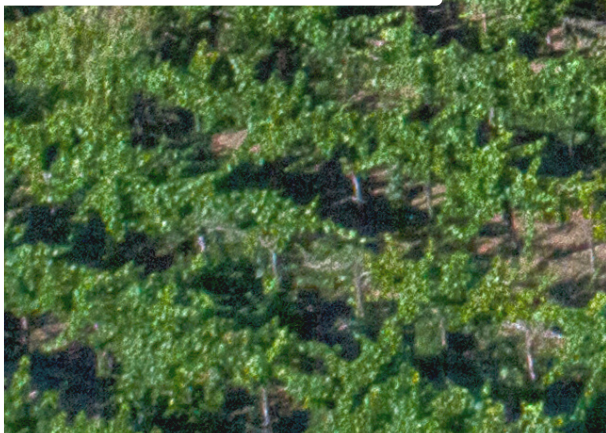
APPENDIX A

Key Terms



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

SJCOG Glossary of Terms (Term Labels in Bold)

AB 32 — *Assembly Bill 32*

The Global Warming Solutions Act of 2006 requires that the State reduce greenhouse gas emissions to 1990 levels by the year 2020.

ACE – *Altamont Commuter Express*

The San Joaquin Regional Rail Commission owns, operates, and is the policy-making body for the Altamont Commuter Express. ACE is a passenger rail service that operates trains round-trip from Stockton to San Jose.

Active Transportation

A mode of transportation that includes walking, running, biking, skateboarding, and other self-propelled forms of transportation.

ADA – *Americans with Disabilities Act*

Far-reaching federal civil rights act for disabled persons. Requires equal opportunity to be provided for all persons, regardless of any mental or physical disabilities they may have. All persons must be provided an equal opportunity to use transit services, regardless of disability.

AHSC – *Affordable Housing for Sustainable Communities*

State program administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development (**HCD**), the AHSC Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas ("**GHG**") emissions.

Alternative Transportation Modes

A means of travel other than driving alone. Usually refers to carpool/vanpool, bus, rail, bicycle, or walking. Can also refer to telecommuting/working from home.

ALUC – *Airport Land Use Commission*

A body that regulates certain land use in a defined area of influence around public access airports in a county. **SJCOG** serves as San Joaquin's Airport Land Use Commission. Staff reviews general plan amendments, subdivision maps, and other such applications for consistency with the Airport Land Use Compatibility Plan (**ALUP**).

ALUP – *Airport Land Use Compatibility Plan*

Airport land use compatibility is the reconciliation of how land development and airports function together. The desired outcome or result of airport land use compatibility planning is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports.

AMTRAK – *National Railroad Passenger Corporation*

Passenger railroad service that provides medium- and long-distance intercity service in the contiguous United States. Founded in 1971 to take over most of the remaining U.S. passenger rail services, it is partially government funded yet operated and managed as a for-profit corporation.

SJCOG Glossary of Terms (Term Labels in Bold)

APCD – *Air Pollution Control District*

The agency that regulates air emissions in air basin or county. San Joaquin County is part of eight-county *San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).* Is called Air Quality Management District (**AQMD**) in some counties.

AQMD – *Air Quality Management District*

See **APCD**.

ARB – *Air Resources Board*

The state agency that monitors air emissions for California's regional air basins. Sets statewide emissions standards and classifies regions by their attainment of these standards. Sometimes referred to as **CARB**.

AV – *Autonomous Vehicle*

A vehicle that operates without a driver and could perform necessary functions without any human intervention, through ability to sense its surroundings.

BRT – *Bus Rapid Transit*

Bus transit service that seeks to reduce travel time through measures such as traffic signal priority, dedicated bus lanes, limited stop service, and faster fare collection policies.

CAA – *Clean Air Act*

Federal law designed to control air pollution on a national level. It is one of the United State's first and most influential modern environmental laws. It is administered by the U.S. Environmental Protection Agency (EPA) in coordination with state, local, and tribal governments.

California Clean Air Act of 1988

State Law that sets air quality attainment standards and deadlines for achieving reduced air emissions. Requires air pollution control districts, in conjunction with **COG**s, to adopt a plan for implementing transportation control measures.

Caltrans – *California Department of Transportation*

The state agency that is responsible for the operation of the state transportation system, including state highways, public access airports, and intercity rail systems. The implementing agency for most state highway projects.

CARB – *(California) Air Resources Board*

See **ARB**.

CEQA – *California Environmental Quality Act*

California statute passed in 1970 to institute a statewide policy of environmental protection. CEQA does not directly regulate land uses, but instead requires state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt feasible measures to mitigate those impacts.

CHSRA—*California High-Speed Rail Authority*

Agency responsible for planning, designing, constructing, and operating a state-of-the-art highspeed train system in California.

CIP – *Capital Improvement Program*

A short-range plan (usually four to ten years), which identifies capital projects and equipment purchases. It is developed as part of the Congestion Management Program (**CMP**). Projects must maintain or improve the traffic level of service standards or transit performance impacts. All projects in the Regional Transportation Improvement Program (**RTIP**) must first be listed in the CIP (this applies to most state-funded projects).

Clean Air Act Amendments of 1990

Federal Law Amending Clean Air Act **(CAA)**. Set standards and deadlines for achieving reduced air emissions. Requires areas that do not attain air quality standards to adopt Transportation Improvement Programs that will reduce air emissions and implement transportation control measures.

Climate Change

Refers to changes in the Earth's weather patterns, including the rise in the Earth's average temperature due to an increase in heat trapping or "greenhouse gases" (**GHG**s) in the atmosphere. Climate scientists agree that climate change is a man-made problem caused by the burning of fossil fuels like petroleum and coal. Transportation accounts for about 45 percent of San Joaquin County's GHG emissions. Climate change is expected to significantly affect public health, air quality and transportation infrastructure through extreme weather.

CMA – *Congestion Management Agency*

The agency responsible for adopting and implementing the Congestion Management Program in a county. **SJCOG** serves as the Congestion Management Agency for San Joaquin County.

CMAQ – *Congestion Mitigation and Air Quality improvement program*

A funding program created by the federal Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA). Provides monies for transportation projects that will have a beneficial impact on air quality (bus, rail, bicycle, and other alternative transportation modes). Money is given only to regions classified as non-attainment areas under the federal Clean Air Act Amendments of 1990.

CMP – *Congestion Management Program*

The state-mandated program that links local land use decision-making with regional transportation planning and air quality control. Sometimes referred to as **RCMP.**

COG – *Council of Governments*

A governmental agency formed by joint powers agreement by all the member governments within a given region. Specific powers vary by agency, but usually involve transportation issues.

SJCOG Glossary of Terms (Term Labels in Bold)

Also called “Association of Governments” (See **SJCOG**).

Complete Streets

Also known as **Smart Streets**, are streets that are designed for everyone to use. This means they are designed with all types of users in mind, to create safe and easy access for everyone, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Conformity Analysis

An analysis to determine whether the Transportation Improvement Program (**TIP**) conforms with the air quality regulations in the State Implementation Plan (**SIP**). The **TIP** set of projects must contribute to the annual reductions in pollutant emissions and provide for the speedy implementation of transportation control measures (**TCMs**).

Connected Vehicle

A vehicle that uses different communication technologies to communicate with the driver, other vehicles, roadside infrastructure and the Cloud. The purpose of this communication is to improve vehicle safety, efficiency and travel times.

County Minimums

The minimum amount of state transportation funds that will be programed for each county in a given year, Is calculated using a formula based 75% on county population and 25% on state highway miles in the county.

CTC – *California Transportation Commission*

The entity that oversees state funding of transportation projects. Reviews projects proposed by Caltrans in the proposed State Transportation Improvement Program **(STIP**) and by regional transportation planning agencies in the **RTIP** for the inclusion in the State Transportation Improvement Program **(STIP)**. Also oversees the major programs authorized by AB1 and various bond measures.

CTP – *California Transportation Plan*

Provides a long-range policy framework to meet future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system.

EIR — *Environmental Impact Report*

An informational document, required under **CEQA**, which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, possible ways to minimize significant effects, and reasonable alternatives to the project.

EJ — *Environmental Justice*

Stemming from a Presidential Executive Order to promote equity for disadvantaged communities and the inclusion of racial and ethnic populations and low-income communities in decision-making processes. Local and regional

transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination in respect to the development, implementation, and enforcement of environmental laws and policies.

Ex-Officio Members

Non-voting members of the SJCOG Board of Directors acting in an advisory capacity.

dibs

A program to encourage rideshare options was established by the San Joaquin Council of Governments in 1978 to enhance air quality and help reduce congestion through Transportation Demand Strategies such as carpooling, vanpooling, riding transit and biking and walking. This program, now called dibs, partners with the Stanislaus Council of Governments and the Merced County Association of Governments to offer services to the three counties of San Joaquin, Stanislaus and Merced.

FAA — *Federal Aviation Administration*

Federal agency responsible for issuing and enforcing safety regulations and minimum standards, managing air space and air traffic, and building and maintaining air navigation facilities (i.e. airports).

FAST Act – *Fixing America's Surface Transportation Act*

The 2015 bill is the most recent federal authorization of surface transportation funding. This five-year bill retains much of the program structure of the previous authorization, **MAP-21**, with relatively minor changes to funding levels and programmatic eligibility.

FCR — *Flexible Congestion Relief*

A state fund established by Proposition 111 to pay for regionally significant transportation projects that reduce traffic congestion. Regional agencies bid for FCR as part of the state funding—or State Transportation Improvement Program **(STIP)**—process.

FFY – *Federal Fiscal Year*

The twelve-month period on which the budget is planned. The state fiscal year begins July 1 and ends June 30 of the following year. The federal fiscal year begins October 1 and ends September 30 of the following year.

FHWA – *Federal Highway Administration*

A division of the U.S. Department of Transportation that assists states in constructing highways and roads and provides local transportation funding.

FRR – *Fare Recovery Ratio*

The ratio of fare revenues to operating costs. State law requires that public transit operators meet specific fare recovery ratios in order to receive Transportation Development Act Fund **(TDA)** monies. The exact ratio depends upon the type of service and populace of the service area. There is a provision in law that allows a region to select other metrics.

SJCOG Glossary of Terms (Term Labels in Bold)

FTA – *Federal Transit Administration*

A division of the U.S. Department of Transportation that administers federal transit programs.

FTIP – *Federal Transportation Improvement Program*

FTIP is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of such transportation projects proposed over a six-year period. Sometimes called **MTIP.**

GHG – *Greenhouse Gases*

Components of the atmosphere that contribute to the greenhouse effect, in which the atmosphere allows incoming sunlight to pass through but absorbs heat radiated back from the Earth's surface. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, ozone, nitrous oxide, and fluorinated gases.

GIS – *Geographic Information System*

A system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data. GIS applications are tools that allow users to create interactive queries (user-created searches), analyze spatial information, edit data in maps, and present the results of all these operations.

Global Warming

See **Climate Change**

HBP - *Highway Bridge Program*

State program to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. About $300 million of federal funds are made available to local agencies annually.

HOT Lanes – *High Occupancy Toll Lanes*

Roadway lanes that are available to high-occupancy vehicles and other exempt vehicles without charge; other vehicles are required to pay a variable fee that is adjusted in response to demand. Unlike toll roads, drivers have an option to use general purpose lanes, on which a fee is not charged.

HOV Lanes – *High Occupancy Vehicle Lanes*

Roadway lanes whose use is restricted to vehicles with more than one person. Some HOV Lanes restrict use only during peak travel periods (Mon-Fri 6 a.m. – 9 a.m., and 3 p.m. – 6 p.m.). Occupancy restrictions range from a minimum of 2 to 4 persons. These vary by region.

HSR — *High-Speed Rail*

Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

SJCOG Glossary of Terms (Term Labels in Bold)

HUD – *United States Department of Housing and Urban Development*

A federal Cabinet department in the Executive branch of the United States federal government. Established on September 9, 1965, HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination.

Indirect Source

A facility, building, structure installation, real property, road or highway that attracts or may attract mobile sources (e.g. automobiles) of pollution.

IRRS – *Inter-Regional Road System*

A series of state highway routes outside urbanized areas that link major economic centers and recreational areas. Projects are nominated for IRRS funding by **Caltrans** in the proposed State Transportation Improvement Program **(STIP).** (Example: Portions of Highway 99 and Interstate 5).

ITS – *Intelligent Transportation System*

A system that uses modern detection, communications and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion, or accidents. ITS technology can be applied to arterials, freeways, transit, trucks, and private vehicles.

JPA – *Joint Powers Authority*

Two or more agencies that enter a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

LOS – *Level of Service*

A qualitative measurement of traffic flow. It is measured on a scale from A to F in which A signifies the least congested (free flow) while F signifies the most congested (gridlock). Due to **SB 743**, many agencies are using Vehicle Miles Traveled **(VMT)** as an alternative to LOS for evaluating transportation impacts.

LTA – *Local Transportation Authority*

The body responsible for implementing the **Measure K** transportation sales tax fund. San Joaquin COG services as the Local Transportation Authority.

LTF – *Local Transportation Fund*

Monies distributed to Regional Transportation Planning Agencies **(RTPAs)** by the State of California. The annual allocation is the local share of revenues from ¼ cent of the state sales tax rate. COG receives this money and distributes it to the local jurisdictions based on population. The money must first be used to fill any unmet transit needs, and then can be used for local

road and street expenses. A small portion of the money is reserved for pedestrian /bikeway and planning expenditures. The LTF is part of the Transportation Development Act **(TDA).**

Map-21 — *Moving Ahead for Progress in the 21st Century Act*

Signed into law by President Obama on July 6, 2012. Funding surface transportation programs over $105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Measure K

A ½ cent countywide transportation sales tax measure adopted by San Joaquin County voters in November 1990 and 2006. Raises money over 30 years for a multi-modal program of regional transportation improvements.

Measure K Expenditure Plan

A capital improvement plan specifying the allocation of Measure K sales tax funds to various categories of transportation projects. Also establishes objectives and requirements of administration of the funds

MOA – *Memorandum of Agreement*

A written document describing a cooperative relationship between two parties wishing to work together on a project or to meet an agreed upon objective. An MOA serves as a legal document and describes the terms and details of the partnership agreement. An MOA is more formal than a verbal agreement, but less formal than a contract. An MOA may be used regardless of whether or not money is to be exchanged as part of the agreement.

MOU – *Memorandum of Understanding*

A formal agreement between two or more parties. MOUs are not legally binding but they carry a degree of seriousness and mutual respect. Often, MOUs are the first steps towards a legal contract. In US law, a memorandum of understanding is synonymous with a letter of intent, which is a non-binding written agreement that implies a binding contract is to follow.

MPA – *Metropolitan Planning Area*

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations (**MPO**s) within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period.

MPO – *Metropolitan Planning Organization*

An agency designated to receive and distribute federal transportation

monies. Responsible for transportation planning activities for the designated region. Each urbanized area with 50,000 in population must have an MPO.

MTC – *Metropolitan Transportation Commission*

The agency responsible for regional transportation planning for the 9-county San Francisco Bay area region. Serves as the **MPO.**

MTIP – *Metropolitan Transportation Improvement Program*

See **FTIP.**

NAAQS – *National Ambient Air Quality Standard*

Standards established by the United States Environmental Protection Agency **(US EPA)** under authority of the Clean Air Act (42 U.S.C. 7401 et seq.) that apply for outdoor air throughout the country. Primary standards are designed to protect human health, with an adequate margin of safety, including sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases.

NEPA - *National Environmental Policy Act*

United States environmental law that promotes the enhancement of the environment and established the President's Council on Environmental Quality (CEQ).

Non-Attainment Area

An area, generally a metropolitan area, county, or larger air basin, that does not meet state and/or federal Clean Air Act standards for pollutant emissions.

OWP – *Overall Work Program*

A list of the tasks that the Council of Governments **(COGs)** expects to perform over a given year. The program is used as a management tool.

PM — *Particulate Matter*

A mixture of tiny solid and liquid particles—such as those from dust, dirt, soot, and smoke—that are found in the air. When inhaled, these particles can settle deep in the lungs and cause serious health problems.

Program

(1) Verb: to assign funds to a project that has been approved by SJCOG, the state or another agency, and (2) noun, a system of funding for implementing transportation projects or policies.

Proposition 1A

Passed by voters in 2006, Proposition 1A protects transportation funding for traffic congestion relief projects, safety improvements, and local streets and roads. It also prohibits the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements and authorizes loans of these funds only in the case of severe state fiscal hardship.

Proposition 1B

Highway Safety, Traffic Reduction, Air Quality, and Port Security State of California. Passed in November 2006, Proposition 1B provides $19.9 billion to fund state and local transportation improvement projects to relieve

congestion, improve movement of goods, improve air quality, and enhance safety and security of the transportation system.

Proposition 108

Passenger Rail and Clean Air Bond Act of 1990. A $1 billion bond for intercity, urban, and commuter rail transit. Established a competitive process for funding specified rail corridors in the state, including the Altamont Pass and Stockton-Sacramento rail corridors.

RCMP – *Regional Congestion Management Program*

See **CMP**

RFP - *Request for Proposals*

A document used to solicit bids for the preparation of a plan of completion of a project. Usually includes a background discussion, description of the scope of work, and request for examples of relevant experience.

RHNA — *Regional Housing Needs Allocation*

The law requires the California Department of Housing and Community Development, in consultation with SJCOG, establish a county-wide housing construction target. SJCOG's responsibility includes identifying the areas within the region that can sufficiently accommodate the regional housing need.

Rolling Stock

The wheeled vehicles of a railroad.

RTD – *San Joaquin Regional Transit District*

Operator of fixed-route and dial-a-ride bus service in the metropolitan Stockton area and the unincorporated area between cities.

RTIF – *Regional Transportation Impact Fee*

A county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to mitigate new development within the County.

RTIP – *Regional Transportation Improvement Program*

A five-year listing of proposed highway, transit, and airport projects that implement the Regional Transportation Plan **(RTP).** Projects are listed in priority order with costs and funding sources identified. **COG** and other regional transportation planning agencies must prepare this document and submit it to the California Transportation Commission **(CTP)**. Projects must be listed in the **RTIP** to be considered for funding in the State Transportation Improvement Plan **(STIP).**

RTP – *Regional Transportation Plan*

A 20-year plan prepared by Regional Transportation Planning Agencies **(RTPA)** to guide the development of a balanced transportation system within a county. State and federal law requires the plan to be updated every four years for federally designated non-attainment areas as defined in Section 107(d) of the

Clean Air Act **(CAA)**. Must include: a policy element, an action element, and a financial element. The plan must be financially constrained (i.e. project costs must match expected available resources).

RTPA – *Regional Transportation Planning Agency*

Agencies designated by the State (AB 520, 1976), to preform regional transportation planning functions. Responsibilities include: distribution of Transportation Development Act funds and preparation of the Regional Transportation Plan **(RTP)** and the Regional Transportation Improvement Program **(RTIP)**. SJCOG serves as the RTPA for the San Joaquin County region.

RTSP – *Regional Transit Systems Plan*

A 10-year plan prepared by SJCOG recommending the transit system within San Joaquin County to meet near and long-term travel demand needs.

San Joaquin One Voice

SJCOG's regional advocacy effort that assembles a public-private delegation to visit our Congressional and federal departmental representatives in Washington, D.C. The goal of this effort is to educate Congressional and federal departmental representatives on federal funding and regulatory relief needs, issues, and projects of regional significance to the San Joaquin region. The San Joaquin One Voice® delegation members also receive first-hand information on grants and other funding available to meet our regional priority needs.

SACOG – *Sacramento Area Council of Governments*

The agency that conducts regional planning for the Sacramento area. The area covers Sacramento, Yolo, Sutter, and Yuba counties, and the cities of Lincoln, Rocklin, Roseville, Serves as the **MPO**, **ALCU**, and for some counties, the **RTPA**.

SAFE – *Service Authority for Freeways and Expressways*

The authority responsible for administering a multi-county roadway callbox program. State legislation signed into law in 1991 created the authority, which will place call boxes along freeways and expressways in five counties, including Sacramento, and San Joaquin. A twenty-year increase in local vehicle registration fees pays for the program.

Safe Routes to School

A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

SB – *Senate Bill*

Designation for a California State bill.

SB 1

Also known as The Road Repair and Accountability Act of 2017, SB 1 is a $5 billion-a-year program with the goals of fixing infrastructure of streets and roads and state highways.

SJCOG Glossary of Terms (Term Labels in Bold)

SB 132

Amends the Budget Act of 2016 by amending and adding items of appropriation and making other changes. Includes provisions related to **SB 1.**

SB 375

Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by **AB 32**, in the sector of cars and light trucks. This mandate requires the California Air Resources Board **(CARB)** to determine per capita GHG emission-reduction targets for each metropolitan planning organization **(MPO)** in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy **(SCS)** that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

SB 743

Requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service **(LOS)** for evaluating transportation impacts. This alternative must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1)). The intent of SB 743 is to better align California Environmental Quality Act **(CEQA)** practices with state greenhouse gas emission reduction targets required by **SB 375**.

SCS – *Sustainable Communities Strategy*

A SCS is an enhanced land use element, developed as part of each Regional Transportation Plan **(RTP)** update**.** It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving GHG emissions reductions.

Section 5307

This program is the primary FTA formula grant program, which makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Bureau of the Census.

Section 5309

This program is FTA's primary competitive grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It is a discretionary grant program.

Section 5310

This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for

rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor.

Section 5311

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.

Section 5337

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair **(SGR)** grants are eligible for developing and implementing Transit Asset Management plans.

Section 5339

This program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

SHOPP – *State Highway Operation and Protection Program*

A **Caltrans** program, SHOPP funds capital improvement and maintenance/pavement rehabilitation projects along the State Highway System. SHOPP capital improvements projects are limited to operational and safety enhancement that do not add capacity to the State Highway System.

SIP – *State Implementation Plan (for air quality)*

A state plan required by the federal **Clean Air Act** to attain and maintain national air quality standards. Sets requirements aimed at reducing ozone and carbon-monoxide levels. Is adopted by local air quality districts and the state Air Resources Board **(ARB).** All transportation plans must conform with the SIP.

SJCOG – *San Joaquin Council of Governments*

The regional planning agency for the San Joaquin County area, which was formed as a JPA. Serves as the Airport Land Use Commission **(ALUC),** Congestion Management Agency **(CMA),** Local Transportation Authority **(LTA),** Metropolitan Planning Organization **(MPO),** Ridesharing Agency, and Regional Transportation Planning Agency **(RTPA).**

SJUVAPCD – *San Joaquin Valley Unified Air Pollution Control District*

Eight county district empowered by the state to regulate air emissions within the San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern counties).

SJCOG Glossary of Terms (Term Labels in Bold)

SJRTD – *San Joaquin Regional Transit District*

Smart Growth

A set of policies and programs to encourage a compact and environmentally-sensitive pattern of development. Smart growth aims to preserve open space and natural resources by focusing growth in established rural and urban centers. This approach places housing and transportation choices near employment, shops and schools making the building and maintenance of towns and cities more efficient.

Smart Streets

See **Complete Streets**.

SOV – *Single Occupant Vehicle*

One person per vehicle. Ridesharing programs aim to reduce the number of SOV's to increase the person-carrying capacity on the road.

SRTP – *Short Range Transit Plan*

A product of all transit systems receiving federal funds, the purpose of the SRTP is to identify comprehensive and cooperative planning efforts made by **SJRTD** to address the growing needs for mass public transportation. The SRTP is a five-year capital and operating plan,

STA – *State Transit Assistance (fund)*

State funding for transit derived in part from diesel fuel tax revenues. Distributed to transit operations and local agencies by regional transportation planning agencies, such as COG. Is part of the Transportation Development Act **(TDA)** fund.

StanCOG – *Stanislaus Area Council of Governments*

The agency that conducts regional planning for the Stanislaus County area.

STIP – *State Transportation Improvement Program*

A list of transportation projects, chosen from those proposed by regional transportation agencies (in the **RTIP**) and **Caltrans** that are approved for state funding by the California Transportation Commission **(CTC).**

TCMs – *Transportation Control Measures*

Measures intended to reduce vehicle trips or pollutant emissions. They include ridesharing programs, bicycle facilities, park-and-ride lots, public transit, trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

TDA – *Transportation Development Act (fund)*

State transportation fund that is comprised of State Transit Assistance **(STA)** and Local Transportation Funds **(LTF)**. Monies are distributed to regional transportation planning agencies to fund public transit and other approved regional and local planning and transportation needs

Title VI

Refers to Title VI of the Civil Rights Act of 1964, and requires that transportation planning and

programming be nondiscriminatory on the basis of race, color and national origin. Integral to Title VI is the concept of environmental justice.

TDM – *Transportation Demand Management*

The application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time.

TIP – *Transportation Improvement Program*

A staged three-to-seven-year program of regional transportation projects that require federal funding or a federal action. Must be consistent with the Regional Transportation Plan **(RTP)** and the State Implementation Plan **(SIP)** for air quality. The TIP is revised and submitted bi-annually to the federal government **(FHWA, FTA, EPA).**

TMA – *Transportation Management Association*

An association of employers whose goal is to reduce employee and work trips and promote transportation alternatives (e.g. vanpooling, carpooling, flex-time, telecommuting). **Caltrans** can provide seed money for these organizations.

TOD — *Transit-Oriented Development*

A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It includes housing, along with complementary public uses (jobs, retail and services), located at a strategic point along a regional transit system, such as a transit hub.

TRO – *Trip Reduction Ordinance*

Local laws that require medium- and large-sized employers to use various work incentives to encourage employees to rideshare to work. Must be adopted by all jurisdictions in San Joaquin county under the Congestion Management Program **(CMP)** and all valley-wide Air Pollution Control Districts **(APCD)** Transportation Control Measures **(TCM).**

TSM – *Transportation System Management*

Short-range, low-cost strategies to increase the efficiency of the existing transportation system without adding new traffic lanes. Examples include: synchronization of traffic signals, conversion of existing lanes into **HOV Lanes**, ridesharing, and other transportation control measures.

US DOT — *U.S. Department of Transportation*

Federal agency responsible for the development of transportation policies and programs that contribute to providing fast, safe, efficient, and convenient transportation at the lowest cost consistent with those and other national objectives, including the efficient use and conservation of the resources of the United States. **US DOT** administrations **include FHWA, FTA, FAA, and FRA. US EPA.**

US EPA – *U.S. Environmental Protection Agency*

Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

Valley Link

Proposed passenger rail project that will provide connectivity between the BART system in the Bay Area's Tri-Valley and the Altamont Commuter Express **(ACE)** service in Northern San Joaquin County. This project will include 42 miles of rail and 7 stations. Project funding has yet to be identified.

