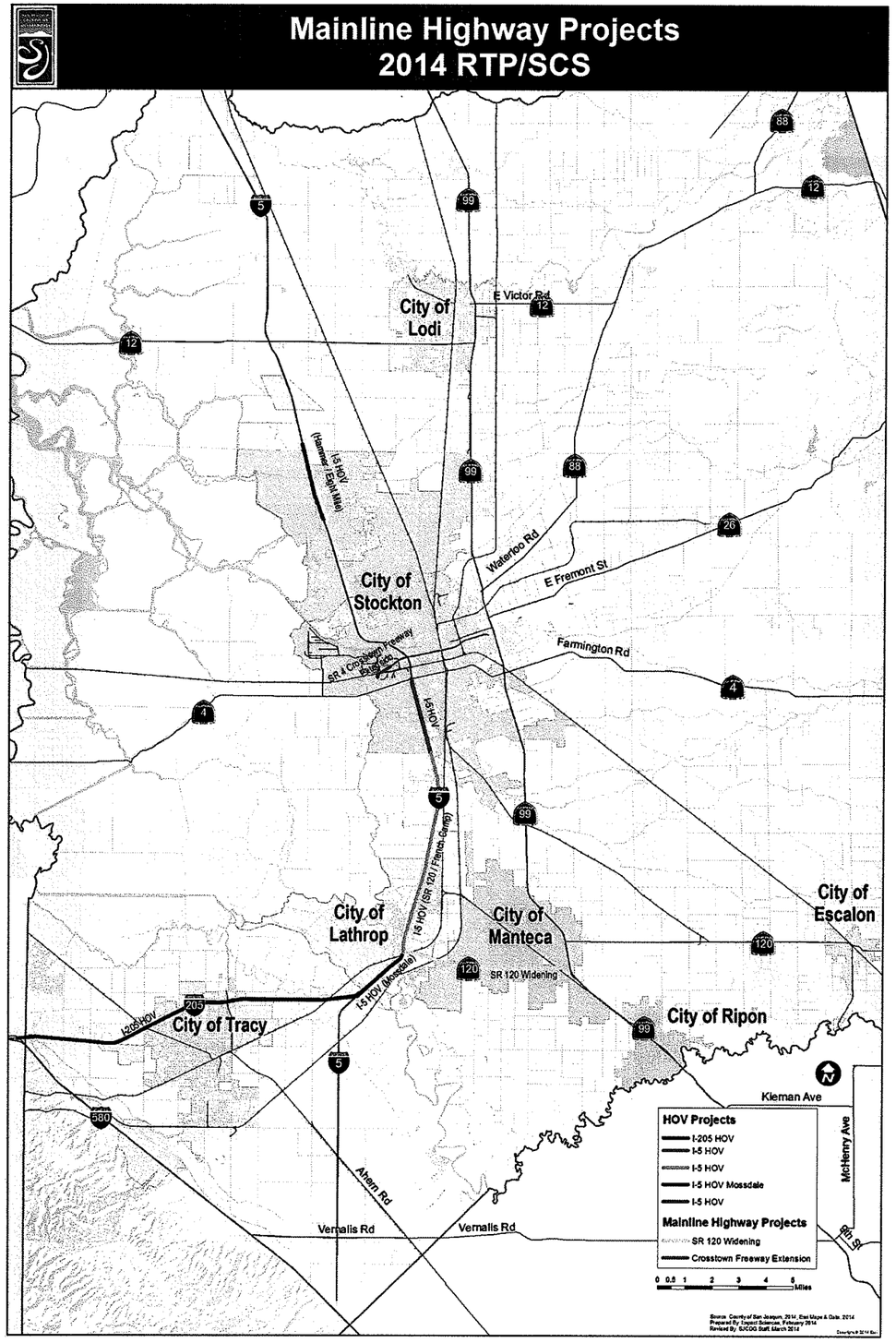
HIGHLIGHTED PROJECTS

FOR SAN JOAQUIN COUNTY



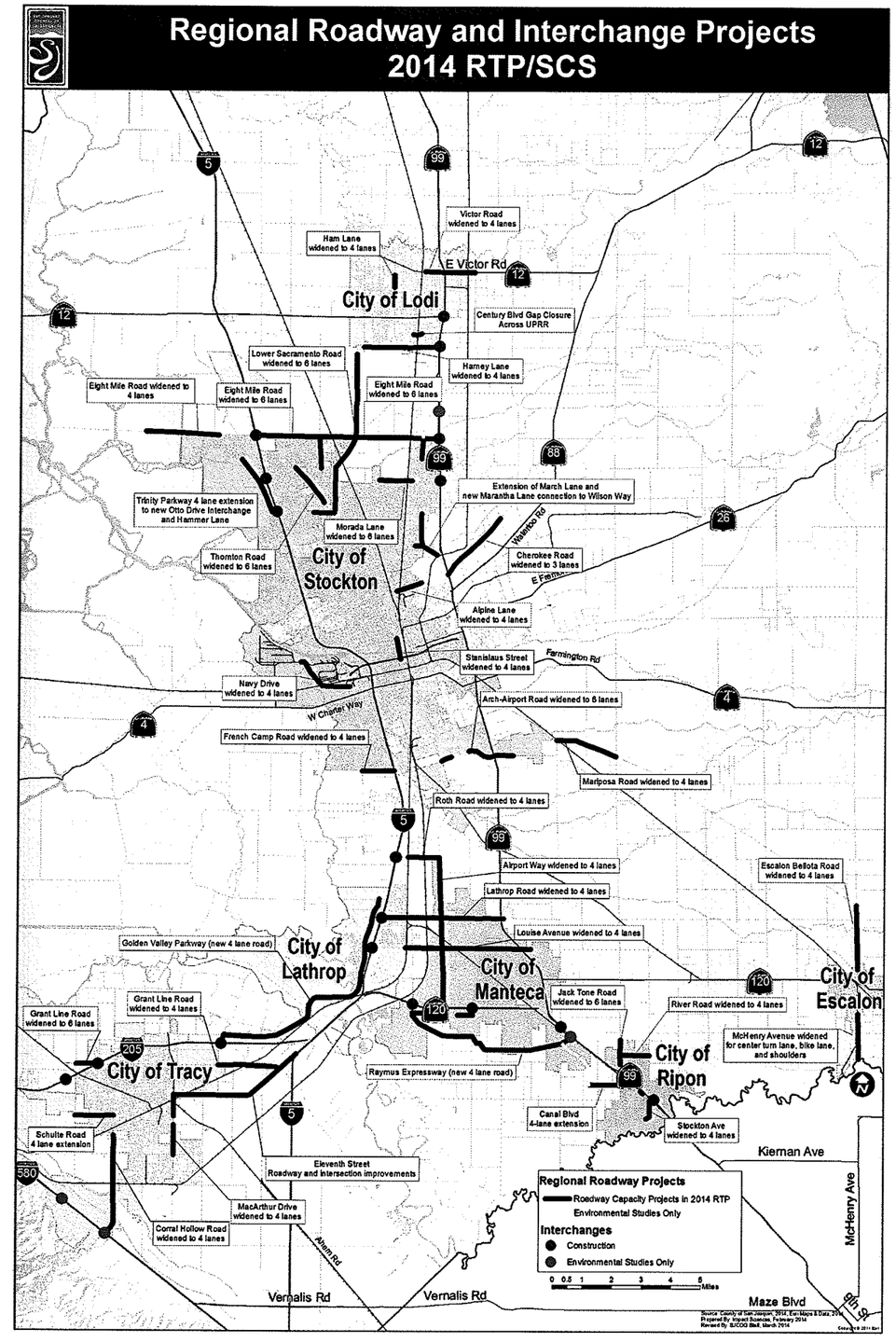






Total Expenditures Capacity Increasing = $3.3 Billion

Total Expenditures Roadway Operations, Maintenance & Safety = $3.9 Billion

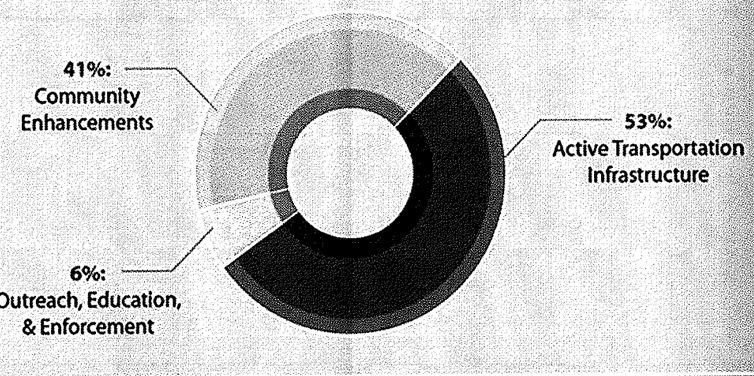


RTP Plan Performance Compared to "Business As Usual"
Comparisons Assume Implementation of Growth Forecast and Transportation Projects as Outlined in the 2014 Plan