VMT—*Vehicle Miles and Local Roadways Traveled*

A measurement of miles traveled by vehicles within a specified region. It is calculated by the number of vehicles times the miles traveled in each area during the period.

APPENDIX B

RTP Checklist

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

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Regional Transportation Plan Checklist for MPOs

(Revised March 2018)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: San Joaquin Council of Governments

Date Draft RTP Completed: June 7, 2022

RTP Adoption Date: August 25, 2022

What is the Certification Date of the Environmental Document (ED)? August 25, 2022

Is the ED located in the RTP or is it a separate document? Separate Document

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

		Yes/No	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	ES-1
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	Ch. 3 pg. 3-10 to 3-12, Appendix L
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapters 3 & 4
4.	Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	(see below)
	a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	Appendix W and EIR
	b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	Ch. 1 pg. 1-2 to 1-7, Appendix Q, and EIR
	c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	Appendix Y (Draft) will updated at Final

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d. Identify a transportation network to service the transportation needs of the region?	Yes	ES project maps, Ch 1 pg. 1-7 to 1-14, Ch 4 (throughout) Appendix F tables
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	Appendix W Maps, EIR (throughout)
f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	Ch. 1 pg. 1-5, Chapter 8, Appendix Q, Appendix Y (draft will be updated at final)
g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	Chapter 1 (throughout), Appendix M, Appendix Q, Appendix S, EIR
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB?	Yes	Ch. 5, pg. 5-5 Appendix M, Appendix V(throughout)
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	Appendix Q (throughout), Appendix Y
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	AQ Document
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Executive Summary
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	Appendix X (throughout) – to be added at final, AQ Document
7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))		
a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?	Yes	Chapter 5, Appendix M, Appendix N
b. Does the report show the progress achieved in meeting performance targets in comparison with the performance in previous reports?	Yes	Chapter 5, Appendix M, Appendix N
c. Does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?	Yes	Chapter 5, Appendix M, Appendix N, Appendix S

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d.	Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve identified performance targets, where applicable?	Yes / Chapter 3, Chapter 4, Appendix G, Appendix H, Appendix T

Consultation/Cooperation

		Yes/No	Page #
1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	Appendix J, see PPP Appendix A
a.	Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	Appendix C, Appendix J pg. 13 to 19, Appendix K
b.	Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	Appendix C, Appendix J pg. 13 to 19, Appendix K
c.	Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	Appendix J pg. 17 to 19, Appendix K Section K4, Appendix S
d.	Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	Appendix J pg. 17 to 19, Appendix K Sections K1 and K2
e.	Holding any public meetings at convenient and accessible locations and times;	Yes	Appendix K Section K4
f.	Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes – Draft; will be revised at final	Appendix D Appendix K Sections K1, K2, K3, K4, FTIP Document – Appendix P
g.	Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	Yes	Chapter 2 pg. 2-4, 2-7 to 2-8, 2-10 Appendix J, Appendix K Section K3
h.	Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;	N/A - Draft	N/A – Draft

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	i. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and	Yes	Appendix C Appendix J
	j. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	Appendix J Appendix K
2.	Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft metropolitan transportation plan as part of the final metropolitan transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	Yes – Draft; will be revised at Final	Appendix D of RTP/SCS, Appendix P of the FTIP
3.	Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	Chapter 1 pg. 1-9 and 1-13, Chapter 6 pg. 6-12 to 6-13
4.	Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	N/A	N/A
5.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	EIR (throughout)
6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes	EIR
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	PPP Appendix I, EIR
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	Chapter 2 pg. 2-3 to 2-4, pg. 2-6 to 2-14; Appendix J Appendix K
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	Chapter 2 pg. 2-6 to 2-7, Appendix C

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		Yes/No	Page #
10.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**	Yes	AQ Document EIR
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	Appendix L
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	Appendix C
13.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	Appendix K
14.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	Chapter 2, Appendix J, PPP Appendix A, Appendix K
15.	Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	N/A - Draft	

Title VI and Environmental Justice

1.	Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	Chapter 2 pg. 2-7 to 2-8, Appendix J pg. 23, Appendix K Section K3, Appendix P
2.	Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	Chapter 1 pgs. 1-16 to 1-17 Appendix P Section Q5
3.	Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	Chapter 1 pg. 1-16 to 1-17, Chapter 2 pg. 2-7 to 2-8 Appendix P

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Modal Discussion

1.	Does the RTP discuss intermodal and connectivity issues?	Yes	Chapter 1 pg. 1-7 to 1-14 Appendix L
2.	Does the RTP include a discussion of highways?	Yes	Chapter 1 pg. 1-7 to 1-8, Appendix L
3.	Does the RTP include a discussion of mass transportation?	Yes	Chapter 1 pg. 1-9, Chapter 7, Appendix L
4.	Does the RTP include a discussion of the regional airport system?	Yes	Chapter 1 pg. 1-13 to 1-14, Appendix L
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	Chapter 4, pg. 4-20, Appendix F, Appendix L

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		Yes/No	Page #
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	Chapter 4, pg. 4-20, Appendix F, Appendix L
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	Yes	Chapter 1 pg. 1-14, Chapter 4 pg. 4-13 to 4-14, Appendix F Table 6-6, Appendix L
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	Chapter 1 pg. 1-12, Appendix L
10.	Does the RTP include a discussion of goods movement?	Yes	Chapter 1 pg. 1-10 to 1-14, Chapter 6, Appendix L

Programming/Operations

1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	Appendix F Table 6-10
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Appendix M1 Appendix M2 Appendix N
3.	Does the RTP contain a list of un-constrained projects?	Yes	Appendix T

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	Chapter 4 Appendix G
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	Chapter 4 pg. 4-5; Appendix G
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	Chapter 4, pgs. 4-2 to 4-5; Appendix G

4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Appendix F
5.	Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	Chapter 4 pgs 4-2 and 4-5, Appendix G
6.	After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highways and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	Chapter 4 pgs 4-3 to 4-5 Appendix F Appendix G
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	Chapter 4 pg 4-5 Appendix G
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	Chapter 4 pg 4-5 Appendix G
		Yes/No	Page #
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (**nonattainment and maintenance MPOs only**)	Yes	Appendix F, Table 6-9

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	PEIR (under separate cover)
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	Appendix F, Table 6-9
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	Yes	AQ Document; Chapter 1 pg 16
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes	PEIR (see below)
5.	Where does the EIR address mitigation activities?	Yes	PEIR Exec Summary
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	Full EIR prepared
7.	Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	Yes	Appendix F, Table 6-9

I have reviewed the above information and certify that it is correct and complete.

DocuSigned by:
Diane Nguyen
9C3C748809574FE...

(Must be signed by MPO Executive Director

8-29-22
Date

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or designated representative)

Diane Nguyen	Executive Director
Print Name	Title

APPENDIX C

Public Notices

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

NOTICE OF PUBLIC HEARING ON THE
THE DRAFT 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY,
DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM,
AND CORRESPONDING DRAFT CONFORMITY ANALYSIS

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold one public hearing at 4 p.m. June 23, 2022, during the SJCOG Board of Directors meeting at the SJCOG office building located at 555 E. Weber Ave., Stockton, CA 95202, regarding the Draft 2022 Regional Transportation Plan and Sustainable Communities Strategy (2022 RTP/SCS), and one public hearing at noon July 22, 2022, during the SJCOG Executive Committee meeting at the SJCOG office building located at 555 E. Weber Ave., Stockton, CA 95202, regarding the Draft 2022 RTP/SCS, the Draft 2023 Federal Transportation Improvement Program (FTIP), and the corresponding Draft Air Quality Conformity Analysis for the 2023 FTIP. If allowed pursuant to Assembly Bill 361, both public hearings may be attended virtually. Virtual links and additional public notice information can be found on the SJCOG public notice webpage: https://www.sjcog.org/270/Press-Releases-Hearings-Public-Notices. The purpose of the public hearings is to receive public comments on these documents:

- The 2022 RTP/SCS is a long-term coordinated transportation and land use strategy to meet San Joaquin County transportation needs to the year 2046.
- The 2023 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in San Joaquin County during the next four years.
- This public notice also satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307. If no comments are received on the proposed POP, the proposed transit program funded with FTA 5307 dollars will be the final program.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2023 FTIP and 2022 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

Individuals with disabilities may call Rosie Gutierrez with SJCOG at 209-235-0600 with three workdays' notice to request auxiliary aids necessary to participate in the public hearing. Translation services are available with three workdays' notice to participants speaking any language with available professional translation services.

A 55-day public review and comment period for the 2022 RTP/SCS will commence on June 7, 2022, and conclude
on July 31, 2022.

A concurrent 30-day comment period for the 2023 FTIP and 2023 FTIP
conformity document will commence on July 1, 2022, and conclude on July 31, 2022.

The draft documents are available for review at the SJCOG office at 555 E. Weber

Ave., Stockton, CA 95202, at public libraries and on the SJCOG website at http://www.sjcog.org.

Public comments are welcomed at the hearings or may be submitted in writing in person, or by mail or email to Tim Kohaya at the address below by 5 p.m. on July 31, 2022.

After considering the comments, the documents will be considered for adoption by resolution by the San Joaquin Council of Governments Board of Directors at a regularly scheduled meeting on Aug. 25, 2022. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Tim Kohaya, Senior Regional Planner
555 E. Weber Ave.
Stockton, CA 95202
209-235-0389
Contact Email: kohaya@sjcog.org
Public Comment Email: rtp@sjcog.org

APPENDIX D

Response to Comments

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

Additions and Errata to the 2022 Regional Transportation Plan / Sustainable Communities Strategy

After the release of the draft 2022 RTP/SCS for public review a number of updates and corrections were made to the document to create the final draft for consideration of SJCOG Board adoption on August 25, 2022. These include any changes noted in the response to comment included later in this appendix, as well as other updates or corrections required as a result of further technical analyses or further review by SJCOG staff. Minor corrections to spelling or grammar have not been itemized in the following summary.

2022 Regional Transportation Plan/Sustainable Communities Strategy Document

Executive Summary

- On Figure ES-4, replaced projects listed as funded with member agency projects because some of the projects were not funded.
- On pg. ES-10, in first paragraph, changed "more than $4.64 billion" to "almost $4.64 billion" since the actual amount is $4.638 billion.

Chapter 1

- On pg. 1-5, changed "has had overall robust job growth numbers since that time" to "had overall robust job growth numbers." The original sentence did not account for the dip in job numbers during the COVID-19 pandemic.
- On pg. 1-9, changed "Modesto" to Merced" as one of the areas to expand ACE service to. Added "and to connect this service with High Speed Rail in Merced."

Chapter 2

- On pg. 2-10, added "… to participants in a future MetroQuest survey." Needed to explain who would benefit from the more vignette style approach in describing the futures.
- On pg. 2-11, added year "2021" to time period of focus group meetings.

Chapter 4

- On pg. 4-4, added new paragraph on the Infrastructure Investment and Jobs Act. This is another federal funding source for transportation projects.
- On Gateway to the Valley Graphic, replaced "Altamont Corridor Vision" with "Valley Rail" and replaced section on the Altamont Corridor Vision with Valley Rail information.
- On pg. 4-15, changed ACE service expansion dates from 2023 to 2024 (Ceres) and from 2027 to 2029 (Merced).
- On pg. 4-21, updated "$378 million" and "18.1 percent" to "$384 million" and "20 percent" for active transportation projects revenue estimate and percent of total estimated revenues.

Chapter 5

- In Figure 5-1:
    - Prime farmland developed changed from 4,731 acres to 3,762 acres.

- Increased investment in transit changed from $4.66 billion and 30.6% to $4.73 billion and 32.5%.
- Maintenance and operation improvements for the existing transportation system investments increased by 4.3% rather than 2.8%.
- Active Transportation Improvements changed from $379 million and 18.3% to $384 million and 20%.
- Changed BRT Routes heading to "Transit Routes", replaced "BRT" with "transit" and added "intracity" with "intercity".
- Under Improve Public Health, removed section on Community Enhancements and Placemaking (data is not available).

Chapter 6

- On pg. 6-11, added paragraph that the Miner Avenue project will encourage development and investment along the corridor for potential job growth in the area.
- On pg. 6-13:
  - Added Sacramento as a destination for the Amtrak San Joaquin trains.
  - Added "…and Amtrak San Joaquins services and will enable future increases in these services to Sacramento and the Bay Area."

Chapter 7

- On pg. 7-7:
  - Added the fuels that the Alternative Fuel Study will consider for vehicles and fueling infrastructure.
  - Removed section on solar panels at Downtown Transit Center and hybrid buses.

Chapter 8

- Updated Figure 8.8 "Regional Housing Needs Allocation RHNA 2022-2030" to reflect latest RHNA numbers.

Chapter 9

- On pg. 9-4, replaced heading "ACE Sacramento Extension and Related Multimodal Stations" with "Valley Rail Extension and Related Multimodal Stations". Updated section.
- Removed Construction of I-205 HOV (HOT) Lanes as a project that is not in the RTP project list. This project is listed as widening to 8 lanes, open to traffic in 2028 and is in the financially constrained Tier 1 list of the RTP.

2022 Regional Transportation Plan/Sustainable Communities Technical Appendices

Appendix B

- Under Consultation and Cooperation, Question 5, removed Appendix C.

Appendix F

- Updated Bus Transit Projects List.

Appendix L

- On pg. L-7: Separated RTD information from ACE information into two paragraphs.
- On pg. L-12:
    - Changed 106 buses to 130 buses as the number of buses operated by RTD.
    - Changed the number of types of RTD transit services from six to seven.
    - Added on-demand as one of the seven transit services operated by RTD.
- On pg. L-13:
    - Replaced route 43 with 40.
    - Replaced "Route 44 to Stockton Metro Airport" with "Route 44 on Airport Way".
    - Added "(Route 47)" to "A new BRT route…".
    - Added "…followed by Route 49 on the Martin Luther King Jr. Corridor." to "open in tandem with systemwide bus route updates."
    - Removed last sentence "Future plans include additional corridors on the Martin Luther King Jr. Corridor, Eight Mile Road, March Lane, and Arch-Sperry Road."
    - Removed sentence "Ridership has increased commiserate with this growth."
    - Removed Santa Clara County as a destination for RTD interregional bus services.
    - Removed Santa Clara County Transit Authority as a transit service that can be connected to by RTD transit users.
    - Deleted "Countywide Dial-a Ride Service" section.
    - In section "RDT Intercity Fixed Route Service" added "Escalon" and "Escalon eTrans". Replaced "on approximately 60 minute headways" with "limited service at peak times".
    - Updated County Hopper Deviated Fixed-Route Service section.
- On pg. L-14:
    - Added Metro Hopper Deviated Fixed-Route Service section.
    - Replaced "Go! Pilot Project with Uber" section heading with "RTD On-Demand Service" Updated description of service.
    - Added section on Hammer Transfer Station.
    - Added section on Mall Transfer Station.
    - Added section on Union Transfer Station.
    - Deleted "RTD Intelligent Transportation Systems Program" section.
- On pg. L-15
    - In "Escalon Transit Service" section, removed "The City contracts their transit service with San Joaquin Regional Transit District (RTD)." Updated paragraph on Van Go Service in Escalon.

- On pg. L-17 in “Coordinated Human Services Transportation Plan” section, added “This was reinforced in 2015 by the Fixing America’s Surface Transportation (FAST) Act.” Updated CTP section and link to latest CTP.
- On pg. L-18, Added paragraph to “Transit Systems Performance” section.
- On pg. L-19, replaced - RTD Weekday System Map with newer version.
- On pg. L-20, replaced - RTD Weekend System Map with newer version.
- On pg. L-21, replaced RTD Metro Hopper Service Area Map with newer version.
- On pg. L-22, replaced Proposed BRT System Map with San Joaquin Commuter bus line map.
- On pg. L-35, updated section on Annual Unmet Transit Needs Planning Process.
- On pgs. L-35-36, Removed sentences about additional bus rapid routes in Stockton.
- On pg. L-39, replaced sentence about BRT implementation with sentence about transit network improvements and expansion.
- On pg. L-47, replaced sentence about BRT with sentence about expanding the transit network with emphasis on disadvantaged communities.

Appendix N

- Updated Public Transportation Agency Safety Plan (PTASP) Targets table.

Appendix T

- Updated illustrative project list.

Response to Comments

The following letters were received either during the development of the 2022 RTP/SCS or during the required public comment period for the draft 2022 RTP/SCS. The draft document was available for review and comment from June 7, 2022, to August 1, 2022. All letters received are including in the list below. If the comment letter was directed to one of the associated documents (Programmatic Environmental Impact Report, Federal Transportation Improvement Program, or Air Quality Conformity Document) it has been noted in the response and a citation to the appropriate document is provided.

No.	Organization	Commenter Name & Title	Date
Agencies			
A-1	Caltrans Division of Aeronautics	Jeffrey L. Spencer, Aviation Planning	6-30-22
A-2	Delta Stewardship Council	Jeff Henderson, Deputy Executive Director	7-21-22
A-3	RTD	Kenneth Baxter, Government Affairs Director, et al	8-1-22
A-4	City of Stockton	Tristan Osborne, Senior Planner, et al	8-1-22
A-5	Caltrans District 10	Tom Dumas, Chief, Office of Metropolitan Planning	8-1-22
A-6	City of Tracy Engineering	Anju Pillai, Senior Civil Engineer, Engineering Division	8-1-22
A-7	City of Tracy Transit	Ed Lovell, Transit Manager	8-1-22
A-8	San Joaquin Regional Rail Commission	Dan Leavitt, Manager of Regional Initiatives	8-1-22

Letter A-1

Timothy Kohaya

From: Spencer, Jeffrey L@DOT <Jeffrey.Spencer@dot.ca.gov>
Sent: Thursday, June 30, 2022 11:20 AM
To: Timothy Kohaya
Cc: Friedman, Matthew L@DOT; Sefranek, Gabrielle@DOT; Jimon, Mayra@DOT; Young, Jelani@DOT; Valencia, Gilbert@DOT
Subject: RTP Comments

External Email:

Hello Mr. Kohaya:

I have reviewed the draft San Joaquin RTP 2022 and submit the following comments.

Chapter 1, The section that discusses the air travel system is narrow, focusing only on the Amazon services. There is a high value of agricultural products that had been shipped from the Stockton Airport as part of goods movement. Is this still true? Also there is no mention of commuter services to the Bay area, or the potential of Advanced Air Mobility (AAM) services for the future.

Chapter 3, Strategies 14 – 16 include electrification of transportation, but does not include aviation systems. Wayside equipment and the future of aviation is reliant on electricity. There is also the opportunity for Sustainable Aviation Fuel (SAF) uses as adopted by larger commercial aviation in California in order to meet air quality goals.

Chapter 6, while the ongoing airport operations are highlighted, there is no mention of future economic opportunity with the aviation system. Disruptive technologies and electric-powered operations are on the cusp of initiating service. Stockton is poised to leverage regional air travel using AAM. Amazon delivery is already beginning its drone delivery operations in California. Coupled with providing SAF, there is much opportunity to be realized in the future of aviation.

Chapter 7, this chapter is focused solely on the surface transportation system and is completely absent of all the advancements in the aviation system.

Chapter 8, while housing is focused on state mandates and the housing shortage, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting future development, and preserve the viability of the aviation system as an economic engine for the region.

The Stockton region, due to its proximity to Sacramento and the Bay area, goods movement corridors and valley agricultural interests, is positioned very well to leverage the total transportation system. Overall, the region would be remiss in omitting these important factors brought forth in my comments.

Thank you for the opportunity to comment.

Jeffrey L. Spencer
Aviation Planning
Division of Aeronautics
(916) 879-6596 WFH Cell

Letter A-1 Response: Caltrans Division of Aeronautics

Response A-1.1: Comments are included in Letter A-5 Caltrans District 10.

Letter A-2

Delta Stewardship Council
A CALIFORNIA STATE AGENCY

715 P Street, 15-300
Sacramento, CA 95814

916.445.5511
DELTACOUNCIL.CA.GOV

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Jessica R. Pearson

August 1, 2022

San Joaquin County Council of Governments
Attn: Kim Anderson, Deputy Director
555 East Weber Avenue
Stockton, CA 95202

Delivered via [email]:anderson@sjcog.org

RE: Comments on Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report SCH# 2020120482

Dear Kim Anderson:

Thank you for the opportunity to review and comment on the San Joaquin County Council of Governments (SJCOG) Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy Project (2022 Draft RTP/SCS) and the associated Draft Environmental Impact Report (Draft EIR). The Delta Stewardship Council (Council) recognizes SJCOG's objective to prepare a regional transportation plan that links land use, air quality, and transportation needs to meet federal and state air quality standards. SJCOG's 2022 RTP/SCS provides a long-range plan for transportation in San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop.

The Council is an independent state agency established by the Sacramento-San Joaquin Delta Reform Act of 2009 (Delta Reform Act), which is codified in Division 35 of the California Water Code, sections 85000-85350. The Delta Reform Act charges

the Council with furthering California's coequal goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Sacramento-San Joaquin River Delta (Delta) ecosystem, to be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. (Cal. Water Code § 85054.) Pursuant to the Delta Reform Act, the Council has adopted the Delta Plan, a legally enforceable management framework for achieving the coequal goals. (Cal. Water Code § 85001(c).)

The Delta Reform Act also requires the Council to review and provide advice and input to local and regional planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies. The Council's input shall include, but not be limited to, reviewing the consistency of local and regional planning documents with the ecosystem restoration needs of the Delta and reviewing whether the lands set aside for natural resource protection are sufficient to meet the Delta's ecosystem needs (Cal. Water Code § 85212.). This letter constitutes the Council's review and advice on the Draft 2022 RTP/SCS pursuant to Water Code section 85212, as well as the Council's comments on the associated Draft EIR.

Delta Reform Act Requirements for Regional Transportation Plans and Sustainable Communities Strategies

The Delta Reform Act requires that metropolitan planning organizations preparing a regional transportation plan that includes land within the primary or secondary zones of the Delta consult with the Council early in the planning process. (Cal. Water Code § 85212.) Council staff and SJCOG staff met on September 6, 2021.

The Delta Reform Act also requires that the metropolitan planning organization provide a draft SCS and an alternative planning strategy, if any, to the Council, no later than 60 days prior to adoption of the final regional transportation plan, along with concurrent notice of the submission in the same manner as an agency filing a certification of consistency. (Cal, Water Cide § 85212.) SJCOG submitted its Draft 2022 RTP/SCS to the Council on June 24 2022.

If the Council concludes that the draft sustainable communities strategy or alternative planning strategy is inconsistent with the Delta Plan, the Council is required to provide written notice of the claimed inconsistency to the metropolitan planning organization no later than 30 days prior to the adoption of the final regional transportation plan. If the Council provides timely notice of a claimed

inconsistency, the metropolitan planning organization's adoption of the final regional transportation plan shall include a detailed response to the Council's notice.

Council Review of and Input on the Draft 2022 RTP/SCS and Draft EIR

This section presents the Council's review of and input on the submitted Draft 2022 RTP/SCS pursuant to Water Code section 85212. It also presents the Council's comments on the Draft EIR.

1. Consistency with Ecosystem Restoration Needs and Sufficiency of Lands Set Aside

The Biological Resources chapter of the Draft EIR provides discussion and applicable mitigation regarding potential conflicts with applicable land use plans, policies, and regulations.

a. Consistency with Restoration Needs

The Delta Plan designates six priority habitat restoration areas (PHRAs) that have the greatest potential for large-scale habitat restoration (Delta Plan, Chapter 4, p. 136-138). Delta Plan Policy **ER P3** (Cal. Code Regs., tit. 23, § 5007) states that significant adverse impacts to the opportunity to restore habitat must be avoided or mitigated in these areas (depicted in Appendix 5: http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%205.pdf). Two PHRAs are located partially within the 2022 RTP/SCS planning area: (1) Consumnes/Mokelumne Confluence and (2) Lower San Joaquin River Floodplain. The consistency of the RTP/SCS with the ecosystem restoration needs of the Delta is based on its potential to impact the opportunity to restore habitat in these PHRAs.

In its January 27, 2021 comments on the NOP, the Council requested that SJCOG's EIR for the project analyze whether the RTP/SCS would induce growth in these PHRAs. Such discussion was not provided in the growth-inducing impacts section of the Draft EIR. Nevertheless, the Draft EIR Biological Resources analysis in Section 4.3 identifies that growth projected within the 2022 RTP/SCS is concentrated primarily on development within existing urbanized areas. Therefore, the 2022 RTP/SCS would not accommodate urban growth in either of these PHRAs.

Council staff have reviewed the proposed land uses in the Draft 2022 RTP/SCS within and adjacent to the Delta, and has not identified any conflict between proposed uses and PHRAs depicted in Delta Plan Policy ER P3.

b. Sufficiency of Lands Set Aside

The Draft 2022 RTP/SCS does not specifically address setting aside lands for natural resource protection. The Draft EIR, Section 2.3.4 Sustainable Communities Strategy identifies that it is a prerogative of lead agencies to adopt land use plans and implement projects (i.e., city and county agencies, transit providers). However, SJCOG does incentivize natural resource protection by encouraging new growth to occur in existing population centers and by maximizing the efficiency of the existing transportation network. The Council appreciates that the Draft 2022 RTP/SCS Performance Metrics (compared to 2018 RTP/SCS) aim to achieve this by accommodating 5,196 acres less area of land developed, 3,735 less acres of Prime Farmland developed, a residential net density of 9.9, a 42% share of multi-family housing, 50 gal/day less water used per household, and 8 MBTU less energy used from new growth. The Draft EIR assesses whether the RTP transportation projects and SCS land use pattern and strategies could conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This review focused on the process used by SJCOG to develop regional growth projections, the transportation network and programs, housing needs estimates, and the SCS land use strategies. The Draft 2022 RTP/SCS incentivizes natural resource protection by encouraging infill, mixed use, and transit-oriented development within existing urbanized areas.

Senate Bill 375 (Chapter 728, Statutes of 2008) provides California Environmental Quality Act (CEQA) streamlining benefits for certain projects that are consistent with the RTP/SCS land use and transportation pattern. The Draft 2022 RTP/SCS and associated Draft EIR aims to facilitate these CEQA streamlining benefits for qualifying residential, mixed-use, and transit priority projects that are consistent with the general use designation, density, building intensity and applicable policies specified in the SCS. The Draft 2022 RTP/SCS Executive Summary Highlighted Projects map illustrates the location of these areas. Based on the mapped locations, the 2022 RTP/SCS would not afford CEQA streamlining benefits to projects outside of existing city boundaries, within the Delta, or within any PHRA. Based on the locations of the high-frequency transit areas, the Draft 2022 RTP/SCS is not likely to incentivize development in areas within the Delta which are necessary to meet the Delta's ecosystem needs.

Finding: Based on review of the Draft 2022 RTP/SCS and the Draft EIR, in compliance with the Water Code section 85212, the Council has not identified that

lands set aside for conservation and restoration in the Draft 2022 RTP/SCS are inconsistent with the ecosystem restoration needs of the Delta.

2. Consistency with the Delta Plan

The Delta Reform Act requires the Council to review and provide timely advice to planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies, with the Delta Plan (Wat. Code § 85212).

a. Land Use Pattern

Delta Plan Policy **DP P1** (Cal. Code Regs., tit. 23, § 5010) places certain limits on new urban development within the Delta. New residential, commercial, and industrial development must be limited to areas that city or county general plans designate for such development as of the date of the Delta Plan's adoption (May 16, 2013). This policy is intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk.

A state or local agency that proposes to carry out, approve, or fund an action that occurs in whole or in part in the Delta (a "covered action") is required to prepare a written Certification of Consistency with detailed findings as to whether the covered action is consistent with the Delta Plan and submit that certification to the Council prior to implementation of the project. (Cal. Water Code § 85225.) The Delta Reform Act exempts from this requirement actions within the Secondary Zone of the Delta that a metropolitan planning organization determines are consistent with its sustainable community strategy (or alternative planning strategy) and that the California Air Resources Board has determined would achieve regional greenhouse gas emission reduction targets. (Cal. Water Code § 85057.5(b)(4).) SJCOG is the metropolitan planning organization for the San Joaquin County region, which contains portions of the Secondary Zone of the Delta. Thus, Water Code section 85057.5(b)(4) provides SJCOG with a significant role in shaping the State's Delta policy.

As previously stated, the 2022 RTP/SCS Performance Metrics (compared to 2018 RTP/SCS) would encourage infill, mixed use, and transit-oriented development within existing urban areas and aims to achieve this by accommodating a 9.9% increase in residential net density, and 42% share of multi-family housing. The 2022 RTP/SCS land use scenario would accommodate development within existing

communities, would not divide existing communities, would locate people closer to available employment, and would locate services within established communities. New transportation projects and new development envisioned within the land use scenario would occur along existing transportation corridors in urbanized areas. The Draft EIR includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans which are summarized in Section 2.2, Project Description, Table 2-1: 2022 Planned and Programmed Projects . Therefore, the planned and programmed projects are not inconsistent with DP P1 because they fit within the exemption for planned development depicted in general plans set forth in DP P1. As such, the Draft 2022 RTP/SCS land use pattern would not promote development within the Secondary Zone of the Delta that is inconsistent with Delta Plan Policy DP P1.

Finding: Based on the review of the Draft 2022 RTP/SCS and associated Draft EIR, in compliance with Water Code section 85212, the Council has not identified any inconsistency of the Draft 2022 RTP/SCS with Delta Plan policy **DP P1**.

b. Transportation Investment

The recommended transportation projects in the Draft 2022 RTP/SCS (Chapter 4) include a variety of investments in urban areas located within the Legal Delta. These transportation projects would advance Delta Plan recommendation **DP R5**, which states that "The California Department of Transportation, local agencies, and utilities should plan infrastructure, such as roads and highways, to meet needs of development consistent with sustainable community strategies, local plans, the Delta Protection Commission's Land Use and Resource Management Plan for the Primary Zone of the Delta, and the Delta Plan." A number of planned transportation investments in the 2022 RTP/SCS would improve the capacity and safety of roads and highways in the Delta. The 2022 RTP/SCS includes multiple projects within the Delta, such as new and improved existing bicycle and pedestrian routes, construction and reconstruction of interchanges, widening and realignment of roadway lanes, reconstruction of the Delta-Mendota Canal and California Aqueduct bridges from I-205 to I-580 , and intersection signalization described in the Draft EIR Section 4.1 Visual Resources.

Finding: Based on review of the Draft 2022 RTP/SCS and associated Draft EIR, in compliance with Water Code section 85212, the Council has not identified any inconsistency of the recommended transportation projects identified in the 2022

RTP/SCS with Delta Plan policies and recommendations concerning transportation in the Delta.

Closing Comments

Pursuant to Water Code section 85212, the Council has reviewed and provided advice and input on the Draft PEIR 2022 RTP/SCS as outlined in the letter. The Council has not identified any inconsistency with the Delta Plan. The Council considered and approved the findings in this comment letter at its monthly meeting on July 28, 2022.

The Council invites you to continue to engage Council staff following the adoption of the 2022 RTP/SCS to coordinate implementation and subsequent updates. Please contact Pat Kelly at patricia.kelly@deltacouncil.ca.gov or (916-445-5511) with any additional questions.

Sincerely,

Jeff Henderson

Jeff Henderson, AICP
Deputy Executive Officer
Delta Stewardship Council

Letter A-2 Response: Delta Stewardship Council (DSC)

SJCOG acknowledges the comments provided by the Delta Stewardship Council finding the 2022 RTP/SCS consistent with the Delta Plan. SJCOG appreciates the collaboration with DSC staff over the course of preparing the 2022 RTP/SCS and the opportunity to present to the Council on July 28, 2022. SJCOG staff looks forward to continued engagement with DSC staff on a regular basis to coordinate RTP/SCS implementation efforts.

Letter A-3

Timothy Kohaya

From: Kenneth Baxter <kbaxter@sjrtd.com>
Sent: Friday, July 29, 2022 12:23 PM
To: Timothy Kohaya
Cc: Kim Anderson; Ryan Niblock; RTP
Subject: RTD's comments for the Draft 2022 RTP/SCS, Draft 2022 PEIR, and Draft 2023 FTIP
Attachments: RTD's comments_RTP_EIR_FTIP_July 29, 2022.zip

External Email:

Hi Timothy – RTD's comments on the Draft 2022 RTP/SCS, Draft 2022 PEIR, and the Draft 2023 FTIP are in the attached zip file. The attachment includes sets of pdf pages for each of the three draft documents. Also, there is a two page excel spreadsheet that includes RTD's revised project listing for the RTP, PEIR, and FTIP. The project listing is also in each of the pdf sets for the RTP, PEIR and FTIP. Please know the revised project listing includes yellow highlights for changes and there are strikethroughs for items that need to be deleted (includes a few projects). There are also electronic copies of new transit system maps to replace the old ones and a new map for the commuter buses.

Please call me if you have any questions and/or need clarification.

Thank you,

Ken Baxter
Government Affairs Director
San Joaquin Regional Transit District
(209) 747-3198
kbaxter@sanjoaquinrtd.com
www.sanjoaquinrtd.com

RTP – Chapter 3

Letter A-3

RTO's Draft 2022 RTP/SCS comments.

7/29/22

The Plan Policies and Supportive Strategies

The policies listed in this section (Table 3.1) have been carried forward from the 2018 plan due to their continuing relevancy to the current aspirations of the region. The supportive strategies for the policies are the result of a different approach than that for the 2018 plan. For the 2018 plan, SJCOG staff developed discrete scenarios and recommended one to the SJCOG Board of Directors. For the 2022 plan, SJCOG staff evaluated potential strategies based on their performance in identified future trends using the following metrics: 1) Vehicle Miles Traveled (VMT), 2) Transit Ridership, and 3) Greenhouse Gas Emissions.

Many of the following strategies performed well in multiple future trends and received strong public support during the outreach process for the plan. Please see Chapter 1 and Appendix S for more details on the strategy development and selection process.

Table 3.1: Policies and Supportive Strategies

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

Strategy No. 1: Encourage efficient development patterns that maintain agricultural viability and natural resources.

Strategy No. 2: Encourage preservation of natural resources.

Strategy No. 3: Enhance the connection between land use and transportation choices through projects supporting energy and water efficiency.

Strategy No. 4: Improve air quality by reducing transportation-related emissions.

Policy: Maximize Mobility and Accessibility

Strategy No. 5: Optimize the public transportation system to provide efficient and convenient access for users of all income levels.

Strategy No. 6: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.

Strategy No. 7: Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.

Strategy No. 8: Improve freight access to key strategic economic centers.

Strategy No. 9: Promote safe and efficient strategies to improve the movement of goods by air, water, rail and roadway.

* Add a new strategy → Improve transit coverage, frequency, service span, expanding the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities, and older adults.

A-3.1

RTP – Chapter 4

Bus Transit

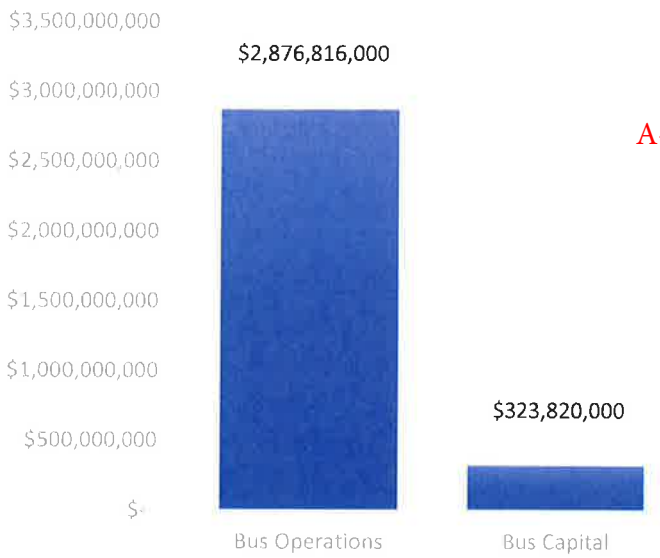
The plan specifically calls for $2.88 billion in funding operations for local, intercity and interregional bus service (Figure 4.5). Service modifications and additional services will be provided as the region grows and travel patterns continue to change.

RTD's

~~The San Joaquin Regional Transit District's~~ Next Gen project will evaluate its current service and identify service improvements and additions to respond to changing conditions, including those caused by the pandemic. The result of the Next Gen project will be a new comprehensive transit plan. This plan will guide RTD's expenditures for many years into the future.

Developing the infrastructure to support intracity transit is a priority for Escalon, Manteca, Tracy and Ripon. Buying buses and building maintenance and fueling facilities will greatly reduce the operating costs when compared to leasing vehicles and facilities. Adequate transit service for older or disabled citizens and for coordinated social services is a service goal with strong ties community access and quality of life issues. This specialized transit service will expand over the life of the plan to accommodate an anticipated increase in older adults who continue to value mobility but seek options to a personal automobile.

Figure 4.5 - Bus Transit Investments Bar Chart



A-3.2

Figure 5.1

Chapter 5

Change to read:
Transit Routes: supports improvements to transit routes and improves frequency and efficiency on intercity and intracity routes with increased investment in transit.

The 2022 RTP/SCS Story

Enhance the Environment for Existing & Future Generations

Prime Farmland Developed: 4,731 fewer acres of Prime Farmland developed over the 2018 Plan
Energy & Water Consumption: Average residential household use decreases 7.6% and 50 gallons of water per household saved daily by 2046 over the 2018 Plan
Reducing Green House Gases: The plan meets and exceeds greenhouse gas reduction targets

Maximize Mobility & Accessibility

Improvements to mobility: Fewer minutes of delay due to congested roadways
Increased Investment in Transit: $4.66 billion in transit investments, 30.6% increase over the 2018 Plan
BRT Routes: Supports improvements to BRT routes and improves frequency and efficiency on intercity routes with increased investment in transit

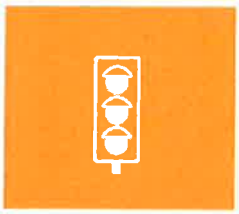
A-3.2

Preserve the Efficiency of the Existing Transportation System

Acres of Land Consumed: Urban Footprint decreases by over 5,100 acres over the 2018 Plan
High Quality Transit Areas/TOD: 18% of employment and 10% of housing in High Quality Transit Areas by 2046
Investments on Mainline Highway Systems: I-5 and I-205 carpool lanes, SR 99/120 connector project
Maintenance & Operation Improvements for the Existing Transportation System: Investments increased by 2.8% over the 2018 Plan

Support Economic Vitality

Creation of Jobs: Average of 6,277 Full Time Equivalent jobs created by RTP projects annually
Supporting Goods Movement & Economic Centers: Infrastructure improvements to streamline goods movement



Increase Safety & Security

Transportation System Management Improvements: Freeway auxiliary lanes, modified interchanges, improved shoulders, intersection improvements
Grade Separation Projects: $197 million for railroad grade separations
Intelligent Transportation Systems: CCTV, changeable message signs, traffic detection equipment

Improve Public Health

Residential Density: Average housing net density increases from 8.0 to 9.9 units per acre over the 2018 Plan
Community Enhancements and Place Making: Over $115 million for sidewalks, pedestrian streetlights, landscaping, and traffic calming
Public Health - Emissions Budgets: Meets Clean Air Act emissions standards

Building on Active Transportation

Active Transportation Investments (bike lanes, ancillary projects): $379 million, a 18.3% increase over the 2018 Plan
Trip Mode Share: Substantial increase in bike and walk trips, decrease in single-occupancy vehicle trips

Ensuring Social Equity

Housing Mix: Increased diversity of housing options over the 2018 Plan
Transit Accessibility: Communities of concern have higher access to high quality transit than the county as a whole

RTP Chapter 7

Fuels Vision Plan for San Joaquin County. It is expected to be completed in early 2023.

Existing Initiatives

A variety of state and regional programs are aimed at accelerating fleet electrification to meet California standards and goals. Not only do these programs improve air quality standards, reduce petroleum use, and help achieve greenhouse gas emission reduction goals, they also improve public health and attract investments and high-quality jobs.

- **State-Level Regulations:** State Senate Bill 350, the Clean Energy and Pollution Act of 2015, describes the importance of widespread transportation electrification for meeting state climate goals and meeting federal air quality standards. Senate Bill 1275 is the Charge Ahead California Initiative that aims to phase out high-polluting vehicles. Executive Order N-79-20 requires all California-sold new cars, passenger trucks, and drayage trucks be zero-emission vehicles by 2035, medium-to-heavy-duty vehicles be zero-emission by 2045, and off-road vehicles by 2035, where feasible.
- **Stockton Mobility Collective Project (SJCOG):** This program will provide 30 electric cars and 10 to 15 charging stations primarily in communities of concern in Stockton. In addition, SJCOG will fund an additional 11 electric cars and five charging stations at San Joaquin County Housing Authority-owned properties. Users can access these cars by using the Vamos Mobility app that connects people to various clean transportation options. The California Air Resources Board awarded SJCOG a $7.4 million Sustainable Transportation Equity Project (STEP) grant to implement this program.
- **Public Fleet:** The San Joaquin Regional Transit District (RTD) Route 44 Express Bus was the first of its kind, an all-electric bus rapid transit (BRT) route. RTD is the fourth in the nation to operate fully electric buses. The California Energy Commission awarded RTD, in partnership with Proterra Inc., a pair of 100 percent battery-electric buses and the funding for an automated fast-charging station. RTD's Solar Energy Project installed solar panels at the Regional Transportation Center and Downtown Transit Center and solar energy storage capacities at other facilities. The RTD fleet also contains low-emission diesel-electric hybrid buses, which reduce carbon monoxide, hydrocarbons and particulate matter up to 90 percent, and oxides of nitrogen up to 50 percent.
- **General Plans:** Stockton's General Plan has an implementation measure that requires commercial, retail, office, industrial and multifamily developments to provide charging stations and prioritized parking for electric and alternative fuel vehicles. Manteca's General Plan has an implementation measure that supports efforts to reduce environmental impacts of truck operations through use of electric vehicles and other advanced technologies for goods and freight movement.

A-3.2

Photo Credit: Captivating Photos

Next Steps

SJCOG is currently completing an Alternative Fuels Vision Plan for the region. This plan will better prepare San Joaquin County for EV by addressing the county's EV infrastructure needs. SJCOG will also actively search for regional level funding opportunities for local jurisdictions and assist local jurisdictions and transit operators in securing Federal Alternative Fuel Vehicle (AFV) and Fueling Infrastructure grants. Finally, SJCOG will work with the San Joaquin Valley Air Pollution Control District and partners to implement recommendations from the 2014 Plug-In Electric Vehicle (PEV) Readiness Plan that was prepared by the Air Pollution Control District.

Transportation agencies will be taking actions to convert their operations from using gasoline and diesel to electricity and other fuel alternatives. Examples include the San Joaquin Regional Rail Commission (SJRRC) planning to purchase electrified trains and the RTD's Strategic Plan identifying the exploration of zero-emission bus technology to ensure viable energy and fuel alternatives, such as hydrogen.

Other Innovative Solutions

Certain innovative solutions that do not fit within one transportation technology category can transform the way the region addresses mobility challenges, supply new means of accessibility, improve the safety and equity of the transportation system, and support resilient communities.

Existing Initiatives

- **Vamos EZHub (SJCOG):** Vamos EZHub provides a cashless mobile ticketing and fare payment system that allows a rider to pay fares for any transit in San Joaquin County, including Escalon E-trans, Lodi Grapeline, Manteca Transit, ~~Regional Transit District~~ RTD, Ripon Blossom Express, Tracy Tracer and Altamont Commuter Express. A-3.2
- **Stockton Mobility Collective Project (SJCOG):** In addition to bringing electric vehicle carsharing to communities of concern in Stockton, this project will also provide e-bike sharing, Vamos mobility as a service, transit and shared mobility incentives, community engagement, and e-workforce development.
- **Public Fleet:** RTD is currently piloting a second phase of its RTD Van Go! on-demand rideshare service pilot program. Van Go! riders can travel anywhere in San Joaquin County, allowing access to rural areas and eliminating the inconvenience of multiple transfers with one or more transit agencies. Tri-Valley San Joaquin Valley Rail Authority, or Valley Link, is planning a rail connection between Dublin/Pleasanton BART station and San Joaquin County.
- **Managed Lanes I-205:** This project widens I-205 from the San Joaquin County/Alameda County boundary line to I-5 to potentially include new high occupancy toll (HOT) lanes, while leaving space in the median for a future bus lane or passenger rail line. Also, informational signs will be placed throughout this corridor to inform drivers of accidents and identify affected lanes. If these HOT lanes become the preferred alternative for the corridor, they could be a funding generator, like existing HOT lanes along the I-580 between I-680 and Vasco Road. This project is currently in the preliminary planning and environmental phase.

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers				Project Information					Cost to Deliver	Milestone Years			
	2018 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	FTIP Programming	NEPA Approval	Completion	
	SJ11-5002			Escalon	eTrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto		$9,225,905				
	SJ14-5001			Escalon	eTrans Capital Improvements	Bus Replacements, passenger amenities, and miscellanious equipment	City of Escalon		$1,419,370				
	SJ07-5002	212-0000-0155		Lodi	Grapeline Capital	Bus stop shelters/improvements	City of Lodi		$11,922,708				
	SJ07-5004	212-0000-0299		Lodi	Grapeline Capital	Transit facility upgrades	City of Lodi		$5,109,732				
	SJ07-5005			Lodi	Grapeline Capital	Transit Station Expansion	City of Lodi		$3,548,425				
	SJ07-5006	212-00000-0154		Lodi	Grapeline Operating	Costs associated with Grapeline fixed route and Paratransit/Dial-A-Ride services	City of Lodi		$177,421,255				
	SJ18-5002			Lodi	Transit Facilities Safety & Security System	Safety and security for Lodi Grapeline service	City of Lodi		$1,277,433				
	SJ18-5003			Lodi	Southwest Transit Transfer Station	Construct transit transfer station in southwest Lodi	City of Lodi		$1,064,528				
	SJ18-5004			Lodi	Bus Replacements	Purchase replacement buses	City of Lodi		$42,581,101				
	SJ18-5050			Lodi	Grapeline Capital	Bicycle Support Program	City of Lodi		$283,874				
	SJ18-5051			Lodi	Grapeline Capital	Radio/Communication Upgrade	City of Lodi		$425,811				
	SJ18-5052			Lodi	Grapeline Capital	Intelligent Transportation System (ITS) upgrades	City of Lodi		$2,554,866				
	SJ18-5053			Lodi	Grapeline Capital	CNG Fuel upgrades	City of Lodi		$851,622				
	SJ18-5054			Lodi	Grapeline Capital	Bus Wash upgrades	City of Lodi		$567,748				
	SJ07-5015	212-0000-0681		Manteca	Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area	City of Manteca		$14,193,700				
	SJ07-5016	212-0000-0300		Manteca	Safety and Security	Costs associated with Safety/Security/ITS	City of Manteca		$4,258,110				
	SJ07-5017	212-0000-0235		Manteca	Manteca Transit Rolling Stock	Purchase of replacement and new buses	City of Manteca		$19,871,181				
	SJ07-5018	212-0000-0213		Manteca	Manteca Transit System Operations	Costs associated with the Operations and administration of Dial-A-Ride and fixed route service in Manteca	City of Manteca		$120,646,454				
	SJ14-5031	212-0000-0694		Manteca	Bus Maintenance & Storage Facility	Construct a bus maintenance and storage facility	City of Manteca		$6,812,976				
	SJ18-5006			Manteca	Manteca Transit Planing	Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years	City of Manteca		$1,078,721				
	SJ18-5007			Manteca	Bus Enhancements	Enhancements for Manteca Transit buses	City of Manteca		$5,500,059				
	SJ18-5008			Manteca	Travel Training	Training to assist customers in using transit services	City of Manteca		$1,693,560				
	SJ18-5009			Manteca	Transit Center Improvements	Construct improvements at Manteca Transit Center	City of Manteca		$7,112,953				
	SJ07-5019			Ripon	Ripon Blossom Express Operations	Costs associated with the delivery of a fixed route transit system	Cities of Ripon and Modesto		$2,838,740				
	SJ18-5010			Ripon	Ripon Dial-A-Ride Operations	Costs associated with the delivery of a Dial-A-Ride service in Ripon	City of Ripon		$2,838,740				
	SJ18-5011			Ripon	Ripon Bus Purchases	Purchase of replacement and expansion buses	City of Ripon		$5,961,354				
	SJ18-5012			Ripon	Transit Capital Improvements	Construct benches, shelters, and transit maintenance facility	City of Ripon		$5,407,800				
	SJ18-5013			Ripon	Ripon Multimodal Station	Construct Multimodal Station	City of Ripon		$8,232,346				
	SJ22-5001			RTD	Bus Electrification / Power Distribution	Solar Energy System Phase I.	San Joaquin County		$3,375,000				
	SJ22-5002			RTD	Bus Electrification / Power Distribution	Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer ($10M to build).	San Joaquin County		$10,000,000				

Appendix F

Replace/update with revised list dated 7/29/22
See revisions in 4 of 5 pages

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Replace/update with revised list updated 7/29/22 See revisions in 384 pages.

Identifiers				Project Information					Cost to Deliver	Milestone Years			
	2018 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total		FTIP Programming	NEPA Approval	Completion
SJ22-5003				RTD	Bus Electrification / Power Distribution	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: $750K to 1M for on-site tank dispenser (1-5 buses) ; Hydrogen: $1.5M to 2M for Full service station (5-30 buses); Electric: $1M to 1.5M for Depot charger/Induction Charger 5 FCEB pilot at $1.5 Million per Bus	San Joaquin County	$7,500,000				
SJ22-5004				RTD	Bus Electrification / Power Distribution	Hydrogen and Lease of the Trailer (5 Years @ $350K per Year)	San Joaquin County	$1,750,000				
SJ22-5005				RTD	Bus Electrification / Power Distribution	Battery Energy Storage Systems at Regional Transportation Center (RTC), County Transportation Center (CTC), and possibly Downtown Transit Center (DTC) for peak saving energy initiatives.	San Joaquin County	$1,936,000				
SJ22-5006				RTD	Bus Electrification / Power Distribution	Replace 2 existing 500kW overhead charger (DTC).	San Joaquin County	$1,100,000				
SJ22-5007				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (1) MCI D4500 (Commuter)	San Joaquin County	$1,200,000				
SJ22-5008				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace nine (14) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. ($1.2 M per Bus)	San Joaquin County	$16,800,000				
SJ22-5009				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace eight (13) GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet	San Joaquin County	$15,600,000				
SJ22-5010				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (2) Protera - EcoRide BE-35 (SMA)	San Joaquin County	$2,400,000				
SJ22-5011				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (2) MCI 34500 (Commuter)	San Joaquin County	$2,400,000				
SJ22-5012				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County	$7,200,000				
SJ22-5013				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Seacraft/Ford Transit 350 HD (VanGo)	San Joaquin County	$930,000				
SJ22-5014				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (22) Glaval Titan II LF (Hopper)	San Joaquin County	$5,500,000				
SJ22-5015				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County	$2,170,000				
SJ22-5016				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) ADA Cut-away gasoline (Replaces Item I9)	San Joaquin County	$930,000				
SJ22-5017				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace one (1) diesel bus over the-road coach with either a zero-emission electric bus or diesel bus in Commuter fleet	San Joaquin County	$1,200,000				
SJ22-5018				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace 12 cutaway Buses used by United Cebral Palsy to transport individuals who would otherwise use SMA Paratransit	San Joaquin County	$1,860,000				
SJ22-5019				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Bus component rebuild and parts	San Joaquin County	$1,381,408				
SJ22-5020				RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Hybrid Electric Buses (5 new/additional buses)	San Joaquin County	$5,000,000				
SJ22-5021				RTD	Safety & Security	To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	$764,500				
SJ22-5022				RTD	Safety & Security	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment	San Joaquin County	$250,000				

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Replace/update // See revisions in 283 pages!