ValleyVisions

Sustainable Communities Strategy

Active Transportation Investments
(years 2014-2040)



45,000 fewer solo auto trips daily

858 more bike and walk trips daily

Increasing Safety & Security

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

Expanding Active Transportation

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

Improving Public Health & Building Communities

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

Transit Oriented Development and Smart Growth community enhancements:

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

Ensuring Social Equity

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

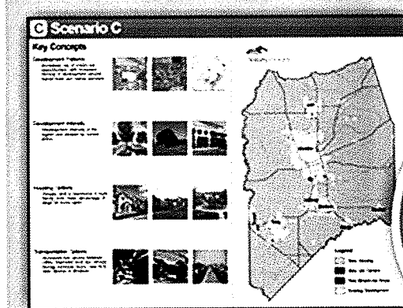
Scenario Development Process

Creation of Land Use Scenarios

Envision Tomorrow Tool
SJCOG TDM Model

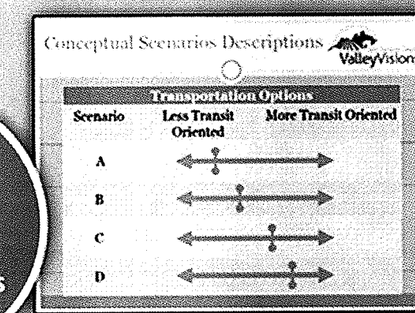
Scenarios
A
B
C
D

Development Patterns
Housing Options
Growth Location & Intensity
Transportation Investments



Example of Scenario handout from workshop.

Public Workshops & Input



Example of Trade-offs Between Scenarios handout from workshop.

Final Scenario Selection

Public Support
RTP/SCS Advisory Committee
SJCOG Board

The Plan represents a region-specific, balanced multi-modal plan that not only achieves the intent and promise of SB 375, but can be implemented through existing and planned programs and policies.

Scenario C - Enhanced

- Best achieves the intent of SB375 within the boundaries of local General Plans
- Ambitious and achievable, and meets ARB greenhouse gas targets.
- Expands on a longstanding multi-modal transportation vision.
- Provides for greater opportunities for transit use.
- Aligns with current market and economic studies.
- Ambitious conservation goals with regard to farmland preservation, but with greater alignment with local agency general plans.

What Is the Regional Transportation Plan?

As the Metropolitan Planning Organization (MPO) for San Joaquin County, the San Joaquin Council of Governments (SJCOG) is tasked (once every four years) with identifying specific transporation related improvements for cars, bikes, buses, rail, and pedestrians. This document is known as a Regional Transportation Plan or RTP.

The plan is a long-range look at the regional transportation system; it must look forward a minimum of 20 years. It also identifies where the money to pay for the included improvements will come from and how much is expected. SJCOG must show that there is enough funding to deliver every project listed in the plan.

SJCOG works with the planning and public works staff in each city and San Joaquin County to identify the types and locations of transportation projects based on the expected growth in population and jobs, and the needs and priorities in the individual communities.

"I am a Californian, I love my car, but I think it's about having additional options."

Workshop Participant from Stockton

Senate Bill 375 & The Sustainable Communities Strategy

Senate Bill 375, also known as the Sustainable Communities and Climate Protection Act of 2008, changed the RTP in several important ways.

In previous regional plans, SJCOG identified forecasts of growth for population, households, and jobs. SB 375 asks us to go a step further and to consider different possible ways the region may grow, recognizing that land use affects how and where people live, work, and travel.

The main goal of the legislation is to reduce greenhouse gasses by envisioning a future combination of land-use and transportation patterns that will allow people to reduce the number of miles they must drive every day to get to the places they need to go. This process is sometimes referred to as scenario planning. SJCOG developed four possible scenarios to present to the public for consideration and comment at five workshops in August 2013.