Identifiers: 2018 RTP MPO ID	CTIPS ID #	PPNO	Project Information: Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver: Total	Milestone Years: FTIP Programming	NEPA Approval	Completion
SJ22-5023			RTD	Safety & Security	Radios for security Guards to connect with dispatch and customer service	San Joaquin County	$5,000			
SJ22-5024			RTD	Safety & Security	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	$5,082,293			
SJ22-5025			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	To purchase and install support equipment for bus and facilities, including Bus Video Standardization System, contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement	San Joaquin County	$4,500,404			
SJ22-5026			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD will hire consultant to provide plans for a new ERP System . Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)	San Joaquin County	$65,000			
SJ22-5027			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.	San Joaquin County	$2,635,000			
SJ22-5028			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase	San Joaquin County	$4,663,699			
SJ22-5029			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit Vehicle Public Display Monitor System Project	San Joaquin County	$750,000			
SJ22-5030			RTD	Planning/Study/Training, Outreach and Research Projects	Zero-Emission Blueprint	San Joaquin County	$876,249			
SJ22-5031			RTD	Planning/Study/Training, Outreach and Research Projects	TAM Upgrade	San Joaquin County	$500,000			
SJ22-5032			RTD	Planning/Study/Training, Outreach and Research Projects	Hydrogen Fuel Cell Electric Bus training.	San Joaquin County	$269,000			
SJ22-5033			RTD	Planning/Study/Training, Outreach and Research Projects	Integrated Mobility Innovation Research Project	San Joaquin County	$350,000			
SJ22-5034			RTD	Planning/Study/Training, Outreach and Research Projects	System Redesign Study / Service Equity Analysis. Perform an analysis of the service disruptions in the County Hoppers due to the shortage of drivers that was effective July 1, 2021.	San Joaquin County	$75,000			
SJ22-5035			RTD	Planning/Study/Training, Outreach and Research Projects	RTD's Title VI Procedure Upgrade and Service Equity Analysis	San Joaquin County	$100,000			
SJ22-5036			RTD	Operating Costs	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!, Operations	San Joaquin County	$258,855,400			

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Replace updated see next 2 pages

Identifiers				Project Information					Cost to Deliver	Milestone Years			
	2018 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	FTIP Programming	NEPA Approval	Completion	
SJ22-5037				RTD	Facilities Improvement and Upgrade	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.	San Joaquin County		$1,665,248				
SJ22-5038				RTD	Facilities Improvement and Upgrade	Install new BRT bus shelters and bus stop amenities (trash cans and benches) for the NEXTGEN route 49 recommendation	San Joaquin County		$343,350				
SJ22-5039				RTD	Facilities Improvement and Upgrade	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-seal at CTC, bird netting at Regional Transportation Center (RTC), RTC Floor repair and other refurbishment improvement, with 5% annual increase	San Joaquin County		$2,072,112				
SJ22-5040				RTD	Facilities Improvement and Upgrade	Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.	San Joaquin County		$17,044,525				
SJ22-5041				RTD	Support Vehicles - Acquisition/Rehab/Renovation	To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12- non-revenue vehicles to replace in the next 5 years , with an average cost of $75K per vehicle.	San Joaquin County		$900,000				
SJ22-5042				RTD	Future Operations	Future Operations	San Joaquin County		$1,091,642,133				
SJ22-5043				RTD	Future Capital	Future Capital	San Joaquin County		$1,091,642,133				
SJ07-5049				Tracy	TRACER Capital	Purchase replacement buses	Purchase 3 buses every 5 year period		$8,516,220	2007			
SJ07-5055	212-0000-0149			Tracy	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	City of Tracy		$141,937,007				
SJ07-5056				Tracy	Tracy Transit Planning	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan every five years	City of Tracy		$1,064,528				
SJ18-5022				Tracy	TRACER Grant Management and Administration	Costs to support transit service administration and Grant Management	City of Tracy		$45,100,483				
SJ18-5023				Tracy	TRACER Capital	Construction of bus stop improvements every five years	Various locations in City of Tracy		$10,645,275				
									$3,247,248,040				

San Joaquin Regional Transit District (RTD) Cap/Ops Project List for the SJCOG 2022 RTP-SCS Constrained Project List

Note regarding project list revisions below - The highlighted cells are the ones that were changed or added and the stricken-out items are to be removed.

7/29/22

Project Information	Project Description	Project Limits (Enter Location)	ANNUAL COST FY23	FY24	FY25	FY26	FY27	Total Cost to Deliver	Estimated Completion Date
Bus Electrification/Power Distribution	Renewable energy solutions for facility and fleet energy consumption.	San Joaquin County	$ 3,375,000.00	$ 1,500,000.00	$ 1,500,000.00	$ 1,500,000.00		$ 7,875,000.00	10/30/2022
	~~Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer ($10M to build).~~	~~San Joaquin County~~	~~$ 10,000,000.00~~					~~$ 10,000,000.00~~	~~TBD~~
	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: $750K to 1M for on-site tank dispenser (1-5 buses) ; Hydrogen: $1.5M to 2M for Full service station (5-30 buses); Electric: $1M to 1.5M for Depot charger/Induction Charger 5 FCEB pilot at $1.5 Million per Bus.	San Joaquin County	$ 7,500,000.00					$ 7,500,000.00	TBD
	Hydrogen and Lease of the Trailer (5 Years @ $350K per Year)	San Joaquin County	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 1,750,000.00	6/30/2023
	Battery Energy Storage Systems	San Joaquin County		$ 1,936,000.00	$ 2,032,800.00	$ 2,134,440.00	$ 2,241,162.00	$ 8,344,402.00	TBD
Total	**Bus Electrification/Power Distribution**		**$ 21,225,000.00**	**$ 3,786,000.00**	**$ 3,882,800.00**	**$ 3,984,440.00**	**$ 2,591,162.00**	**$ 35,469,402.00**	
Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	~~Replace (1) MCI D4500 (Commuter)~~	~~San Joaquin County to Bay Area~~	~~$ 1,200,000.00~~					~~$ 1,200,000.00~~	~~6/30/2023~~
	~~Replace twenty-two (22) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. ($1.4 M per Bus)~~	~~Stockton Metropolitan Area~~			~~$ 30,800,000.00~~			~~$ 30,800,000.00~~	~~6/30/2026~~
	Replace fourteen (14) GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet.	Stockton Metropolitan Area	$ 11,200,000.00	$ 8,400,000.00				$ 19,600,000.00	TBD
	Replace (2) Protera - EcoRide BE-35 (SMA)	San Joaquin County			$ 2,800,000.00			$ 2,800,000.00	TBD
	Replace (2) MCI 34500 (Commuter)	San Joaquin County to Bay Area			$ 2,800,000.00			$ 2,800,000.00	TBD
	Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County				$ 9,600,000.00		$ 9,600,000.00	TBD
	Replace (6) Starcraft/Ford Transit 350 HD (VanGo)	San Joaquin County		$ 1,650,000.00				$ 1,650,000.00	TBD
	Replace (22) Glaval Titan II LF (Hopper)	San Joaquin County			$ 6,050,000.00			$ 6,050,000.00	TBD
	Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County		$ 3,850,000.00				$ 3,850,000.00	TBD
	Replace (6) ADA Cut-away gasoline (Replaces Item I9)	San Joaquin County				$ 1,650,000.00		$ 1,650,000.00	TBD
	~~Replace one (1) diesel bus over the road coach with either a zero-emission electric bus or diesel bus in Commuter fleet.~~	~~San Joaquin County to Bay Area~~	~~$ 1,200,000.00~~					~~$ 1,200,000.00~~	~~6/30/2023~~
	Replace 12 cutaway Buses used by United Cebral Palsy to transport individuals who would otherwise use SMA Paratransit.	San Joaquin County	$ 310,000.00	$ 620,000.00	$ 620,000.00	$ 310,000.00		$ 1,860,000.00	6/30/2027
	Provide infrastructure to accommodate future replacement of cutaway buses.	San Joaquin County	$866,000	$ 268,000.00	$ 294,800.00	$ 147,400.00		$ 1,576,200.00	6/30/2027
	Bus component rebuild and parts.	San Joaquin County	$ 250,000.00	$ 262,500.00	$ 275,625.00	$ 289,406.25	$ 303,876.56	$ 1,381,407.81	FY23-27
	Hybrid Electric Buses (5 new/additional buses).	San Joaquin County	$ 2,750,000.00					$ 2,750,000.00	TBD
Total	**Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild**		**$ 17,776,000.00**	**$ 15,050,500.00**	**$ 43,640,425.00**	**$ 11,996,806.25**	**$ 303,876.56**	**$ 88,767,607.81**	
Safety & Security	To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	$ 157,500.00	$ 112,000.00	$ 150,000.00	$ 495,000.00	$ 150,000.00	$ 1,064,500.00	6/30/20258
	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.	San Joaquin County	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 250,000.00	FY23-27
	Security Guard Radios		$ 18,000.00					$ 18,000.00	FY23
	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	$ 919,767.00	$ 965,755.35	$ 1,014,043.12	$ 1,064,745.27	$ 1,117,982.54	$ 5,082,293.28	FY23-27
Total	**Safety & Security**		**$ 1,145,267.00**	**$ 1,127,755.35**	**$ 1,214,043.12**	**$ 1,609,745.27**	**$ 1,317,982.54**	**$ 6,414,793.28**	
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	~~To purchase and install support equipment for bus and facilities, including~~ Bus Video Standardization System~~, contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement.~~	San Joaquin County	$ 3,474,702.00	$ 1,025,702.00				$ 4,500,404.00	6/30/2024
	~~RTD will hire consultant to provide plans for a new~~ ERP System . Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)	San Joaquin County	$ 100,000.00					$ 100,000.00	6/30/2023
	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.	San Joaquin County	$ 320,000.00	$ 1,815,000.00	$ 2,000,000.00	$ 1,000,000.00		$ 5,135,000.00	6/30/2027

	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase	San Joaquin County	$ 844,012.00	$ 886,212.60	$ 930,523.23	$ 977,049.39	$ 1,025,901.86	$ 4,663,699.08	TBD
	Transit Vehicle Public Display Monitor System Project	San Joaquin County		$ 750,000.00				$ 750,000.00	FY24
Total	**Communication System, Fare Collection (Mobile),Computer Software & Hardware, and Misc. Equipment**		**$ 4,738,714.00**	**$ 4,476,914.60**	**$ 2,930,523.23**	**$ 1,977,049.39**	**$ 1,025,901.86**	$ 15,149,103.08	
Planning/Study/Training, Outreach and Research Projects	~~Zero-Emission Blueprint.~~	~~San Joaquin County~~	~~$ 1,348,249.00~~					~~$ 1,348,249.00~~	~~TBD~~
	Transit Asset Management System Update	San Joaquin County	$ 28,000.00					$ 28,000.00	TBD
	Hydrogen Fuel Cell Electric Bus training.	San Joaquin County	$ 269,000.00					$ 269,000.00	TBD
	~~Integrated Mobility Innovation Research Project.~~	~~San Joaquin County~~	~~$ 350,000.00~~					~~$ 350,000.00~~	~~TBD~~
	Service Equity Analysis of the future changes including service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	$ 75,000.00					$ 75,000.00	TBD
	RTD's Title VI Program Update as required by FTA every four years	San Joaquin County	$ 100,000.00					$ 100,000.00	TBD
Total	**Planning/Study/Training, Outreach and Research Projects**		**$ 2,170,249.00**	**$ -**	**$ -**	**$ -**	**$ -**	$ 2,170,249.00	
Operating Costs	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!, Operations	Stockton Metropolitan Area, San Joaquin County, San Joaquin County to Bay Area	$ 48,691,252.00	$ 50,051,436.00	$ 51,628,482.00	$ 53,415,758.00	$ 55,068,472.00	$ 258,855,400.00	FY23-27
Total	**Operating Costs**		**$ 48,691,252.00**	**$ 50,051,436.00**	**$ 51,628,482.00**	**$ 53,415,758.00**	**$ 55,068,472.00**	**$ 258,855,400.00**	
Facilities Improvement and Upgrade	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.	San Joaquin County	$ 301,368.00	$ 316,436.40	$ 332,258.22	$ 348,871.13	$ 366,314.69	$ 1,665,248.44	FY23-27
	Install new benches, shelters, and other amenities in alignment to service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 1,750,000.00	TBD
	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-seal at CTC, RTC Floor repair and other refurbishment improvement.	San Joaquin County	$ 2,000,000.00					$ 2,000,000.00	FY23
	Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.	San Joaquin County	$ 3,408,905.00	$ 3,408,905.00	$ 3,408,905.00	$ 3,408,905.00	$ 3,408,905.00	$ 17,044,525.00	FY23-27
Total	**Facilities Improvement and Upgrade**		**$ 6,060,273.00**	**$ 4,075,341.40**	**$ 4,091,163.22**	**$ 4,107,776.13**	**$ 4,125,219.69**	**$ 22,459,773.44**	
Support Vehicles - Acquisition/Rehab/Renovation	To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12- non-revenue vehicles to replace in the next 5 years , with an average cost of $75K per vehicle.	San Joaquin County	$ 300,000.00	$ 300,000.00	$ 300,000.00	$ 300,000.00	$ 300,000.00	$ 1,500,000.00	FY23-27
Total	**Support Vehicles - Acquisition/Rehab/Renovation**		**$ 300,000.00**					**$1,500,000.00**	

RTP – Appendix F

Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers: 2018 RTP MPO ID	Project: Jurisdiction	Project Name	Project Description	Cost to Deliver: Total	Milestone Years: Completion
SJ14-9001	Lathrop	Golden Valley Parkway & Lathrop Road Intersection Improvements	Install traffic signal and interconnect four signals	See Operations and Maintenance Project List	
SJ14-8018	Lodi	Citywide Bicycle Facilities Detection Improvement Project	Install video detection of bicyclists at and green painted bicycle lanes at signalized intersections	See Active Transportation and Community Enhancement Project List	
SJ14-9002	Ripon	Colony/Hoff Traffic Signal Project	Install traffic signal	See Operations and Maintenance Project List	
SJ14-9003	San Joaquin County	SR 26 and Jack Tone Road Roundabout	Install roundabout	See Operations and Maintenance Project List	
SJ14-9004	San Joaquin County	SR 4 and Jack Tone Road Roundabout	Install roundabout	See Operations and Maintenance Project List	
SJ14-6006	SJRRC	Robert J. Cabral Station Expansion	Construct park and ride lot	See Rail Corridor Improvements Project List	
SJ14-5033	SJRTD	RTD Solar Power Project (Phase I)	Construct solar power facilities to charge battery electric buses	See Bus Transit Improvements Project List	
SJ14-5034	SJRTD	Hopper Bus Purchase	Purchase 4 ultra-low emission gasoline buses (Replacement)	See Bus Transit Improvements Project List	
SJ14-5035	SJRTD	Electirc Bus Purchase	Purchase 7 battery-electric 40' buses (Replacement)	See Bus Transit Improvements Project List	
SJ14-8019	SJRTD	RTD's Bike and Bus Transportation Project	Install 3-position bike racks on 40' and smaller buses, luggage bay bike racks for 45' commuter buses, interior bike locks on articulated buses, and bike storage racks with lids at Downtown Transit Center.	See Active Transportation and Community Enhancement Project List	
SJ14-8001	Stockton	Miner Avenue Complete Street	Install complete street improvements on Miner Avenue	See Active Transportation and Community Enhancement Project List	
SJ14-8015	Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	Reconstruct, widen, and improve existing pathway to Class I Bicycle and Pedestrian Path standards. Install intersection and midblock improvements, high visibility crosswalks, striping, gap closures, upgrade of ADA ramps, flashing beacons, and wayfinding signage	See Active Transportation and Community Enhancement Project List	
SJ14-8016	Stockton	Closing Gaps to Schools	Construct curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade draingage, crosswalks, and school approach signage as needed	See Active Transportation and Community Enhancement Project List	
SJ14-8017	Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path	Install new bicycle facilities and upgrade various existing bicycle facilities.	See Active Transportation and Community Enhancement Project List	
SJ14-9005	Stockton	Real-time Traffic Flow Monitoring	Implement real-time traffic flow monotiring using Bluetooth/Wifi vehicle probe technology	See Operations and Maintenance Project List	
SJ14-9006	Stockton	Pacific Avenue and March Lane Intersection Modification	Install southbound right turn lane and retime traffic signal	See Operations and Maintenance Project List	
SJ14-9007	Stockton	Left-Turn Lanes Additions at Various Intersections	Install left turn lanes	See Operations and Maintenance Project List	
SJ14-9008	Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes	See Operations and Maintenance Project List	

SJCOG Draft 2022 RTP/SCS
Appendix J – Public Participation Plan

SJCOG ORGANIZATIONAL STRUCTURE

The San Joaquin Council of Governments is truly a coordinating agency and has developed a review process that is inclusive and comprehensive. While this structure deals primarily with transportation isues, it also is used for housing, air quality, and airport land use planning issues as well. The primary committees are listed below; however, various advisory committees or task forces are also created to deal with specific issues or projects.

The **Board of Directors (Board)** is responsible for setting policy for SJCOG and is vested with decision making responsibilities for major transportation planning and programming within the MPO's jurisdicition (San Joaquin County). The Board consists of elected officials representing the 7 cities in the San Joaquin region, as well as representatives from the County of San Joaquin. Supplementing these voting members are advisory representatives from Caltrans District 10, San Joaquin Regional District (RTD), and the Port of Stockton.

The **Technical Advisory Committee (TAC)** is comprised of local community development and public works staff, staff from RTD, Caltrans, San Joaquin Valley Air Pollution Control District, Port of Stockton, and the Stockton Metropolitan Airport. The TAC meets monthly and functions in an advisory role to the Board as well as to SJCOG staff.

The **Management and Finance Committee (M&F)** is comprised of the City Manager from each of the 7 cities, the County Administrator, the ~~San Joaquin Regional Transit District General Manager,~~ and the San Joaquin Regional Rail Commission Executive Director. M&F meets monthly and their role is to advise the board on administrative and financial decisions with a comprehensive look at all local government functions.

RTD Chief Executive Officer

The **Executive Committee (EC)** is comprised of five Board members and generally reviews seclected agenda items and submits a recommendation to the SJCOG Board. In addition, the Board may delegate certain responsibilities and authority to the EC to facilitate activities of SJCOG.

The **Citizens Advisory Committee (CAC)** is comprised of sixteen residents of San Joaquin County who represent each jurisdiction, as well as various special interest groups, transit providers, and the business community. The CAC's primary function is to advise the Board in its role as the Local Transportation Authority and to provide community input on project priorities and other matters pertaining to the Measure K program.

The **Social Service Transportation Advisory Committee (SSTAC)** is comprised of citizens and staff from various agencies and each jurisdiction. The SSTAC's purpose is to advise the Board on issues relating to transit and to monitor and promote improvements to public transportation serves for people traditionally under-represented and underserved populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, Native American/ Alaskan Native, and Pacific Islander) community groups. The committee, created to meet requirements in state law, includes representatives of the elderly, the poor, the disabled, and social service agencies that serve these and other transit dependent persons.

The **Interagency Transit Committee (ITC)** is comprised of public transit operators from throughout San Joaquin County. The ITC focuses on transit planning, programming, and financial activities of common interest to the operators as well as transit capital project delivery. It is the first committee to formulate proposals concerning regional transit programming and financial matters. The ITC also serves as an information exchange concerning transit operational coordination items.

COMMITTEE	DESCRIPTION	MEETINGS	TIME	LOCATION
Board of Directors	The Board of Directors is composed of city council members and county supervisors, appointed by the member jurisdictions.	Fourth Thursday of every month	5pm	SJCOG 555 E Weber Ave Stockton 95202
Citizens Advisory Committee (CAC)	The CAC primarily provides community input on project priorities and other matters pertaining to the Measure K program.	Third Wednesday of every month	6pm	SJCOG
Executive Committee	The Executive Committee is made up of five SJCOG Board members and generally reviews selected agenda items and submits a recommendation to the Board of Directors.	Third Friday of every month	12pm	SJCOG
Habitat Technical Advisory Committee (HTAC)	The HTAC is responsible for verifying that the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan is implemented correctly and for solving any issues that arise during implementation.	Second Wednesday of every month	9:30am	SJCOG
Interagency Transit Committee (ITC)	The ITC was created to improve communication and coordination among the transit agencies within the San Joaquin County.	Monthly on Monday before Board Meeting	3pm	SJCOG
Management & Finance Advisory Committee (M&F)	M&F guides administrative and financial decisions of SJCOG as the Local Transportation Authroity and is composed of city managers and the county administrator.	Third Wednesday of every month	12pm	Earnie's Food & Spirits 1351 N. Main St Manteca 95336
Project Delivery Committee (PDC)	The PDC is a subcommittee of the Board of Directors and guides policies, transportation programming recommendations, and monitors project delivery.	Second Monday of every month	4:30pm	SJCOG
SCS Advisory Committee (SCSAC)	The SCSAC meets monthly to discuss a county wide strategy to meet community goals for coordinated transportation and land use.	Third Thursday of each month	2pm	SJCOG
Social Services Transportation Advisory Committee (SSTAC)	The SSTAC monitors and promotes improvements to public transportation services for persons with disabilities and seniors residing in San Joaquin County.	First Wednesday of every other month	3pm	RTD 421 E Weber Ave Stockton 95202
Technical Advisory Committee (TAC)	The TAC advises the SJCOG Board on regional transportation planning and programming matters.	Second Thursday of every month	10am	SJCOG

A-3.4

RTD

RTP Appendix J

the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

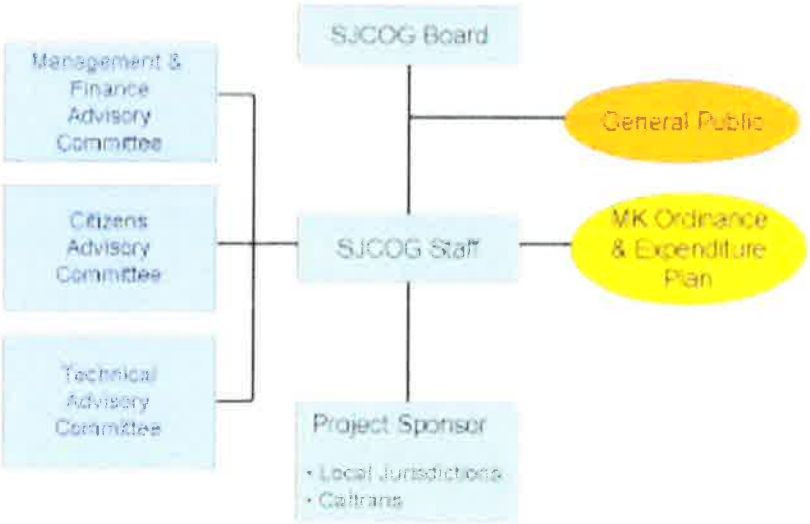
MEASURE K STRATEGIC PLAN

The **Measure K Strategic Plan** serves as the programming document for local sales tax revenue generated by the Measure K Program and is the master document for delivery of the Measure K Expenditure Plan projects. The Strategic Plan is prepared every two years, and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as annual budget

Updates of the Measure K Strategic Plan are conducted in consultation with the SJCOG Board of Directors, the SJCOG standing committees, members of public agencies and transit operators, and the public. The Strategic Plan continues the guidelines identified in the 2007 Strategic Plan and the 2011 update that, in general, the local jurisdictions (e.g., cities, the County of San Joaquin, ~~SJ~~RTD and the Rail Commission) and Caltrans would update their previously submitted lists of projects to SJCOG for potential funding or amendment. Each project and its accompanying scope, schedule and budget is then be reviewed by the SJCOG's standing committees for consistency with the adopted priorities for programming and current Measure K Ordinance and Expenditure Plan. Based on this committee review, agency staff will recommend to the SJCOG Board for review and approval projects for program funding or amendment.

RTD



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RTP Appendix J

RTP—*Regional Transportation Plan.* A 20-year plan prepared by *Regional Transportation Planning Agencies* to guide the development of a balanced transportation system within a county. Satisfies the requirements of the California Transportation Reform Act (AB 402, 1977) and the federal *Inter-modal Surface Transportation Efficiency Act of 1991.* State law requires the plan to be updated every two years. Must include: a policy element, an action element, and a financial element. *ISTEA* requires that the plan be financially constrained (i.e. project costs must match expected available revenues).

RTPA—*Regional Transportation Planning Agency.* Agencies designated by the State (AB 520, 1976) to perform regional transportation planning functions. Responsibilities include: distribution of *Transportation Development Act* funds and preparation of the *Regional Transportation Plan* and the *Regional Transportation Improvement Program.* COG serves as the RTPA for the San Joaquin County region.

RTSP—*Regional Transit Systems Plan.* Twenty year plan prepared for COG recommending expansion of the transit system within San Joaquin County to meet near and long-term travel demand needs. Envisions the expansion of SMART into a countywide service provider. Recommends providing bus service between cities in the county (intercity) and outside the county (interregional), as well as countywide dial-a-ride services.

SACOG—*Sacramento Area Council of Governments.* The agency that conducts regional planning for the Sacramento area. The area covers Sacramento, Yolo, Sutter, and Yuba counties, and the cities of Lincoln, Rocklin, and Roseville. Serves as the *MPO, ALCU* and, for some counties, the *RTPA*.

SAFE—*Service Authority for Freeways and Expressways.* The authority responsible for administering a multi-county roadway callbox program. State legislation signed into law in 1991 created the authority, which will place call boxes along freeways and expressways in five counties, including Sacramento, and San Joaquin. A twenty year increase in local vehicle registration fees pays for the program.

Safe Routes to School—A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

SAFETEA-LU, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, was signed into law in August 10, 2005, and is the legislation that provides federal authorizations for over $240 billion through FY 2008-09 in transportation funding nationwide.

SJRRC—*San Joaquin Regional Rail Commission.* The governing body and operator for the Altamont Commuter Express, a passenger rail service connecting Stockton, Tracy Livermore and Fremont to Santa Clara and San Jose.

RTD

SJRTD—*San Joaquin Regional Transit District.* The regional public transit provider in the Stockton Metropolitan Area, as well as Intercity, Interregional, and Rural Transit Services countywide.

SB 375—*Senate Bill 375.* Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

SCS—*Sustainable Communities Strategy*. A SCS is an enhanced land use element, developed as part of each *Regional Transportation Plan* (RTP) update. It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving *GHG* emissions reductions.

Section 3, 9, and 18 Transit Funds—Federal funds available for transit projects. *Section 3* funds are discretionary monies available on a competitive basis to transit providers for transit capital purchases. *Section 9* funds are formula-allocated transit operating monies available to metropolitan areas with a population of 50,000 or higher. *Section 18* funds are formula-based transit operating monies allocated to each *RTPA* for rural transit services.

SIP—*State Implementation Plan (for air quality).* A state plan required by the federal *Clean Air Act of 1990* to attain and maintain national air quality standards. Sets requirements aimed at reducing ozone and carbon-monoxide levels. Is adopted by local air quality districts and the state *Air Resource Board (ARB)*. All transportation plans must conform to SIP.

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RTP Appendix L

place the rail info in a separate paragraph to emphasize bus & rail.

The San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (SJRRC), the region's largest movers of intra- and interregional riders have the greatest operating and capital replacement needs. RTD's operating and capital replacement needs account for $1.9 billion, or nearly 54 percent of the region's 24-year needs. ACE's operating and capital replacement needs account for $1.15 billion, or nearly 33 percent of the region's 24-year needs.

SAP #

A-3.2

Additional Transportation Funding

The 2022 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 October 2005, 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 towards key regional highway and roadway improvements and regionally significant transit improvements.

Proposition 1B: In November 2006, voters in California approved Proposition 1B, 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 $436 million in Proposition 1B competitive funds. These include over $360 million for mainline highway projects, over $25 million for regional roadway improvements, and over $38 million for railroad crossing grade separations.

Appendix L

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). A-3.2

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 106 buses operated by the San Joaquin Regional Transit District (RTD), to the single bus operated by the City of Ripon.

There are six types of public transit services currently operated by RTD and the cities in San Joaquin County: local fixed-route, bus rapid transit (City of Stockton only), general public dial-a-ride, specialized dial-a-ride, intercity fixed-route, interregional fixed route. In addition, SJRRC operates two commuter rail service: the Altamont Commuter Express (ACE) and the San Joaquins. Table L-1 shows the various transit services available for each city and unincorporated areas within San Joaquin County. Figures M-2 through M-8 display the existing routes for transit service in the County.

Table L-2 Available Transit Services in San Joaquin County

Area	Local				Intercity	Inter-Regional	Commuter Rail
	Bus Rapid Transit	Fixed Route	General Public Dial-A-Ride	Specialized Dial-A-Ride			
Escalon		X	X	X		X	
Lathrop		X			X	X	X
Lodi		X	X	X	X	X	X
Manteca		X	X	X	X	X	X
Stockton	X	X	X	X	X	X	X
Tracy		X	X		X	X	X
Ripon			X	X	X	X	
Unincorporated Area			X	X			

A-3.2

RTD Bus Rapid Transit (BRT) Service

RTD's Bus Rapid Transit (BRT) service, Metro Express, provides frequent, limited-stop express bus service within the Stockton Urbanized Area. The service includes improved shelters and boarding areas, fare vending machines for pre-paid fares, timed connections at the Downtown Transit Center, and traffic signal prioritization to maximize on-time performance. RTD's first Metro Express route, Route 43 on Pacific Avenue, opened in 2007, followed by Route 44 ~~to Stockton Metro Airport~~ in 2011 and Route 40 on Hammer Lane in 2012. Route 44 also became the first fully electric BRT route in the United States in 2017. A new BRT ~~route, the~~ Midtown Corridor, opened in tandem with systemwide bus route updates. Future plans include additional corridors on the Martin Luther King Jr. Corridor, Eight Mile Road, March Lane, and Arch-Sperry Road.

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 areas such as Sacramento Regional Transit District, Bay Area Rapid Transit (BART), ~~Santa Clara Valley~~ Transit Authority, and Livermore Amador Valley Transit Authority (LAVTA), and Alameda County Transit (AC Transit).

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

* See next page for #/paragraph replacements

A-3.2

1 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.

2 ~~*RTD Go! Pilot Project with Uber*~~ ← RTD on-Demand Service

3 RTD Go!, launched September 1, 2017, is a one-year pilot project to provide additional mobility options in areas of San Joaquin County outside the service area of other RTD transit options such as Escalon, Linden, and Lockeford. Passengers can save 50% (up to $5.00 off per ride) on trips that originate or end outside the normal RTD service area, and originate or end at one of eight defined transit centers. Riders who are unable to use Uber due to physical disabilities or other limitations may request trips through the TransLoc OnDemand mobile application for a flat rate of $10.00 per trip.

4 *Stockton Downtown Transit Center*

The 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.

5 *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 has been greatly enhanced with this ITS element in place.

Altamont Corridor 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 four morning westbound trains and four eastbound evening trains. 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.

An Altamont Corridor Express Joint Exercise of Powers Agreement was executed by the Alameda County Transportation Commission, the Santa Clara Valley Transportation

Changes below for page L-14

~~Page: 15~~

A-3.2

Number: 1 Author: efernandez Subject: Highlight Date: 7/1/2022 11:58:20 AM
Replace with:

County Hopper is a deviated fixed-route service serving San Joaquin County and providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. In order to accommodate passengers who are not able to reach their destinations within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Advanced reservations are required.

Add description for RTD's Metro Hopper Service:

RTD's Metro Hopper Deviated Fixed Route Service:

Metro Hopper is a deviated fixed-route service serving popular destinations throughout the Stockton city limits. In order to accommodate ADA-certified passengers who are not able to reach fixed-route stops, each Hopper can deviate from its normal route a distance of up to one mile. Advanced reservations are required.

Number: 2 Author: efernandez Subject: Highlight Date: 7/1/2022 9:42:14 AM
Replace title with:

RTD On-Demand Service

Number: 3 Author: efernandez Subject: Highlight Date: 7/1/2022 1:06:57 PM
Replace paragraph with:

RTD began its Van Go! pilot program in 2019. It is an on-demand rideshare service throughout San Joaquin County provided in vehicles that are safe and accessible. The regular one-way fare is $4.00 per person for the first five miles and $0.50 per mile after the 5th mile. Reservations can be made on the day of travel or up to 48 hours in advanced.

Number: 4 Author: efernandez Subject: Highlight Date: 7/1/2022 11:55:32 AM
Add description for each of RTD's Transit Centers:

Hammer Transfer Station:

The Hammer Transfer Station (HTS) is located at Lower Sacramento and Thornton Roads and Hammer Lane and serves as the transfer point for RTD's Metro Express Routes 40 and 43, and other local fixed routes. The HTS has one on-street and three off-street bus boarding locations, as well as passenger amenities such as a sheltered waiting area and fare vending machines.

Mall Transfer Station:

The Mall Transfer Station (MTS) is located at Yokuts Avenue and Pacific Avenue and serves as the transfer point for RTD's Metro Express Route 40 and other local fixed routes. The MTS is located between two malls and across the street from Delta College. There are six shelters with display kiosks.

Union Transfer Station:

The Union Transfer Station (UTS) is located on Union Street
between First and Second Streets near the San Joaquin County Fairgrounds. The UTS provides another central location for the community to access RTD's
routes. The UTS serves as a transfer point for RTD's Metro Express Routes 44 and 49, and other local fixed routes. The UTS provides passenger amenities such as a sheltered waiting area and fare vending machines.

Number: 5 Author: efernandez Subject: Highlight Date: 7/1/2022 9:23:59 AM
Delete

Authority, and the San Joaquin Regional Rail Commission to oversee the Altamont Corridor Express rail service. An important feature of the ACE JPA is that it delineates the cost-sharing formula of the member agencies. With the passage of Senate Bill (SB) 1 in 2017, ACE will have funding to extend services to Modesto/Ceres by 2023 and Merced by 2027.

Robert J. Cabral Station

Located in downtown Stockton, the Robert J. Cabral Station serves as the downtown transit hub for the Altamont Commuter Express (ACE) and the business offices of the San Joaquin Regional Rail Commission. The station was updated beginning in 2009. Improvements include a new façade and improved accessibility and circulation for pedestrians, bicycles, automobiles, and transit buses.

Amtrak San Joaquins Service

The Amtrak San Joaquins intercity rail service, managed by the San Joaquin Joint Powers Authority (SJJPA), includes seven daily round trips with four trains stopping daily at the Cabral Station and Lodi Station (to/from Sacramento) and ten trains stopping at the BNSF station on San Joaquin Street (to/from the Bay Area). The seven 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. The SJJPA Business Plan is updated on an annual basis. Current initiatives include the development of "Morning Express" service arriving in Sacramento by 8am to facilitate business travel, the addition of an 8th daily roundtrip, and track improvements to improve speed and reliability.

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 San Joaquin Regional Transit District (RTD).~~ e-Trans flexible Fixed Route, Intercity Route 1, operates between the Main Street Escalon Park-n- Ride Lot and Modesto at Vintage Faire Mall on Dale Road and Veneman Avenue, five times a day each weekday. This service connects riders to the service at Jacob Myers Park in the City of Riverbank, Modesto Area Express (MAX) and the Stanislaus Regional Transit (StaRT) bus routes. A-3.2

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.~~ RTD operates Van Go that provides Escalon riders with a premium demand response option serving all of San Joaquin County.

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. Additional 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 & Disabled 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. Improvements since that time, include a new transit station on Sixth Street near downtown Tracy, completed in 2010. Besides parking for 220, the station includes meeting rooms and other community facilities.
The service currently 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 operations on November 1, 2006. The current fleet consists of seven 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.. On 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.

Ripon Transit Service

In March 2013, the City of Ripon began offering new expanded transit opportunities through the Blossom Express bus service. This is a Deviated Fixed Route Service which currently operates between 9:25 AM and 2:43 PM on Tuesdays and Thursdays. The route includes service to the Ripon Save Mart Shopping Center, Ripon Library, Post Office, Senior Center, as well as many other locations in the City. Additionally, the Modesto route includes service to Vintage Faire Mall, Kaiser Hospital and Clinic and Target Shopping Center. The bus is also equipped with two bicycle racks on the front of the bus for passenger use.

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

A-3.2

This was reinforced in 2015 by the Fixing America's Surface Transportation (FAST) Act.

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 updated by RTD in 2042. Addition detail on this plan can be found here: http://sanjoaquinrtd.com/~~san-joaquin-county-coordinated-transportation-plan/~~ projects-reports/sjc-ctp/ 2024

A-3.2

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 Corridor 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 passenger 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

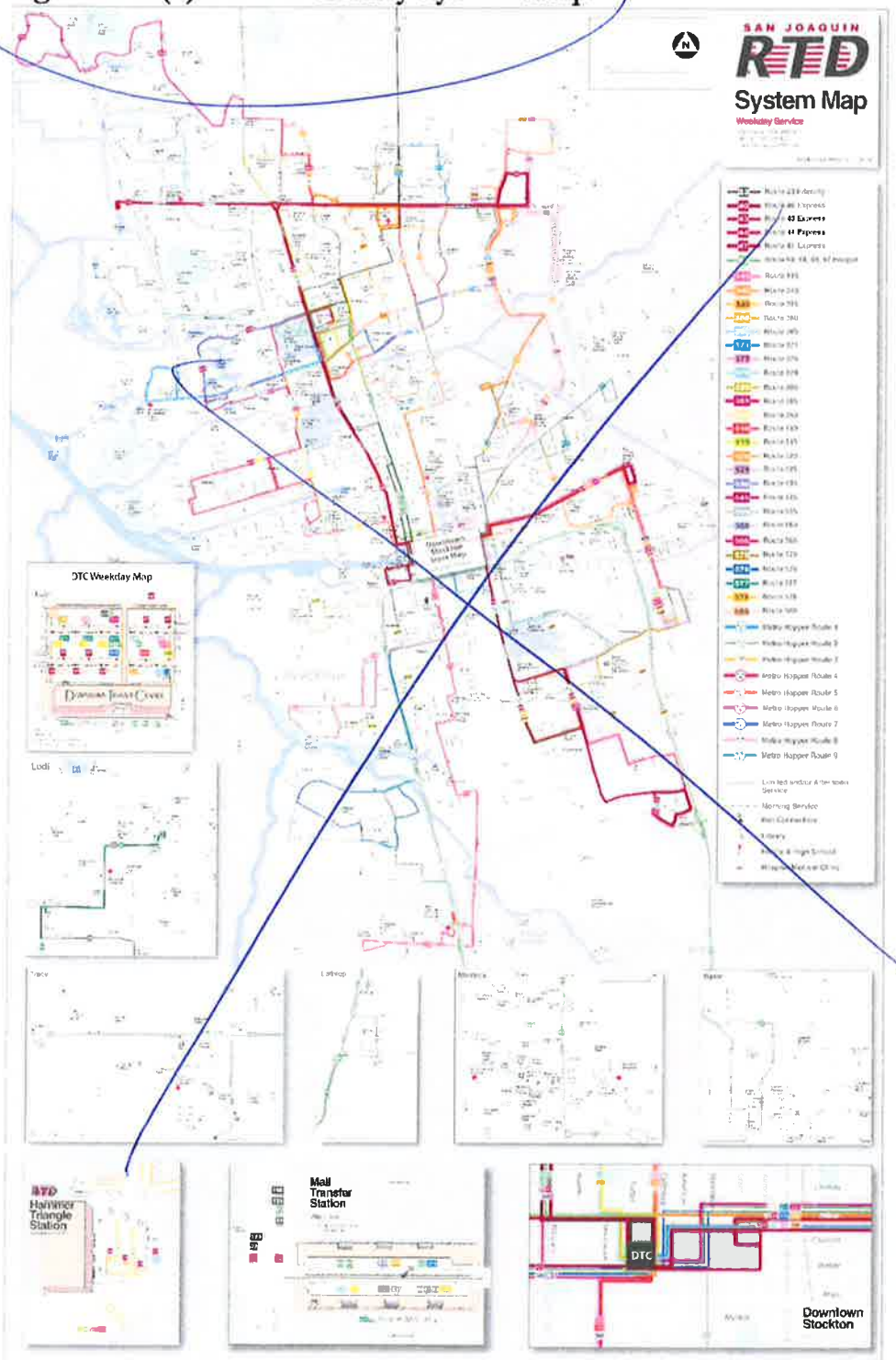
COG's ongoing efforts to ensure a well performing transit system is in place was established in December 1997 with the adoption of the Transit Systems Performance Study Final Report and updated in 2016 with the adoption of the 2016 Regional Transit Systems Plan. The study, initiated by COG in an effort to respond to questions concerning the performance of the County's transit systems, developed measures of cost-effectiveness and efficiency from the operating cost and ridership perspective. The study recommended setting goals for three performance measures over a three-year period: cost/hour; passenger/hour; and subsidy/passenger. The performance indicators are reflective of each operators system and growth plans. The SJCOG Board adopted the revised Transit System Performance Objectives in September 2015.

A-3.2

Add FP → On November 4, 1993, SJCOG requested that the Stockton Metropolitan Transit District Board request expansion of the transit district's boundaries countywide. This action was followed by SB 1699 which expanded the district's boundaries county-wide. Further, the SJCOG wrote that "the regional plan is currently in the stage of consolidating transit systems, and the Council of Governments believes that the formation of a single transit district would make this process more efficient and expedient." The SJCOG continues to support the vision of SB 1699.

Replace with next page (a copy will be provided.)

TRANSIT SYSTEM MAPS
Figure L-2 (a) RTD Weekday System Map



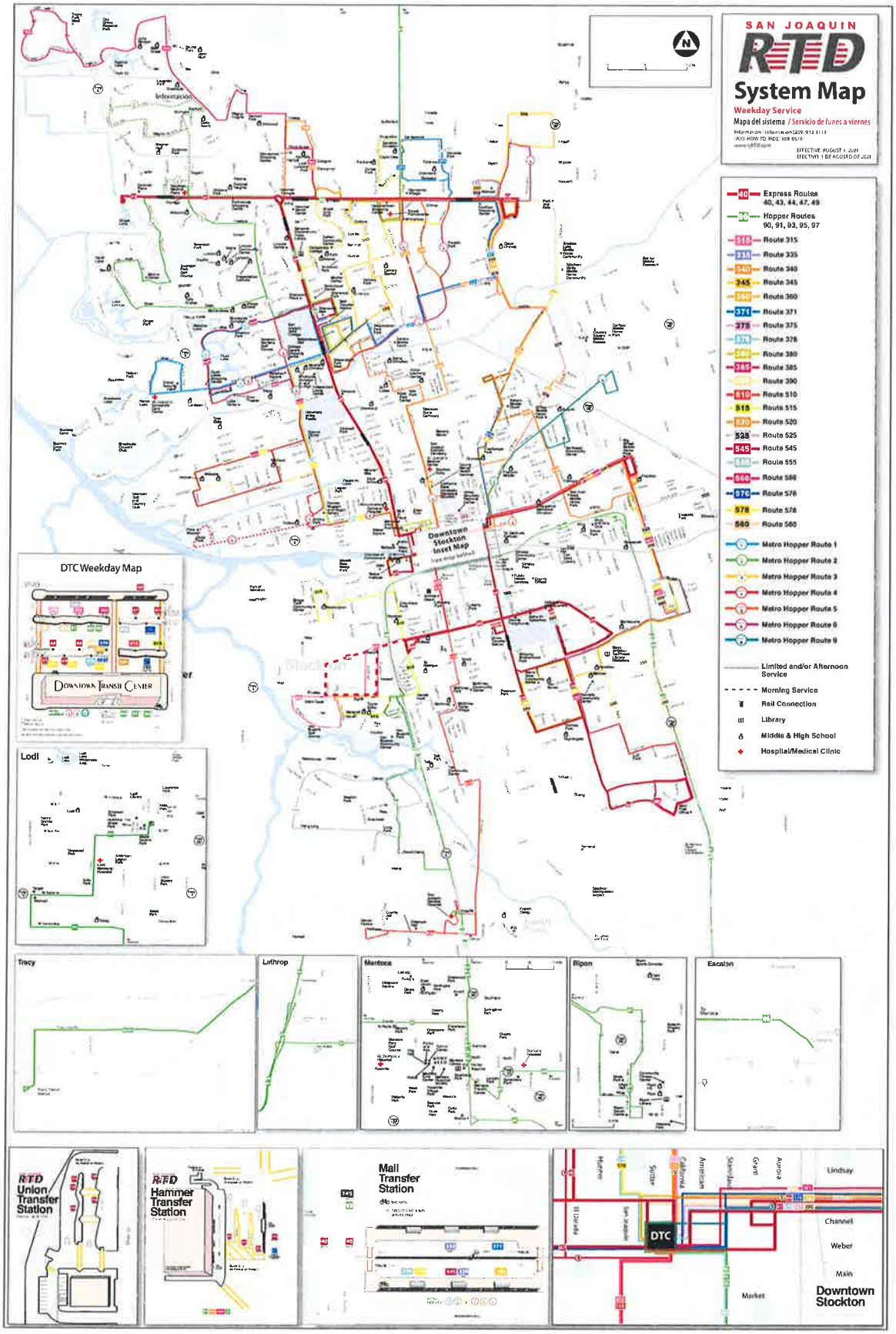
old map

A-3.2

SAN JOAQUIN RTD WEEKDAY SYSTEM MAP

EFFECTIVE: AUGUST 1, 2021

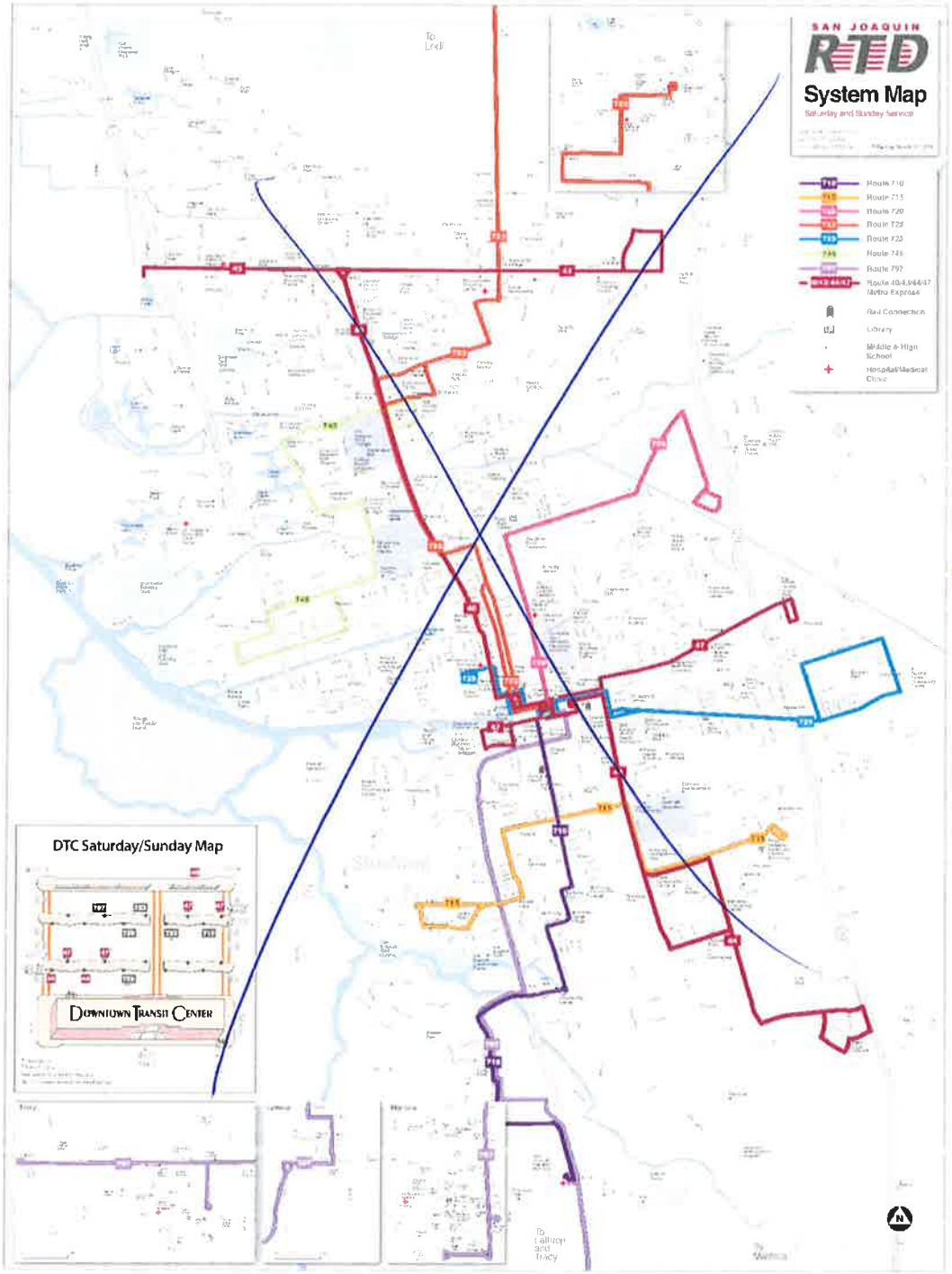
Mapa del sistema de lunes a viernes / efectivo: 1 de agosto de 2021



If information is needed in another language, contact (209) 943-1111 / Si necesita información en otro idioma, llame a (209) 943-1111 / ᱩ ᱵᱟᱹᱫᱚᱞ ᱥᱩᱪᱟᱣᱱᱤ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ ᱞᱟᱹᱜᱤᱫ ᱟᱢᱟᱜ (209) 943-1111 / 如果需要其他语言的信息，请联系 (209) 943-1111 / Yog cov ntaub ntawv xav tau ua lwm hom lus, hu rau (209) 943-1111 / Kung kailangan ang impormasyon sa ibang wika, makipag-ugnayansa (209) 943-1111 / Nếu quý vị cần thông tin bằng một ngôn ngữ khác, vui lòng gọi số, (209) 943-1111

Replace with next page new copy will be provided.