While scenario planning provides SJCOG the ability to test possible future land-use patterns with anticipated or planned transportation improvements, land-use authority ultimately rests with individual local governments through their professional plans staffs, planning commissions, and local governing boards.

Why Are We Planning?

There are laws that require these regional plans, but this is also an opportunity to think about how we want our region to grow and evolve over the next several years in a way that meets our needs and matches our values.

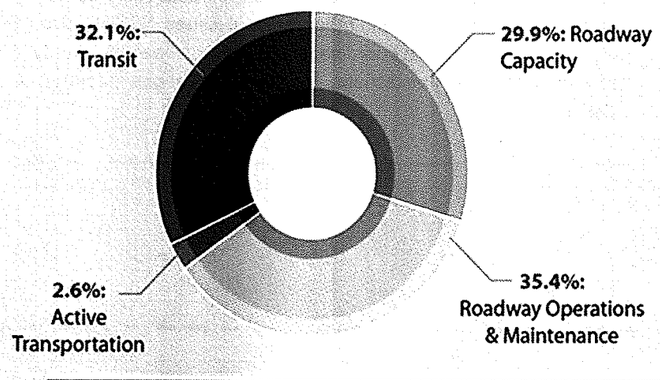
The San Joaquin Valley's economy is likely to improve as the national economy recovers.

Planning for efficient transportation systems makes the region more attractive to potential employers and residents, which will support long-term growth and prosperity. Housing, transportation, and supporting infrastructure need to be developed for job growth so that businesses can operate successfully and workers can live nearby and get to work easily.

ValleyVisions

Sustainable Communities Strategy

Transportation Investments by Mode
(years 2014-2040)



Reduced Greenhouse Gases

-23.9% by **2020** & **-24.6%** by **2035**

from 2005 baseline

Enhancing the Environment

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

Preserving Efficiency of Transportation System

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

Maximizing Mobility & Accessibility

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

Supporting Economic Vitality

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

RTP Plan Performance Compared to "Business As Usual"
Comparisons Assume Implementation of Growth Forecast and Transportation Projects as Outlined in the 2014 Plan

ABOUT SJCOG

What is the San Joaquin Council of Governments?

The San Joaquin Council of Governments (SJCOG) is a Joint Powers Authority comprised of the County of San Joaquin and the Cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop. SJCOG serves as the regional transportation planning agency and a technical and informational resource for these jurisdictions.

While regional transportation planning is its primary role, SJCOG also takes a look at population statistics, airport land use, habitat and open space planning, and other regional issues. SJCOG also fosters intergovernmental coordination, within San Joaquin County and with neighboring jurisdictions, the state and various federal agencies.

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We strongly encourage you to add your name and contact information to our Interest List. Leave us a comment card with your contact information and feedback on tonight's session or go to www.sjcog.org and click the "Notify Me" Button

Notify Me

You can also connect with us via Facebook or Twitter!

Follow Us Twitter

THANK YOU!

Thank-you for attending this evening's information session. Your feedback is important to further help shape the future of your community and the region. We hope you'll share the information with a friend or neighbor!

Learn more about the Regional Transportation Plan and Valley Visions San Joaquin by visiting www.sjcog.org/valleyvisions

San Joaquin County ValleyVisions People. Choices. Community.

Visit Our YouTube Channel & View Our Video!
http://www.youtube.com/user/SJCOGVideo

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SJCOG 2014 Regional Transportation Plan Released for Public Comment!

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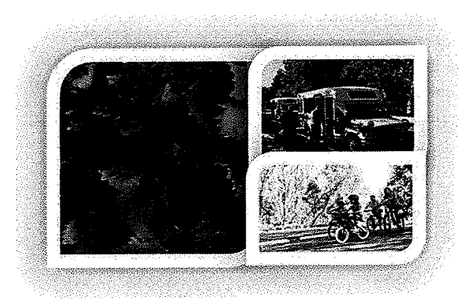
Tonight's Objectives

- Meet SJCOG Staff
- Learn about SJCOG & The RTP
- Ask Questions of Staff
- Learn Where to Provide Comments on the Plan



The 2014 Regional Transportation Plan is the first RTP in San Joaquin County to contain a Sustainable Communities Strategy (SCS), the result of the Sustainable Communities and Climate Protection Act of 2008 (i.e., SB-375). The SCS will coordinate future transportation investments and land use strategies to prioritize a multi-modal investment plan covering a 27-year period extending out to 2040.