Figure L-2 (b) RTD Weekend System Map



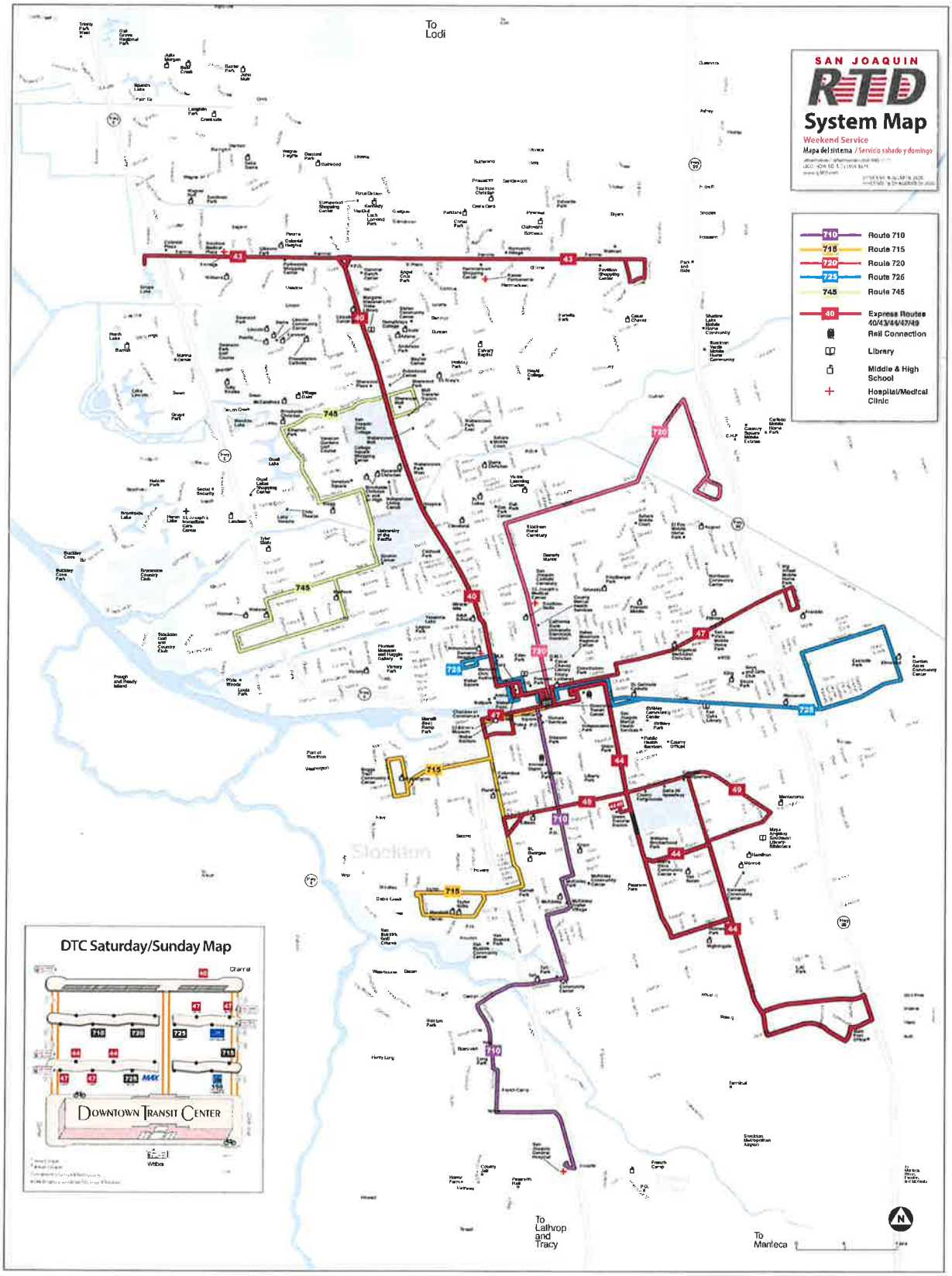
old map

A-3.2

SAN JOAQUIN RTD WEEKEND SYSTEM MAP

EFFECTIVE: AUGUST 16, 2020

Mapa del sistema de sábado y domingo / efectivo: 16 de agosto de 2020

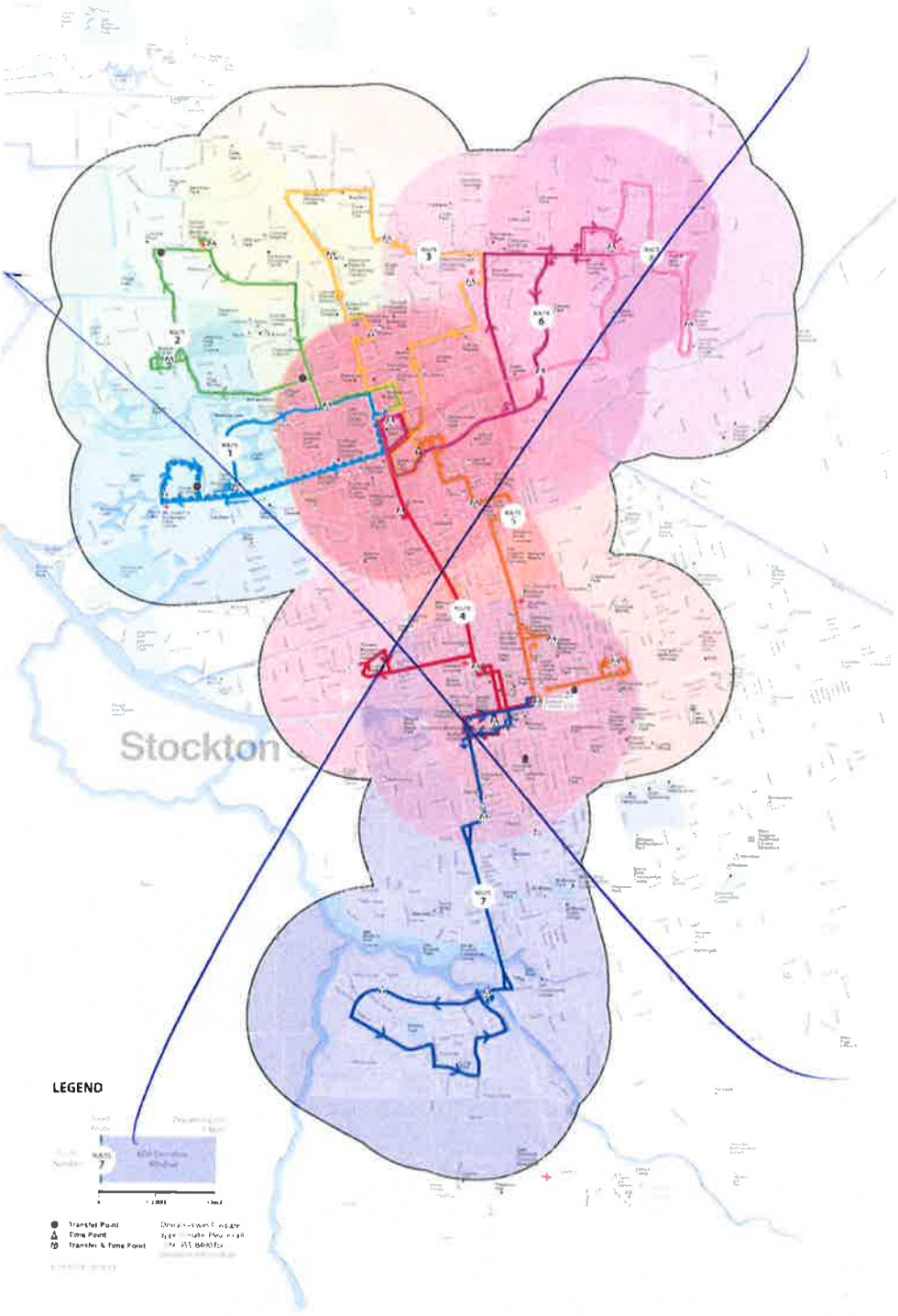


If information is needed in another language, contact (209) 943-1111 / Si necesita información en otro idioma, llame a (209) 943-1111 / [illegible] (209) 943-1111 / Yog cov ntaub ntawv xav tau ua lwm hom lus, hu rau (209) 943-1111 / Kung kailangan ang impormasyon sa ibang wika, makipag-ugnayansa (209) 943-1111 / Nếu quý vị cần thông tin bằng một ngôn ngữ khác, vui lòng gọi số, (209) 943-1111

Should this be L?

Replace with new map, next page. A copy will be provided.

Figure M-2 (c) RTD Metro Hopper Service System Map



old map

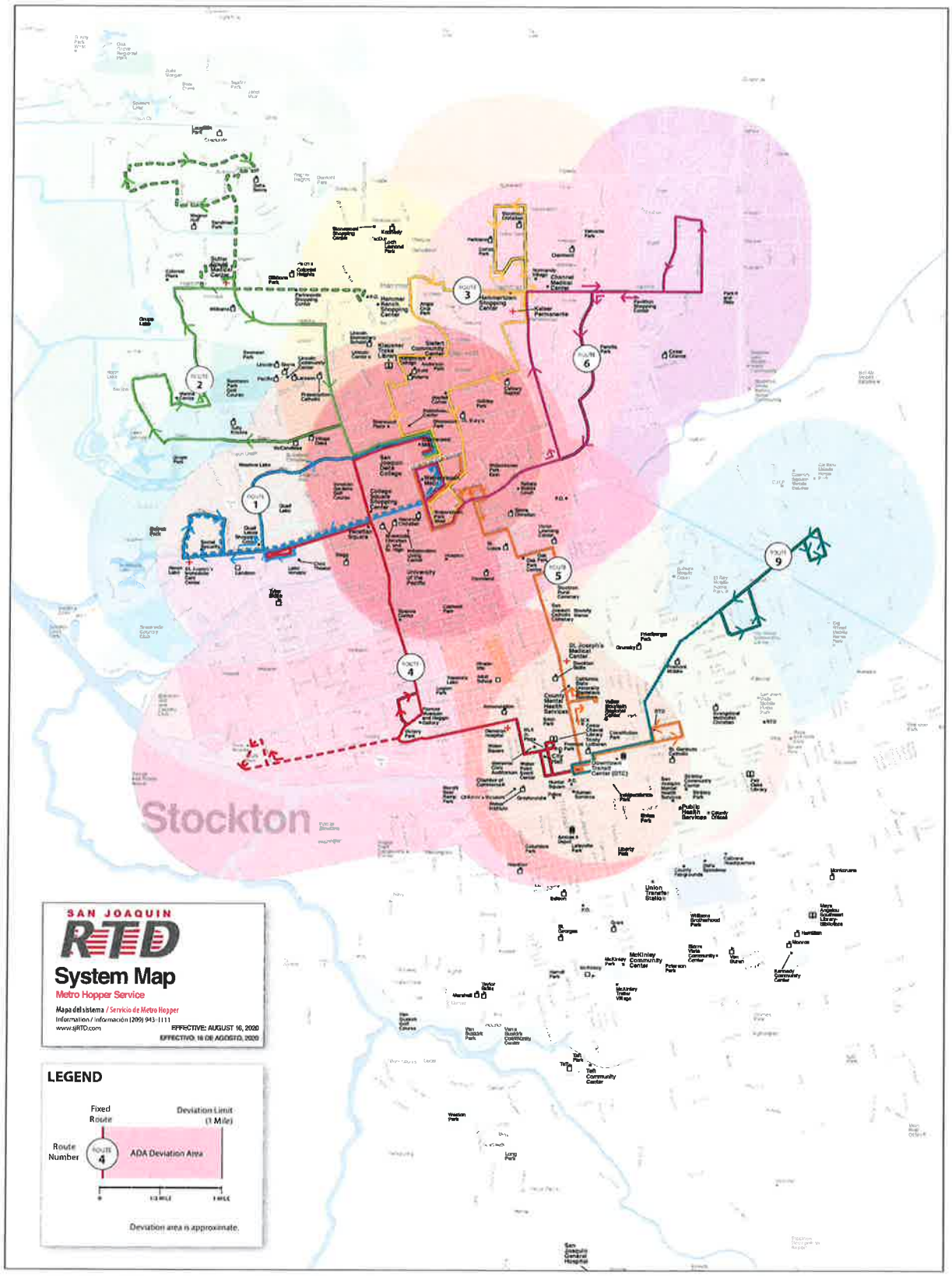
A-3.2

Figure M-2 (d) RTD Bus Rapid Transit (BRT) System

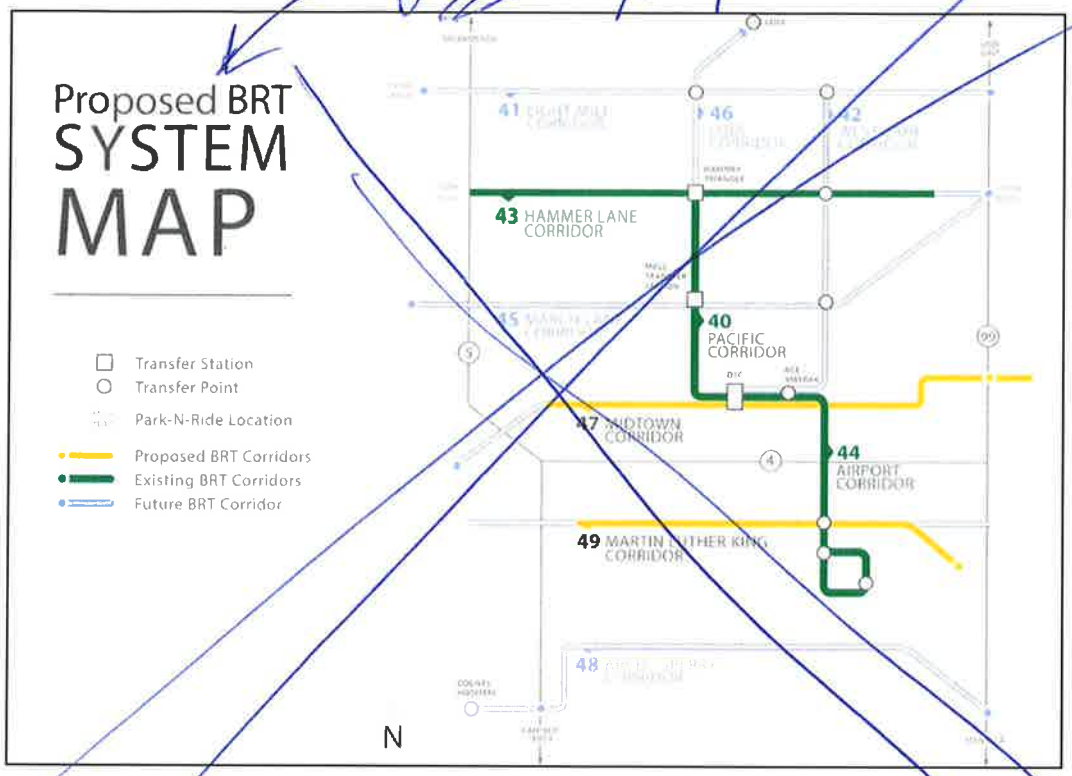
SAN JOAQUIN RTD METRO HOPPER SYSTEM MAP

EFFECTIVE: AUGUST 16, 2020

Mapa del sistema Metro Hopper / efectivo: 16 de agosto de 2020



If information is needed in another language, contact (209) 943-1111 / Si necesita información en otro idioma, llame a (209) 943-1111 / ប្រសិនបើត្រូវការព័ត៌មានជាភាសាផ្សេងទៀត្រស្មទំនាក់ទំនងម៉ាន់ឌ៉ូ (209) 943-1111 / Yog cov ntaub ntawv xav tau ua lwm hom lus, hu rau (209) 943-1111 / Kung kailangan ang impormasyon sa ibang wika, makipag-ugnayansa (209) 943-1111 / Nếu quý vị cần thông tin bằng một ngôn ngữ khác, vui lòng gọi số, (209) 943-1111



Delete this map.

Not proposed & in operation.

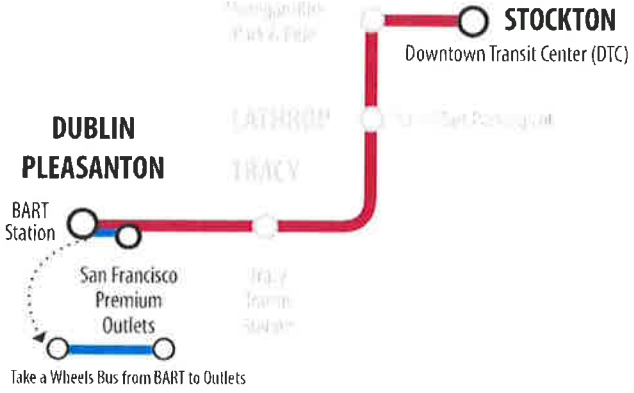
A-3.2

Add

San Joaquin RTD Commuter

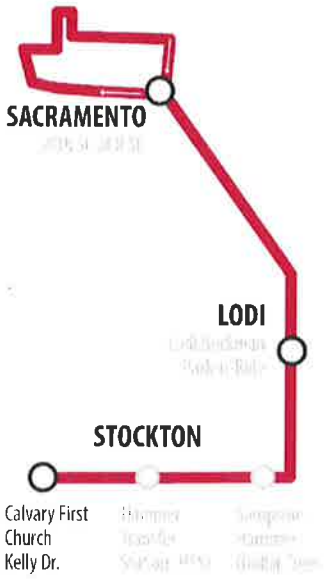
WEEKDAY & WEEKEND

ROUTE **150**



ROUTE **163**

WEEKDAY



Add the RTD Commuter maps for Routes 150 & 163 and use the attached (in email) jpg file or the Word doc with the maps (both attached).

Annual Unmet Transit Needs Planning Process

Each year SJCOG evaluates available transit services and identifies any unmet transit needs. Recently, SJCOG's analysis found the need for non-emergency medical transportation (NEMT) to facilities outside the region. SJCOG worked with RTD to develop a service plan, which will be implemented in the FY 17-18 fiscal year. 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.

A-3.2

Interagency Transit Committee and Ad Hoc Committee for Transit

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 Ad Hoc Committee for Transit was formed in February 2017 in response to the adoption of the 2016 Regional Transit Systems Plan (RTSP). The Committee, which consists of the City Managers and transit agency Chief Executive Officers who make up the SJCOG Management & Finance Advisory Committee, was formed to address questions of transit funding policy raised in the RTSP, with the Interagency Transit Committee serving as a working group to assist in this process.

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; ~~additional bus rapid transit routes within the City of Stockton~~, 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 areas of BRT expansion would provide improved frequency along the Martin Luther King Jr., West Lane, March Lane, Freemont Street, Arch/Sperry Corridor, and Eight Mile Road 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.

A-3.2

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 reduce 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.

The 2022 RTP project list appendix 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 northern San Joaquin Valley and the Bay Area. In the near term, the San Joaquin Regional Rail Commission is planning for the extension of service to Modesto and Ceres by 2023 and Merced by 2027. This extension, which was infused with dedicated funding by the passage of SB 1 in 2017, will also add new stations in Ripon and Manteca in San Joaquin County. Other near-term projects include purchasing longer trains to provide additional capacity and track and signaling improvements to increase speed and reliability along the corridor.

The Rail Commission, in conjunction with the San Joaquin Joint Powers Authority, is also looking to provide additional rail transit options between the San Joaquin Valley and Sacramento. Both agencies have worked with Union Pacific Railroad to secure rights to operate additional trains to Sacramento along the Sacramento Subdivision near I-5. This service would provide additional stops in Elk Grove, Sacramento City College, Midtown, North Sacramento and Natomas/Airport, and allow for potential future extensions to Yuba City/Marysville and Redding (see Figure 7).

ACE is also seeking to provide additional trains over the Altamont Pass to the Bay Area. Of paramount importance to achieve this goal is to acquire dedicated rights of way from

Replace with:

Improve transit coverage, frequency, service span, expanding the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities and older adults.

- Ensure specialized service for the older and disabled communities keeps pace with population growth in those demographic areas A-3.2
- ~~Fully implement BRT on Arch Road/Sperry Corridor, Eight Mile Road, and March Lane.~~

Rail

- Complete extension of ACE service to Merced by 2027
- Expand and improve existing passenger rail service between Sacramento, Stockton, Merced, and the San Francisco Bay Area
- Potential build out of new DMU/EMU service over the Altamont Pass, as consistent with feasibility reports and/or environmental determination prepared by the Tri-Valley San Joaquin Regional Rail Authority
- Improve connections to BART and other feeder transit services
- Upgrade and expand stations including improved passenger amenities and ITS equipment

AVIATION ACTION ELEMENT

The services provided by San Joaquin County's airports address a variety of local and regional needs through providing viable mobility options for the County's citizens and businesses. The aviation system connects the traveling public and cargo movers to 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 as well as supporting local farmers, police, and medical services. Aviation activities also provide recreational opportunities for the citizens of San Joaquin County.

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 Airport (Lind's)
- Kingdon Executive Airport
- Lodi Airpark (Precissi)

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

Assist RTD as needed to improve transit coverage, frequency, service span, expanding the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities or older adults.

Short Range Plan, 2022-2029

- 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.
- Administrative updates of Stockton Metropolitan Airport's ALUCP for consistency with the approved Airport Master Plan.
- Administrative updates of San Joaquin County's ALUCP.
- Assist the City of Stockton and San Joaquin County to fund and complete the French Camp Interchange improvement 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.

A-3.2

Long Range Plan, 2029-2046

- 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)

Draft 2022 RTP/SCS, Appendix N

Corrections need

Source: Manteca Transit PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Tracy Tracer)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	40,329
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	22,807

Source: Tracer PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (RTD)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (Fixed Route)	0	0	~~15.2~~ 12	~~1.2~~ 97	~~30.8~~ 171	~~2.5~~ 1,385.1	~~1,158~~ 6,096.4
Commuter Bus (Commuter Service)	0	0	~~0.8~~ 0	~~0.1~~ 0	~~9.6~~ 13	~~1.4~~ 22.8	~~14,264~~ 387,539
Mobility Response (Mobility on Demand)	0	0	~~4~~ 0	~~2.2~~ 0	~~1~~ 3	~~0~~ 192	~~28,521~~ 155,915.8
Demand Taxi (ADA / Paratransit)	0	0	~~0.4~~ 1	~~0.1~~ 47.4	~~0.6~~ 1	~~0.5~~ 47.4	~~211,191~~ 211,191.9

Source: RTD Agency Safety Plan

A-3.5

SJCOG Efforts

Transit asset management are integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include these performance measures as one of the primary building blocks of the Plan:

Policy: Maximize Mobility and Accessibility

Strategy No. 5 Optimize the public transportation system to provide efficient and convenient access for users of all income levels

Draft 2022 RTP/SCS

Appendix 1

Illustrative Project List (Not Financially Constrained)

Caltrans	SR-12	Widen from 4 to 6 lanes	Lower Sacramento Road to Route 99	$58,100,000
Caltrans	SR-12	Widen from 2 to 4 lanes	Lower Sacramento Road to I-5	$75,000,000
Caltrans	SR-12/SR-88	Widen from 2 to 4 lanes	Within the joint Route 88/Route 12 corridor	$72,500,000
Caltrans	I-5	Widen 6 to 8 lanes (inside)	Eight Mile Road to Gateway Boulevard	$25,000,000
Caltrans	SR-4 Extension	Phase 2: New alignment from Navy Drive to Charter Way	Navy Drive to Charter Way	$200,000,000
Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - CONSTRUCTION PHASE	Harney Lane to Turner Road	Not Available
Lathrop	SR-120 at Yosemite/Guthmiller	Reconstruct interchange - CONSTRUCTION PHASE	Yosemite/Guthmiller	$22,000,000
Manteca	SR-99 at Raymus Expressway	Construction of new interchange - CONSTRUCTION PHASE	SR-99 at Raymus Expressway	Not Available
Ripon	SR-99 at Olive Expressway Interchange	Construction of new interchange at Olive Expressway	SR-99 at Olive Expressway	$100,000,000
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
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
Stockton	SR-99 at Gateway Boulevard	Construction of new interchange	SR-99 at Gateway Boulevard	$99,300,000
Tracy	I-205 at MacArthur	Modification of existing interchange - CONSTRUCTION PHASE	I-205 at MacArthur	$9,670,000
Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - CONSTRUCTION PHASE	I-580 at Coral Hollow Road	$20,000,000
Tracy	I-580 at Lammers Road	Construction of new interchange - CONSTRUCTION PHASE	I-580 at Lammers Road	$55,000,000
Lathrop	Yosemite Avenue	Widen to 6 lanes	McKinley to UPRR	Not Available
Lathrop	Yosemite Avenue	Widen to 6 lanes	SR 120 to McKinley	Not Available
Ripon	Olive Expressway	Construct 6-lane Olive Expressway - CONSTRUCTION PHASE	Canal Boulevard to Raymus Expressway	$30,000,000
Ripon	Garrison Rd Extension to Austin Rd	Construct 2-lane extension of Garrison Road	Jack Tone Road to Austin Road	$10,000,000
Ripon	Doak Blvd	Extension of Doak Blvd	South Highland to Austin Rd	$18,000,000
Stockton	Davis Rd	Widen from 3 to 4 lanes	Bear Creek to Thornton Rd	$3,700,000
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
Stockton	March Ln Widening	Widen from 6 to 8 lanes	El Dorado St to Holiday Dr	$7,360,000
Stockton	Morada Lane	Construction of new 4 lane road	Lower Sacramento Rd to West Ln	$36,050,000
Stockon	Gateway Boulevard	Construct new 4 lane roadway	South of Live Oak Blvd, SR-99 to Micke Grove Road	$9,900,000
Stockton	Micke Grove Road	Widen from 2 to 4 lanes	Eight Mile Road to New Gateway Blvd	$5,900,000
Stockton	Airport Way	Widen from 4 to 6 lanes	Arch Road to French Camp Road	Not Available
Stockton	Airport Way	Widen from 4 to 6 lanes	Industrial Drive to Eighth Street	Not Available
Stockton	Airport Way	Widen from 4 to 6 lanes	Carpenter Road to Dr Martin Luther King Jr Blvd Way	Not Available
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
Tracy	Lammers Road	Widen from 2 to 4 lanes	Phase 1: I-205 to Old Schulte Road	$35,000,000
Tracy	Linne Road	Widen from 2 to 4 lanes	Corral Hollow Road to Chrisman Road	$8,600,000
Ripon	Wilma Avenue at UPRR	Reconstruct existing overcrossing structure	Wilma Avenue at UPRR	$10,000,000
Stockton	Airport Way/BNSF	At-Grade Crossing Improvements	Airport Way/BNSF	$2,800,000
Stockton	Morada Ln/UPRR (West)	Construct grade separation of roadway and railway	Morada Ln/UPRR (West)	$34,600,000
Various Agencies	Various	Various unfunded capital improvements	Various locations	Not Available
Various Agencies	Various	Various unfunded operational improvements	Various locations	Not Available
RTD		Solar Power Project (Phase II)	Stockton Metropolitan Area	~~$40,000,000~~ TBD
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Capital Costs	Between Tracy and Livermore	$10,000,000
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Operating Costs	Dublin/Pleasanton BART to West Tracy	$1,391,000,000
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Operating Costs	West Tracy to River Islands	$190,000,000
SJRRC		ACE Capital Improvements associated with 9th and 10th trains		Not Available
SJRRC		ACE Operational Improvements associated with 9th and 10th trains		Not Available
Manteca	McKinley Avenue Station	Construct multimodal station	McKinley Ave at the UPRR Oakland Sub.	$10,000,000
San Joaquin County	Stockton Metro Airport	Various Unfunded Capital Improvements	Various Locations	Not Available
Tracy	Tracy Municipal Airport	Various Unfunded Capital Improvements	Various Locations	Not Available
Various	Miscellaneous regional bicycle, pedestrian, and safe routes to school facilities and programs	Various Unfunded Needs	Various locations throughout San Joaquin County	Not Available
Various	Miscellaneous regional community enhancement projects	Various Unfunded Needs	Various locations throughout San Joaquin County	Not Available
Various	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Various Locations	Not Available
Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	Various Locations	Not Available

A-3.3

Add:

RTD	various	Transit Oriented Development Initiative	various	TBD
RTD	March Lane	March Lane Transit Corridor	March Lane	TBD
RTD	various	Highway HOV/Transit Lanes	various	TBD
RTD	various	Renewal Energy Expansion projects (Solar, etc)	various	TBD

Letter A-3 Response: San Joaquin Regional Transit District

Response A-3.1: SJCOG staff developed the strategies through a robust public participation effort and vetted the strategies through a two-year process with the RTP/SCS working group, the public, and SJCOG's standing committees and Board of Directors. Thus, SJCOG staff is hesitant to add additional strategies. There is Strategy No. 5 "Optimize the public transportation system to provide efficient and convenient access for users of all income levels" which has the same purpose as the proposed strategy. SJCOG will propose revision of this strategy in the next RTP/SCS update process to reference disadvantaged communities and prioritized transit investments for elderly, disabled, and low-income users more directly.

The strategies in the document are intentionally broad in nature and are implemented through future actions and policies that will evolve based on state, federal, local, and regional priorities, including new federal planning emphasis areas released in late 2021. In addition, SJCOG staff provide the following references in the RTP document where environmental justice communities and transit accessibility for all users are addressed:

- Transit accessibility for all transit users is discussed:
    - Pages 4-11 and 4-12 in Chapter 4
    - Page 5-3 in Chapter 5 (RTP/SCS Story Graphic) for "maximize mobility and accessibility" and "ensuring social equity"
    - Page 5-14 in Chapter 5-14
    -
- The strategy development process is detailed in the following locations:
    - ES-4 and ES-5 of the Executive Summary
    - Page 1-20 in Chapter 1
    - Chapter 2, Civic Engagement
    - Appendix S

Planned and on-going studies and projects will continue to inform future implementation of the 2022 RTP/SCS. SJCOG will continue to work with RTD and other regional partners as the plan moves to the implementation phase.

Response A-3.2: Requested changes were made in RTP/SCS chapters 4, 5, and 7. Requested changes were also made in Appendix L – Modal Discussion. Identified RTD with full name for first entry in chapter and used "RTD" thereafter.

Response A-3.3. Requested changes will be made to Appendices F and T. Any capacity increasing project request will need to be part of an RTP amendment.

Response A-3.4: There were requested changes for the Public Participation Plan (PPP). This document was approved by the SJCOG Board of Directors in 2016 and cannot be amended without the approval of the Board. However, SJCOG will be revising the PPP during 2022-2023 and will consider these proposed changes for the revised plan. These requested changes have been forwarded to the project manager for the PPP update project.

Response A-3.5: Requested changes made in Public Transportation Agency Safety Plan (PTASP) Targets table in Appendix N.

RTP/SCS Comments – by Department

Planning Division

1. Page 3-10- while many of the projects include street widening and intersection improvements, the policies seem geared towards lessening dependence on auto and improving multi-mobility. While many of the street projects are needed, it is not clear how they implement infill development or support goods movement if the improvements are not located near our transit corridors. A-4.1
2. Page 4-7- is there a table that shows the correlation of funding type with projects proposed? That may help to establish why some projects were selected (street widening/improvements) versus other needs (multimodal, green infrastructure, etc.). A-4.2
3. Chapter 5- it is still not clear how the RTP/SCS will increase multi-mobility as there are a lot of street improvement projects that support auto, and while some of the rail projects will lessen the wait time for non-passenger rail (i.e., diamond project) but does not show correlation to how lessened times will result in large uptick in ridership. Maybe this is not the case for Stockton, but the document does not clarify what areas will receive an increase in ridership. This includes equity issues where communities need increased access to parks, trails, and buses. The plans do not indicate how those communities' issues are being solved by the doc. A-4.3
4. Chapter 5- are the jobs created construction-related or permanent through expansion of services? Do we anticipate those jobs will include housing and/or population increase in the area? A-4.4
5. Page 6-10- it says highway improvements should be made to support the Port of Stockton. If that is true, the project list does not indicate the adjacent areas that require improvements to facilitate truck movement to and from the Port. A-4.5
6. Page 6-15- talks about how projects can be catalytic generators, but why are most of the proposed projects proposed in new growth areas that would require developers to construct those street improvements. Is this catalytic to keep those projects moving forward? Stockton has a lot of disadvantaged areas that could use infrastructure and mobility improvements in, and around, the downtown and south Stockton area. The plan shows many bike improvement lanes, but what about bus or other? Those areas with bike lanes may be in heat islands and we could be encouraging bike use in heat islands for disadvantaged areas. A-4.6
7. Chapter 7- self-driving cars are cool but way too early to put eggs in that basket. I would rather see trip monitoring efforts for cars, trains, and bus routes to better understand ridership patterns for making improvements. The plan says it wants to lessen the dependence on jobs/residents from the bay area, but then where are people supposed to be coming from and to in the region? Does the plan anticipate more movement between cities in the region and if so, how does the plan support multi-modal access for that movement via bus, train, carpooling, or other? A-4.7
8. Chapter 8- the plan seems to acknowledge we need housing diversity but seems to state more SFR homes are needed which also shows the region produces a higher percentage of those homes compared to the state average. A-4.8
9. Page 8-12- does the image indicate Stockton will have a 6th cycle RHNA # over 20k? This number appears to be outdated versus what was most recently provided by SJCOG. It would be interesting to see a graphic that depicts the average growth rates of each RHNA city against the A-4.9

projected growth rate of the RHNA allocation. While the document correctly indicates housing production has not kept up with population increase, the anticipated growth for the region shown correlates to the average population increase of each city.

10. Page 8-13- What about a funding program for ADUs? A-4.10
11. Page 8-13- What about hiring a consultant to provide jurisdictions with sample ordinances in order to comply with state housing laws? A-4.11
12. Page 8-13- What about targeted studies to address gaps in infrastructure? A-4.12
13. Page 9-9- as with my other comment on projects relating to equity, staff supports and would like to be part of the social equity planning study. A-4.13
14. Executive Summary Projects- how are those projects being coordinated with the City, especially for one of the projects that may be responsible for frontage improvements? 8-mile is an example of widening and the interchange projects are related to delta cove and sanctuary. A-4.14

Economic Development

15. Chapter 6 Economic Vitality
    a. Last sentence about
    b. Page 6-3 "San Joaquin County's economic recovery substantially lagged compared to other parts of California…"
    c. Page 6-5 "in its first 20 years."
    d. Page 6-10 "This $140 million ~~dollar~~ project…"
    e. Page 6-11 Minor Avenue Complete Streets Project should also speak to encouraging development and investment along the corridor for potential job growth in the area. A-4.15
    f. Page 6-12 add airport passenger trends? Numbers for high-volume years to show economic impact?
        i. Keep consistent – airport vs Airport
    g. Page 6-13 "Altamont Commuter Express (ACE) and the Amtrak San Joaquins trains pass through on the way to the Bay Area and Sacramento."
        i. "at grade" should be hyphenated
    h. Page 6-16 "This final list of projects and strategic financial investments total more than 300 discrete expenditures and $12.million respectively."
        i. Modeling

Public Works Department

16. Executive summary, map of Stockton projects, add the following projects:
    a. Railroad Grade Separations
        i. Airport Way at BNSF – Construct 4 lane Grade separation
        ii. Dr MLK Boulevard Grade Separation modification and ADA compliance – Remove/Reconstruct existing Railroad Grade Separations A-4.16
        iii. Hazelton Ave at UPRR – Construct 4 lane grade separation
    b. Active Transportation
        i. Union Street Greenbelt - Construct Greenbelt including Class 1 Bike and Ped Path adjacent to Union street from Scotts Ave. to Weber Ave A-4.17
17. Executive Summary, map of Stockton projects, modify Project descriptions as follows:

a. Active Transportation, Main Street change limits from California Street to SR-99. Also, Include Market Street from California to Main Street.

18. Reference to Lane expansion will need to be checked with current general plan. Some may not have precise plans therefore will require studies A-4.18

Letter A-4 Response: City of Stockton

Response A-4.1: Comment noted. While many of these projects include multi-modal features and are near existing commercial or transit corridors, not all are aimed at directly furthering infill. Some may be geared to other city and regional priorities such as safety or efficient use of the existing transportation system. The plan allocates a higher percentage of funding to the transit and bicycle/pedestrian funding categories than in the 2018 plan and seeks to implement policy goals through on-going and planned future planning studies designed to leverage future funding opportunities for infill housing, climate resilience, active transportation, and transit innovations. SJCOG staff will continue to work with City of Stockton planning, economic development, and public works departments to implement projects consistent with city, regional, and state goals and funding streams.

Response A-4:2: Please refer to Appendices F (Plan Project List) and G (Revenue Assumptions). Appendix F shows projects by project type and Appendix G shows total funding levels by revenue source. Additionally, Chapter 5 delves further into the funding sources and project types within those funding sources. There is no table that shows the specific correlation of funding type with projects proposed. This level of detail is not available for all projects listed in the RTP/SCS as this high-level, long-range plan only shows that sufficient revenue is projected to be available for the projects listed. Specific funding decisions for specific projects is made later as projects become "shovel-ready." The Federal Transportation Improvement Program (FTIP) contains the listing of near-term projects and their associated funding sources.

Response A-4.3: Comment noted. See response A-4.1. Since most bus transit traverses both inter-city and intra-city roadways, some multi-modal road projects will also benefit transit and bicycle/pedestrian travel. SJCOG is also currently implementing the Sustainable Transportation Equity Program (STEP) to create multi-modal transit options weaving together rail, bus, EV car-share, and EV pedal-assist bike-share options in disadvantaged communities.

Response A-4.4: These jobs are constructed-related and thus are temporary, like other construction jobs. However, the construction of the RTP projects will provide more stability in a traditionally volatile sector. The growth of the construction sector has been factored in the employment and housing forecasts for the RTP/SCS. See Appendix R (Economic and Employment Impacts Report) for a full-discussion of not only the direct construction-related jobs, but also the indirect and induced job growth. This report also discusses the potential long-term impacts of implementation of the RTP/SCS projects. These impacts include increases in household disposable income as travel costs decline, enhanced employment opportunities with increased accessibility to jobs, and reduced greenhouse gases and other pollutants' impact on health outcomes. Enhanced regional competitiveness may also result as a well-functioning transportation system allows business to benefit from agglomeration economies, including rapid access to knowledge, suppliers, and customers.

Response A-4.5: Comment noted. SJCOG continues to work closely with the Port of Stockton to identify future improvements needed to support continued and expanding port operations. Of note is SJCOG's exploration of and support for funding through the upcoming California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. SJCOG is also completing a countywide truck study, as well as a study focusing on the Roth Road corridor – an area important to a potential inland port related project.

Response A-4.6: Comment noted. See Responses A-4.1 and A-4.4. In addition, SJCOG has completed several studies to address the identified issues: South Stockton SCS Implementation Study and Community Needs Assessment, and the Regional Resiliency Implementation Plan and Adaptation Guidance: https://www.sjcog.org/466/Regional-Planning-Studies. SJCOG continues to work with San Joaquin County transit providers to identify route and service improvements, as well as funding opportunities.

Response A-4.7: Comment noted. SJCOG acknowledges that autonomous vehicles are but one potential future transportation option that will require changes in roadway infrastructure. Studies completed are designed to assess the types of infrastructure support that may be needed for likely future technological advances. Several of these studies and future funding opportunities are noted in the chapter. SJCOG also operates the highly successful travel-demand program knows as dibs. More information can be found here: https://dibsmyway.com/. The program includes both vanpool and carpool programs.

Response A-4.8: The plan will result in 52% of the new residential housing units to be multifamily versus 41% for the 2018 plan. This is a 27% increase. Additionally, much of the single-family homes envisioned are homes on smaller lots with increased density.

Response A-4.9: The graphic has been corrected to reflect the most recent RHNA numbers.

Response A-4.10: ADUs are another source for affordable housing. Current efforts in this area include an ADU toolkit through the valley wide Regional Early Action Program (REAP). These resources are available here: https://sjvcogs.org/reap/adus/. SJCOG is not aware of specific funding programs for ADUs, but the comment is noted as SJCOG's regional housing work continues.

Response A-4.11: This could be part of the assistance SJCOG could give to its member agencies through the REAP grant to encourage more housing development. Please also see Response A-4.10 as an example.

Response A-4:12: Comment noted. See also Response A-4.6.

Response A-4:13: Thank you for your interest in being part of the social equity planning study. SJCOG staff notes this and will be in touch when the study kicks off later this fall.

Response A-4:14: Comment noted. SJCOG will continue to coordinate with City of Stockton public works and planning on any changes needed to the project list.

Response A-4.15: In the Economic Vitality Chapter (Chapter 6), all the suggested corrections from Economic Development have been made.

Response A-4.16: Because the railroad grade separations would be considered regionally significant projects, they will be added into the RTP via the first available RTP amendment. The active transportation projects noted in the comment is being added to the project list, as requested.

Response A-4.17: This change will be made, as requested.

Response A-4.18: Comment noted.

California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7943 | FAX (209) 948-7179 TTY 711
www.dot.ca.gov

August 1, 2022

Ms. Diane Nguyen
Executive Director
San Joaquin Council of Governments
555 East Weber Avenue
Stockton, CA 95202

Dear Ms. Nguyen:

The California Department of Transportation (Department) would like to commend San Joaquin Council of Governments (SJCOG) for providing a robust discussion of the region with a clear direction towards a sustainable future. Along with utilizing a robust public participation process that seeks input from underserved communities. The Department appreciates the opportunity to review and comment on the 2022 RTP/SCS and has the following comments:

Chapter 1:

- The section that discusses the air travel system is narrow, focusing only on the Amazon services. There is a high value of agricultural products that had been mention of commuter services to the Bay area, or the potential of Advanced Air Mobility (AAM) services for the future. The Department recommends including this information into the 2022 RTP/SCS. 5.1

Chapter 3:

- Strategies 14 – 16 include electrification of transportation but does not include aviation systems. Wayside equipment and the future of aviation is reliant on electricity. There is also the opportunity for Sustainable Aviation Fuel (SAF) uses as adopted by larger commercial aviation in California in order to meet air quality goals. 5.2
- The Department recommends including information regarding The Climate Action Plan for Transportation Infrastructure (CAPTI) into the 2022 RTP/SCS. CAPTI was adopted in July 2021 and builds on executive orders (EO) signed by the Governor. One such EO was N-7-20 which moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero emission by 5.3

2045. While alternative fuels are mentioned, electric vehicle charging access is not.

- The California Transportation Plan 2050 (CTP 2050) is a policy framework that provides a common vision for the future of our transportation system. The CTP 2050 is a roadmap for making effective, equitable, transparent, and transformational transportation decisions in California. The CTP 2050 is a product of an open and collaborative approach with the State's transportation partners and stakeholders, and is the result of an extensive, multi-faceted public engagement process that responds to federal and state laws and regulations regarding public engagement. The Department encourages SJCOG to support the goals and objectives the CTP 2050.

5.4

Chapter 4:

- The Infrastructure Investment and Jobs Act (IIJA) is not mentioned as a funding source or potential funding source. The Department encourages SJCOG to apply for grants through the IIJA to help in its RTP goals. The Reconnecting Communities Pilot Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development (i.e. Boggs Tract and Little Manila). In 2021 when the IIJA was signed there was $1 billion available. There was $8 billion available for Infrastructure for Rebuilding America (INFRA), $7.5 billion for Rebuilding American Infrastructure Sustainably and Equitably (RAISE) and $5 billion for the National Infrastructure Project Assistance. The Department recommends including this information into the 2022 RTP/SCS.

5.5

Chapter 5:

5.6

- The Department encourages the addition of a disadvantaged communities map.
- There is no mention of Assembly Bill 617 (AB 617) which requires the California Air Resources Board (CARB) and air districts to develop and implement additional emissions reporting, monitoring, reduction plans and measures in an effort to reduce air pollution exposure in disadvantaged communities. 20 of the 30 most disadvantaged communities in California are in the San Joaquin Valley. Please expand on how the RTP will assist in the goals of AB 617.

5.7

Chapter 6:

5.8

- The Department commends SJCOG for the robust section on rail assets.

Chapter 7:

5.9
5.10

- This chapter does not identify any advancements in the aviation system.
- Please add more specific information on what fuel alternatives are being considered. Please also list more options for freight innovations in addition to freight platooning.

Chapter 8:

5.11

- While housing is focused on state mandates and the housing shortage, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting future development, and preserve the viability of the aviation system as an economic engine for the region.

RTP Check List comments pertaining to Appendix B:

5.12
5.13
5.14

- (2) It is difficult to determine which strategies are long term and which are short term. Please clearly identify which strategies are long-term versus short-term.
- (4)(j) The Air Quality (AQ) document is not included therefore this requirement could not be verified. Please submit when possible.
- (6) The referenced documents are not included therefore this requirement could not be verified. Please submit when possible.

Consultation and Cooperation:

5.15 to 5.18

- (2) Please ensure the inclusion of the referenced documents when possible.
- (5) It is unclear how Appendix C meets the requirement. Please check the reference and ensure it appropriately addresses the requirement.
- (6) A specific reference to the Wildlife Action Plan could not be found. Please ensure it is explicitly referenced in the plan with the specific page where it can be found.
- (11) Detailed discussion, but no specific mention of the Public Transit-Human Services Plan. Please include details on how the RTP was coordinated with this plan.

Programming:

5.19

- The referenced table is a list of projects, however there is no discussion of regional ITS structure development.

5.20

- (3) It is hard to tell which projects in the referenced list are considered unconstrained. Please clearly delineate which projects are unconstrained compared to the fiscally constrained projects.

Financial:

5.21 and 5.22

- (4) Please clearly label which projects are regionally significant.
- (9) The reference for this requirement is a list of projects. Please ensure specific financial strategies are identified to ensure this requirement is met.

Overall:

5.23

- The Department commends SJCOG on their public outreach efforts for this 2022 RTP and how each of the statewide goals were clearly addressed and incorporated into the document.

5.24

- The Department would also like to commend SJCOG on the significant increase in bus transit investments by 32.5% as well as the 20% increase in funding for active transportation over the 2018 RTP. Investments in these areas will not only help reduce VMT and greenhouse gases, it also helps to improve the health of the citizens who are now able to walk or bike to areas.

If you have any questions, please contact Joshua Swearingen at (209) 986-9792 (email: Joshua.swearingen@dot.ca.gov) or me at (209) 483-2582. We look forward to continuing to work with you in a cooperative manner.

Sincerely,

TOM DUMAS, Chief
Office of Metropolitan Planning

Letter A-5 Response: California Department of Transportation

Response A-5.1: SJCOG acknowledges the previous volume of agricultural products shipped from Stockton Metropolitan Airport. According to Russel Stark, Stockton Metropolitan Airport Director, there are no agricultural products currently shipped out of the airport and there are no imminent plans to do so. There also are no current air commuter services to the Bay Area, only regular passenger services to Las Vegas and Phoenix. However, SJCOG has added language to Chapter 1 acknowledging the airport's previous status as a hub for the shipment of agricultural products and the potential future of advanced air mobility services. SJCOG staff will continue to monitor these developments during plan implementation and as part of its on-going duties as the Airport Land Use Commission (ALUC) for San Joaquin County.

Response A-5:2: The strategies were developed through a robust public outreach process and have been vetted by the SJCOG Board. Thus, SJCOG staff is hesitant to modify the strategies. Comment has been noted and SJCOG will look into including aviation with electrification of transportation. In acknowledging this comment, SJCOG will add the potential for electrification of airport services and commuter aviation to Chapter 7 (Innovations in Technology).

Response A-5.3: Comment noted. SJCOG staff is addressing the issues covered by the Climate Action Plan for Transportation Infrastructure (CAPTI) even though the CAPTI is not specifically mentioned in the RTP/SCS. In Chapter 3, there is discussion on SJCOG's efforts to address climate change impacts on the regional transportation system. SJCOG completed the Adaptation and Resiliency Study which identified risks and vulnerabilities of the region's transportation system to the impacts of climate change. SJCOG also completed the Regional Resiliency Implementation Plan and Adaptation Guidance which proposes specific solutions to the impacts of climate change on the transportation system. In addition, page 3-3 outlines SJCOG's current implementation of electric car-share and bike-share services, as well as associated charging infrastructure, as part of the Sustainable Transportation Equity Project (STEP) project. Page 3-9 also provides further clarification that the Alternative Fuels Vision Plan focuses on both electric charging and other alternative fuels infrastructure.

Response A-5.4: Comment noted.

Response A-5.5: Added discussion on the Infrastructure Investment and Jobs Act and the resulting programs in Chapter 4. These programs are identified as possible sources for federal funds.

Response A-5.6: There is a map that identifies environmental justice communities on pg. 5-14 of chapter 5.

Response A-5.7: SJCOG has been tracking the AB617 Stockton Community Steering Committee since its inception in 2020. Several transportation measures in the CARB approved Community Emissions Reduction Program (CERP) overlap with identified projects in the RTP, specifically the Stockton Mobility Collective. The Stockton Mobility Collective project will deliver affordable electric carshare and electric pedal assist bikeshare programs in Stockton, particularly in and around the AB 617 community boundaries. The Stockton Mobility Collective also includes a workforce development program that may complement the approved CERP. In recognition of the alignment between CERP measures and implementation activities, SJCOG and the Air District staff meet regularly to coordinate and exchange

updates as needed. Additionally, at least one staff person attends the monthly steering committee meetings. Reference to AB 617 will be added to Chapter 5.

Response A-5.8: Thank you.

Response A-5.9: Comment noted. See response A-5.2.

Response A-5.10: Specific information was added in Chapter 7 on what fuel alternatives are being considered in the Alternative Fuels Study. Staff has provided additional narrative on freight innovations in Chapter 7, specifically related to potential inland port projects.

Response A-5:11: Comment noted. SJCOG administers the Airport Land Use Commission (ALUC) program where SJCOG staff reviews development proposals to ensure the continued operations of public airports.

Response A-5:12: Strategies are long term while identified actions in the RTP/SCS are short term. Examples of identified short-term projects are listed under "The Plan in Action" heading on page 3-9 in Chapter 3. There will be other actions undertaken by SJCOG that will implement the RTP/SCS strategies that are not identified in the document. These actions will be outlined in an upcoming RTP/SCS implementation plan to be developed in late 2022/early 2023. SJCOG will coordinate these efforts with agency partners, including our local Caltrans district office.

Response A-5.13: The draft Air Quality Conformity document was released on July 1, 2022, for a required 30-day review. It is available on the 2022 RTP/SCS website. The document is anticipated to be approved with the RTP/SCS on August 25, 2022.

Response A-5.14: Comment noted.

Response A-5.15: Will become available when ready.

Response A-5.16: Comment noted. Appendix C text was removed.

Response A-5.17: Comment noted. The Wildlife Action Plan is referenced in the DEIR. This reference will be added to the final checklist.

Response A-5.18: Comment noted. Will add reference to the Public Transit-Human Services Plan in Appendix L.

Response A-5.19: Staff will add a reference to Chapter 7 to the checklist where SJCOG is considering development of a new ITS Master Plan to help provide guidance with regional ITS structure development.

Response A-5.20: All of the projects in Appendix F are fiscally constrained. Fiscally unconstrained projects are listed in Appendix T – Illustrative Project List.

Response A-5.21: In SJCOG's experience, all highway projects, interchange projects, capacity increasing arterial projects, and grade separations are considered regionally significant. Other projects may be considered regionally significant on a case-by-case basis, usually through consultation with Caltrans project managers, and federal partners. SJCOG staff will work with these partners to help identify projects considered regionally significant.

Response A-5.22: Comment noted.

Response A-5.23: Thank you.

Response A-5.24: Thank you.

Letter A-6

Timothy Kohaya

From: Anju Pillai <Anju.Pillai@cityoftracy.org>
Sent: Monday, August 1, 2022 5:41 PM
To: Timothy Kohaya
Cc: Kris Balaji; Robert Armijo
Subject: 2023 RTP - City of Tracy Comments (Updated) - Revised

External Email:

Hi Tim,

Please see below our comments on the 2023 RTP. Please ignore my earlier emails.

We need all interchanges shown with an "x" for RTIF funding as they serve regional traffic

- For I580/Corral Hollow Interchange – Open to traffic year 2025
- For I580/Lammers Interchange – Open to traffic year 2030
- For I 205/MacArthur Interchange – Open to traffic year 2035
- For 1205/Iron Horse Interchange –. **Is this interchange currently included in the RTP SJCOG Travel Demand Model? Please confirm.** We recommend updating as I-205/Iron Horse/Pavilion Parkway Interchange to accommodate the Interchange planned in City of Tracy's master plan. A-6.1
- Include the following additional widening projects:
    1. Old Schulte Road : Hansen Road to Lammers Road : Widen from 2 to 4 lanes : Open to Traffic 2028
    2. Linne Road : Lammers Road to MacArthur Drive : Construct 2 to 4 lanes and widen from 2 to 4 lanes : Open to Traffic 2030
    3. Lammers Road : Kimball High School to I-580: Widen 2 to 4 lanes: Open to Traffic 2028.
- Include the following Rail Road Improvements:
    1. Lammers Rd North of Linne Rd – Construct new 6-lane overcrossing
    2. MacArthur Dr and Eleventh St – Modify existing overcrossing to incorporate intersection
    3. Quiet Zone – Modify at-grade crossings at Tracy Blvd and Corral Hollow Rd to institute quiet zone corridor
- The CH widening projects (in the existing RTP) and the proposed Lammers Road widening project (proposed above) should be considered for RTIF funding.

Thank you,

Anju Pillai, PE., MS Engr.
Senior Civil Engineer| Engineering Division
City of Tracy | 333 Civic Center Plaza
Tracy, CA 95376 | Phone (209) 831 6455

Letter A-6 Response: City of Tracy Engineering

Response A-6.1: Regarding the I-580/Corral Hollow, I-580/Lammers, and I-205/MacArthur interchanges, the edits are being made as requested.

The I-205/Iron Horse interchange is listed as "Environmental Only," and as such, is not included in the travel demand model. Per discussion with Tracy engineering staff, further discussion is needed. This project can be amended into the RTP following these discussions between SJCOG and City staff.

Regarding new project submissions, these projects will be added to the RTP via the earliest available RTP amendment.

Letter A-7

Timothy Kohaya

From: Ed Lovell <Ed.Lovell@cityoftracy.org>
Sent: Monday, August 1, 2022 11:05 AM
To: Timothy Kohaya
Cc: RTP
Subject: 2022 Draft RTP/SCS Comment

External Email:

Hi Tim,
One comment I would like to submit:
In Appendix F, under table 6-5: Bus Transit Improvements, I would like to see added Tracy's project to build a Maintenance, Storage and Fueling Facility. The MPO ID is SJ07-5055 and the CTIP ID is 212-0000-0774. Additionally, some of the descriptions of the projects need to be updated as they are not accurate. A-7.1

Ed Lovell | Transit Manager
Tracy Transit Station
50 E. 6th Street | Tracy, CA 95376
Office (209) 831.6204 | Fax (209) 836.8955

Letter A-7 Response: City of Tracy Transit

Response A-7.1: This change is being made, as requested.

SJRRC/SJJPA Comments on SJ COG 2022 RTP:

ES-10: Appears that improvements needed for San Joaquins expansion (BNSF double-tracking) are not included. ($1.3 billion for ACE capital and O&M to be revised upon update of the table in Appendix F) A-8.1

ES-12: Doesn't include San Joaquins Expanded Service A-8.2

ES-16: No Lodi Valley Rail Station (ACE and San Joaquins) shown A-8.3

1-9: States, "Within the planning horizon of the 2022 RTP/SCS, SJRRC plans to expand ACE service in the Central Valley between the Modesto and Sacramento areas to provide more traveling options for both in-county and out-of-county commuters." Should change "Modesto" to "Merced" and add, "and to connect with HSR Interim Service at a multi-modal hub station in downtown Merced." Also need to get text added in regards to San Joaquins expansion and the San Joaquin service. Suggest the following text for the San Joaquins expansion: A-8.4

4-3: TIRCP and Cap & Trade Program? Surplus funding from general funds? IIJA Programs (RAISE, INFRA, Mega) A-8.5

4-14: The "Altamont Corridor Vision" paragraph is out-of-date and should be replaced with Valley Rail paragraphs. The text under Altamont Corridor Vision states, "A partnership among the San Joaquin Regional Rail Commission, Tri-Valley – San Joaquin Valley Regional Rail Authority, and San Joaquin Joint Powers Authority was formed with the common goal of increasing passenger rail connectivity between the Bay Area and San Joaquin Valley. Phase 1 of the plan includes adding two new round trips and a weekend service between the San Joaquin Valley. A new rail alignment between Greenville Road and the San Joaquin County line will allow for greater passenger capacity and faster trains. SJCOG has pledged a letter of support for the Altamont Corridor Vision's Phase 1." A-8.6

Valley Rail:

The SJCOG 2022 RTP/SCS includes the SJRRC's and SJJPA's "Valley Rail" expansion program and has submitted letters of support for Valley Rail funding applications. Valley Rail includes the extension of ACE through Stanislaus, Merced and Sacramento counties. ACE service will terminate at downtown Merced where it will directly connect with HSR Interim Service at a multi-modal station by 2030. The three Sacramento-bound ACE trains originating at Merced will offer a transfer at Lathrop for those traveling to Alameda County or San Jose. Three additional ACE round-trips will run from Merced to the South Bay (one to San Jose and two to Union City BART) by 2030.

Valley Rail also includes the expansion of the San Joaquins intercity passenger rail service. SJJPA will be truncating the San Joaquins to terminate at the downtown multi-modal station in Merced once HSR Interim Service is initiated by 2030. SJJPA is expecting to implement the necessary improvements along the BNSF and UP lines to run four additional round trips between Merced and Sacramento and one additional round trip between Merced and Oakland – for a total of 12 round trips that will connect with HSR at Merced.

A partnership among the San Joaquin Regional Rail Commission, Tri-Valley – San Joaquin Valley Regional Rail Authority, and San Joaquin Joint Powers Authority was formed with the common goal of increasing passenger rail connectivity in the Northern California Megaregion between the Bay Area, Sacramento and San Joaquin Valley. The Valley Rail and Valley Link expansion programs are fully coordinated and complementary. ACE and Valley Link will directly connect at the multi-modal North Lathrop Transfer Station, and the partner agencies are also exploring the possibility for ACE and Valley Link to share infrastructure between North Lathrop and the Tri-Valley. SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority have an MOU which identifies SJRRC as the expected operating agency for Valley Link service.

4-16: States, "The plan includes $1.46 billion toward rail transit operation and corridor improvement. This includes the operation and enhancement of the ACE passenger rail service that provides the commuter link between the northern San Joaquin Valley and the Bay Area. The San Joaquin Regional Rail Commission is planning to extend service to Ceres by 2024~~3~~ and Merced by 2029~~7~~. This extension was infused with dedicated funding by the passage of SB 1 in 2017 and will also add new stations in Lathrop, Ripon and Manteca in San Joaquin County. This project has passed environmental review and is in the final phases of the design and engineering process. A-8.6

The rail commission and the San Joaquin Joint Powers Authority are also looking to provide more rail transit options between the San Joaquin Valley and Sacramento. The Valley Rail Sacramento Extension will include both San Joaquins Amtrak and ACE Rail operations on the Union Pacific Sacramento Subdivision near I-5. The extension will consist of six new stations in Lodi, Elk Grove, City College, Midtown, North Sacramento, and Natomas, which will feature a shuttle to the Sacramento International Airport (Figure 4.6)."

6-13: See suggested edits in track-changes below:

"The network includes approximately 200 miles of railroads owned by Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) in San Joaquin County. Significant rail expansion projects are further distinguishing the county as a premier location for logistics operations. Senate Bill 1 funding through the State Rail Assistance (SRA) Program was secured to construct a new track in the northwest quadrant intersection of the UPRR Fresno Subdivision and BNSF Railway Stockton Subdivision. The Stockton Wye Project will create a new connection between the BNSF Railroad Stockton and UPRR Fresno subdivisions. The new track connection will provide a vital freight and passenger rail link in the northwest quadrant of the Stockton Diamond grade crossing. The Stockton Diamond is an at grade crossing and is currently the most congested freight at grade crossing in the state. Heavy congestion A-8.6

effects both freight and passenger operational performance. Trains pass through it heading up and down the West Coast and from the Port of Oakland to all points east. It is a major pass-through for much of the San Joaquin Valley's rich agricultural harvest and is also an important junction for passenger rail as both ~~the~~ ACE~~ltamont Commuter Express~~ and ~~the Amtrak~~ San Joaquins pass through on the way to the Bay Area. A-8.6

Freight and passenger service were limited through this corridor due to the existing congestion. The Stockton Diamond project will build a grade crossing so that the north-south tracks would pass over the east-west tracks. Grade separated double tracking will also improve the efficiency of the ACE and San Joaquins services and will enable future increases in these services to Sacramento and the Bay Area~~rail~~. The project includes bike, pedestrian and roadway improvements and safety enhancements at several at-grade local road crossings in the City of Stockton." A-8.6

9-4: States, "ACE Sacramento Extension and Related Multimodal Stations: The plan includes project development work for an ACE Sacramento Extension, but the operations and capital investments are unfunded. At the time of this plan, the San Joaquin Joint Powers Authority is actively pursuing grant funding opportunities to address project funding needs." Suggest replacing with the following text:

Valley Rail Expansion and Related Multimodal Stations: The Valley Rail Program includes project development work for connecting ACE and San Joaquins services with HSR at a multi-modal hub station in downtown Merced, but additional capital investments are needed to extend ACE from Ceres to Merced and to connect the San Joaquins to the multi-modal station in Merced. SJRRC and SJJPA are also working to expand both services north from Sacramento to serve Yuba, Sutter, and Butte counties, to extend ACE to Union City to connect with BART, and to implement additional improvements to enable a higher level of frequency to provide enhanced connectivity to HSR Interim Service. At the time of this plan, SJRRC and SJJPA are actively pursuing grant funding opportunities to address project funding needs for the planned Valley Rail Program to be running by the time HSR Interim Service begins operations in 2030." A-8.6

Appendix F: SJRRC/SJJPA are still finishing comments on Appendix F. These will be provided to SJ COG no later than August 8. A-8.7

Letter A-8 Response: San Joaquin Regional Rail Commission

Response A-8.1: Comment noted. This project was not included in the RTP project list but will be included in an amendment to the RTP/SCS. SJCOG staff will work with Rail staff to fine tune project details for inclusion in an updated Rail project list.

Response A-8:2: Some of the listed projects in Figure ES.4 were not funded. This section was replaced by featured RTP project in each of the member agencies.

Response A-8.3: See response A-8.1.

Response A-8.4: Corrections made.

Response A-8.5: 4-3: At the time of public outreach for RTP scenario development, details associated with many of these programs were not certain. SJCOG will amend the RTP to include added detail on these fund sources, as better information has become available.

Response A-8.6: Requested corrections made in chapters 4, 6 and 9.

Response A-8.7: These projects will be included in an amendment to the RTP/SCS. SJCOG staff will work with Rail staff to fine tune project details for inclusion in an updated Rail project list.

APPENDIX E

Adoption Resolution

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RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-23-16

RESOLUTION CERTIFYING THE FINAL ENVIROMENTAL IMPACT REPORT, ADOPTING MITIGATION MEASURES AND A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPTING CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE SJCOG 2022 REGIONAL TRANSPORTATION PLAN

WHEREAS, the San Joaquin Council of Governments (SJCOG) is the designated Metropolitan Planning Organization (MPO) comprised of eight member agencies: San Joaquin County, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy; and

WHEREAS, SJCOG is the agency responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result in a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R.
§613; and

WHEREAS, SJCOG is the Lead Agency in preparing the SJCOG 2022 Regional Transportation Plan/Sustainable Communities Strategy ("RTP") and is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.]; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(£), an Environmental Impact Report ("EIR") is the public document used by a governmental agency to analyze the environmental effects of a proposed project, to identify alternatives, and to disclose feasible ways to reduce or avoid the potential environmental impacts; and

WHEREAS, CEQA Guidelines Section 15168 specifies that a Program EIR (PEIR) can be prepared on a series of actions that can be characterized as one large project related either geographically, as logical parts in the chain of contemplated actions, in connection with

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issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, SJCOG has determined that a Program EIR is appropriate to assess the environmental impact of the SJCOG 2022 RTP; and

WHEREAS, the PEIR analyzes environmental impacts of the SJCOG 2022 RTP on a broad planning level, while presenting as much detailed information about the individual RTP projects that is available at this time; and

WHEREAS, project-specific impacts of the individual RTP project should be analyzed in detail by the implementing agencies as the individual projects are designed, engineered, and considered for approval at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, SJCOG consulted with and requested comments on the Draft EIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the SJCOG 2022 RTP; and

WHEREAS, SJCOG circulated a Notice of Preparation (NOP) of a PEIR for the proposed project and an Initial Study on December 24, 2020 to trustee and responsible agencies, the State Clearinghouse (SCH# 2020120482), and the public; and

WHEREAS, a public scoping virtual meeting was held on January 13, 2021, at 12:00 PM; and

WHEREAS, concerns raised in response to the NOP were considered during preparation of the Draft PEIR; and

WHEREAS, on June 24, 2022, SJCOG released a public notice of availability (NOA) indicating the Draft PEIR would be available on June 24, 2022, inviting comments from the general public, agencies, organizations, and other interested parties; and

WHEREAS, the Draft PEIR was available for public review from June 24, 2022 through August 8, 2022; and

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WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SJCOG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the Draft EIR and must prepare a written response thereto; and

WHEREAS, SJCOG received written comment letters during the comment period; and

WHEREAS, in accordance with CEQA Guidelines Section 15088, the Final PEIR responds to the written comments received, and

WHEREAS, the Final PEIR document and the Draft PEIR, as amended by the Final PEIR, constitute the Final PEIR; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 1509l(a)(l), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 1509l(d); and

WHEREAS, consistent with the requirements of the CEQA Guidelines, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to outline the procedures for implementing all mitigation measures identified in the EIR; and

WHEREAS, SJCOG has prepared the required CEQA Findings (attached); and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the Final PEIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the Final PEIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

NOW, THEREFORE, BE IT RESOLVED, that the San Joaquin Council of Governments finds as follows:

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(a) that the Final Environmental Impact Report (EIR) prepared for the 2022 Regional Transportation Plan/Sustainable Communities Strategy, was completed in compliance with the California Environmental Quality Act; and

(b) that the Final EIR was presented to SJCOG's decision making body, the SJCOG Board; and

(c) that the SJCOG Board has independently reviewed and considered information contained in the Final EIR; and

(d) that the Final EIR reflects SJCOG's independent judgement and analysis; and

(e) that the Final EIR consists of the Draft EIR and the Final EIR, which includes a Mitigation Monitoring and Reporting Program; and

BE IF FURTHER RESOLVED, that the San Joaquin Council of Governments does hereby adopt the Findings and Statement of Overriding Considerations for the 2022 RTP PEIR, attached hereto and incorporated by reference; and

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments does hereby adopt the Mitigation Monitoring and Reporting Program included in the Final PEIR; and

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments based on and incorporating all of the foregoing recitals and supported by substantial evidence in the whole of the record does hereby certify the Final PEIR and the SJCOG 2022 Regional Transportation Plan/Sustainable Communities Strategy.

AND PASSED AND ADOPTED this 25th day of August 2022 by the following vote of the San Joaquin Council of Governments, to wit:

AYES: Councilmember Bellinger, Escalon; Councilmember Canepa, Stockton; Councilmember Jobrack, Stockton; Vice Mayor Lazard, Lathrop; Supervisor Miller, SJ County; Vice Mayor Restuccia, Ripon; Supervisor Rickman, SJ County; Councilmember Singh, Manteca; Supervisor Winn, SJ County; Councilmember Wright, Stockton; Mayor Young, Tracy.

NOES: None.

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ABSENT: Councilmember Kuehne, Lodi.

DocuSigned by:
Robert Rickman
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ROBERT RICKMAN
Chair

I hereby certify that the foregoing is a true copy of a resolution of the San Joaquin Council of Governments duly adopted at a regular meeting thereof held on the 25th day of August 2022.

Signed: DocuSigned by:
Diane Nguyen
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Diane Nguyen
Executive Director

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RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-23-17

RESOLUTION ADOPTING THE SAN JOAQUIN COUNCIL OF GOVERNMENTS 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, THE 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, AND THE CORRESPONDING CONFORMITY ANALYSIS

WHEREAS, the San Joaquin Council of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2018 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction target for the San Joaquin County region is 16% below 2005 per capital emissions levels by 2035; and

WHEREAS, the state law requires that the 2022 RTP/SCS land-use development pattern is consistent with the Regional Housing Needs Assessment (RHNA); and

WHEREAS, the 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2022 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2023 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration

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(FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the San Joaquin Council of Governments forum and general public involvement; and

WHEREAS, the 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, San Joaquin Council of Governments has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, The San Joaquin Council of Governments has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2022 RTP/SCS and 2023 FTIP; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the documents have been widely circulated and reviewed by the San Joaquin Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of San Joaquin County consistent with the public participation process adopted by the San Joaquin Council of Governments; and

WHEREAS, a public hearing was conducted on July 22, 2022, to hear and consider comments on the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis**;** an additional public hearing on the 2022 RTP/SCS was conducted on June 23, 2022.

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NOW, THEREFORE, BE IT RESOLVED, that the San Joaquin Council of Governments adopts the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments finds that the 2022 RTP/SCS and 2023 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the San Joaquin Council of Governments also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction target of 16% below 2005 per capita emissions levels by 2035.

THE FOREGOING RESOLUTION was passed and adopted by the San Joaquin Council of Governments this 25th day of August 2022, to wit:

AYES: Councilmember Bellinger, Escalon; Councilmember Canepa, Stockton; Councilmember Jobrack; Vice Mayor Lazard, Lathrop; Supervisor Miller, SJ County; Vice Mayor Restuccia, Ripon; Councilmember Singh, Manteca; Supervisor Winn, SJ County; Councilmember Wright, Stockton; Mayor Young, Tracy.

NOES: None.

ABSENT: Councilmember Kuehne, Lodi.

DocuSigned by:
Robert Rickman
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ROBERT RICKMAN
Chair

I hereby certify that the foregoing is a true copy of a resolution of the San Joaquin Council of Governments duly adopted at a regular meeting thereof held on the 25th day of August 2022.

Signed: DocuSigned by:
Diane Nguyen
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Diane Nguyen
Executive Director

CEQA Findings, Statement of Overriding Considerations

1 Introduction to CEQA Findings

These CEQA Findings are made pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq., "CEQA") and the CEQA Guidelines (Cal. Code Regs. title 14, Section 15000 et seq.) by the Board of Directors of San Joaquin Council of Governments (SJCOG) as the lead agency for the 2022 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS," or the "Project"). These CEQA Findings pertain to the Final Environmental Impact Report ("EIR") SCH No. 2020120482 prepared for the 2022 RTP/SCS.

1.1 Project Description Summary

The proposed project by SJCOG is the 2022 RTP/SCS, which is a long-range planning action-oriented document used to achieve a coordinated and balanced regional transportation system. The RTP/SCS document is required by both State and Federal law and is an update of the 2018 SJCOG RTP/SCS. It covers all of San Joaquin County and includes the cities of Escalon, Lathrop Lodi, Manteca, Stockton, Tracy, and Ripon, as well as unincorporated communities in the county. It contains a vision for the region for transportation-related issues and challenges, and a Sustainable Communities Strategy. The plan is organized into five chapters, as follows: Chapter A – Executive Summary, Chapter B – Policy Element, Chapter C – Sustainable Communities Strategy, Chapter D – Action Element, Chapter E – Financial Element.

SJCOG has prepared the SCS as part of the RTP, pursuant to the requirements of California Senate Bill 375 of 2008. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, reduces greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

The 2022 RTP/SCS is based on a preferred land use and transportation scenario which lays out a pattern of future growth and transportation system investment for the region emphasizing a transit-oriented development and an urban infill approach to land use and housing, located near existing high quality transportation corridors. It identifies and prioritizes expenditures of anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as transportation demand management measures and transportation system management (TSM). Capital improvement transportation projects, identified in the proposed 2022 RTP/SCS, are located on State highways, County roads, and locally owned streets, as well as on transit district property and public utility lands.

The land use scenario envisioned by the proposed 2022 RTP/SCS is similar to that contained in the 2018 RTP/SCS. The principles of the preferred land use scenario, the Stay the Course/Remake Centers and Corridors hybrid, guides the allocation of future development sufficient to accommodate the forecasted growth in population, households, and employment through 2046. Most notable of these principles is an increase in average densities county-wide by generally 24% over the status quo densities. This is articulated in a growth pattern that is reflective of the preferred land use scenario's potential for increasing multi-modal travel and transit-oriented development.

The 2022 RTP/SCS establishes planning goals and objectives to guide the development of the plan and establishes the guiding principles for decision-making. Regional projects and programs are

developed, funded, and implemented based on these goals. SJCOG's general objectives for the 2022 RTP/SCS are to ensure that the SCS and the transportation system planned for the SJCOG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

More specific goals of the proposed 2022 RTP/SCS are listed in Section 2.2 of the Draft EIR.

1.2 Type of EIR

The 2022 RTP/SCS EIR is a Program EIR. A Program EIR is prepared for a series of actions that can be characterized as one project. An advantage of a Program EIR is that it allows the lead agency to consider broad policy alternatives and "program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts." (CEQA Guidelines Section 15168(b)(4).) The Program EIR can serve as a first-tier document for later CEQA review of individual projects included in the program. These project-specific CEQA reviews can focus on project-specific impacts and mitigation measures and need not repeat the broad analyses contained in the Program EIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the…program, leaving project-specific details to subsequent EIRs when specific projects are considered." (*In re Bay Delta* (2008) 43 Cal.4th 1143, 1174-1175).

1.3 Procedural Compliance with CEQA

SJCOG published a Draft EIR on June 24, 2022, and a Final EIR on August 18, 2022, in compliance with CEQA requirements. SJCOG prepared the Draft and Final EIRs in accordance with CEQA and the CEQA Guidelines. As allowed for in CEQA Guidelines Section 15084(d)(2), SJCOG retained a consultant to assist with the preparation of the environmental documents. SJCOG, acting as lead agency, has directed, independently reviewed, and edited as necessary all material prepared by the consultant, and such material reflects SJCOG's independent judgment. In general, the preparation of the EIR included the following key steps and public notification efforts:

A 30-day scoping process began with SJCOG's issuance of the Notice of Preparation (NOP) of an EIR. The NOP was filed with the State Clearinghouse on December 24, 2020, which started a 30-day comment period that ended January 27, 2021. SJCOG noticed and held one virtual scoping meeting during the 30-day NOP comment period, on Wednesday, January 13, 2021, to receive perspective and input from agencies, organizations and individuals on the scope and content of the environmental information.

SJCOG released the Draft EIR on June 24, 2022, and SJCOG initiated a 45-day public comment period by filing a Notice of Completion and Notice of Availability with the State Office of Planning and Research. The Notice of Availability for the Draft EIR was sent to all organizations and individuals who had previously requested the notice. In addition, SJCOG placed electronic copies of the Draft EIR at the offices of SJCOG and hard copies at three public libraries. The Draft EIR was also posted on SJCOG's website and available for review.

The Notice of Completion for the Draft EIR was filed with the State Clearinghouse on June 24, 2022. The Draft EIR was available for a 45-day public review period starting June 24, 2022, and ending August 8, 2022.

During this 45-day comment period for the Draft EIR, SJCOG requested comments from responsible and trustee agencies, other agencies, and the public, and received two written comment letters. The Final EIR includes the Draft EIR comments and responses to Draft EIR comments. SJCOG provided Notice of Availability of the Final EIR and made the Final EIR electronic version publicly available on its website, as well as the SJCOG office, on August 18, 2022.

The SJCOG Board of Directors will hold a public meeting on August 25, 2022, to consider certification of the Final EIR, adoption of these Findings and a statement of overriding considerations, and approval of the Project.

1.4 Incorporation of Final EIR by Reference

The Final EIR is hereby incorporated by reference into these CEQA Findings. The Final EIR consists of: (1) the Draft EIR and Draft EIR appendices; and (2) the Final EIR volume that includes revisions to the Draft EIR, and the Mitigation Monitoring and Reporting Program (MMRP).

1.5 Requirements for CEQA Findings

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following Findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.))

SJCOG has made one or more of these specific written Findings regarding each significant impact associated with the 2022 RTP/SCS. Those Findings are presented below, along with a presentation of facts in support of the Findings. Upon Certification of this FEIR, the SJCOG Board of Directors certifies these Findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental issues identified and discussed. These Findings are based on substantial evidence contained in the totality of the administrative record before the SJCOG Board of Directors, including but not limited to the Draft EIR "supporting evidence" cited herein.

2 Location and Custodian of the Record

The documents and other materials that constitute the Record of Proceedings, on which SJCOG's CEQA Findings are based, are located at 555 East Weber Avenue, Stockton, California 95202. The custodian of these documents is Tim Kohaya. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of including but not limited to, the following documents:

- The Notice of Preparation (NOP) and all other public notices issued by SJCOG in conjunction with the Project.
- The Draft and Final EIRs, including appendices and technical studies included or referenced in the Draft and Final EIRs.
- All comments and correspondence submitted to SJCOG with respect to the Project.
- The Mitigation Monitoring and Reporting Program (MMRP) for the Project.
- All Findings and Resolutions adopted by SJCOG Board of Directors in connection with the Project and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project submitted to SJCOG by Rincon Consultants, consultants to SJCOG.
- All reports, memoranda, documentation, data output files relating to the land use and transportation modeling for the Project.
- All documents and information submitted to SJCOG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the Project, up through the date the SJCOG Board of Directors considered approving the Project.
- Minutes, meeting notes, and other available documentation of all information sessions, public meetings and public hearings held by SJCOG, in connection with the Project.
- Any documentary or other evidence submitted to SJCOG at such information sessions, public meetings, and public hearings.
- Matters of common knowledge to SJCOG, including, but not limited to Federal, State, and Local laws and regulations.
- Any documents expressly cited in these CEQA Findings, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

3 Findings for Impacts Identified as Less Than Significant

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 do not require Findings for impacts that are less than significant. Nevertheless, for the sake of completeness, the SJCOG Board of Directors hereby finds that the following environmental impacts of the 2022 RTP/SCS either have no impact or are less than significant. Under CEQA, no mitigation measures are required for impacts that are less than significant (CEQA Guidelines Section 15126.4(a)(3)).

Section 4.17 of the EIR explains why certain impacts were not found to be significant and therefore were not discussed in detail in the EIR, pursuant to CEQA Guidelines Section 15128. In addition***, the Findings below are for impacts that were analyzed in detail in the EIR, but are less than significant. These Findings are based on the detailed discussions of impacts in Chapter 4 of the EIR.***

3.1 Agriculture and Forestry Resources

1. **Impact AG-2.** Proposed transportation improvements and land use patterns envisioned by the 2022 RTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, nor result in the loss of forest land or convert forest land to non-forest uses. Impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** The 2022 RTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, and would not result in the loss forest land or convert forest land to non-forest use.
    c. **Supportive Evidence.** Please refer to pages 4.6-11 through 4.6-12 of the Draft EIR.

3.2 Air Quality

1. **Impact AQ-1.** The 2022 RTP/SCS would not conflict with or obstruct implementation of the (AQMP). Impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** The 2022 RTP/SCS would not conflict with or obstruct implementation of the San Joaquin Valley Air Resources District's Air Quality Management Plan (AQMP).
    c. **Supportive Evidence.** Please refer to page 4.2-21 of the Draft EIR.

2. **Impact AQ-4.** Transportation improvements and land use Projects envisioned by the proposed 2022 RTP/SCS would expose sensitive receptors to substantial particulate matter pollutant concentrations. However, because the proposed 2022 RTP/SCS would reduce exposure in comparison to the baseline, impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Total particulate emissions would be lower with implementation of the proposed 2022 RTP/SCS as compared to 2021 baseline conditions. Despite an increase in VMT within the SJCOG region, particulate emissions

would be lower under proposed 2022 RTP/SCS conditions as compared to existing conditions largely due to emission control advances. Therefore, the proposed 2022 RTP/SCS would not expose sensitive receptors to substantial pollutant concentrations associated with re-entrained road dust, and impacts would be less than significant. Implementation of Mitigation Measures AQ-2(a) and AQ-2(b) (outlined under Impact AQ-2) would further reduce re-entrained road dust emissions by encouraging the use of dust suppressants, including watering or gravel, and diesel equipment meeting stricter CARB Tier 3 and Tier 4 emission standards.

c. **Supportive Evidence.** Please refer to page 4.2-28 of the Draft EIR.

3. **Impact AQ-6.** Construction of the transportation improvements and land use Projects envisioned by the proposed 2022 RTP/SCS would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.

   a. **Mitigation**. No mitigation is required.

   b. **Findings and Rationale.** Construction would generate oil and diesel fuel odors during construction from equipment use and would be temporary, and would dissipate rapidly with distance. Development associated with the proposed 2022 RTP/SCS is related to transportation imrovements such as roadway widening, interchange improvements, and installation of bicycle lanes, and are not typical operational sources of odors. Thus, other emissions such as odors would have a less than significant impact on a substantial number of people.

   c. **Supportive Evidence.** Please refer to pages 4.2-33 through 4.2-34 of the Draft EIR.

3.3 Biological Resources

1. **Impact BIO-4.** Implementation of transportation Projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact would be less than significant.

   a. **Mitigation.** No mitigation is required.

   b. **Findings and Rationale.** Most municipalities in the SJCOG region have local ordinances and policies in place that protect native habitat and/or native and non-native trees in urban landscapes, as well as in unincorporated County lands. Most of the transportation Projects in the proposed 2022 RTP/SCS are expansions or maintenance of existing roads, although some transportation Projects may result in development or infrastructure improvements in undisturbed outlying areas. Because ground disturbances would be fairly limited as a result, the removal of native trees and disturbances to other biological resources protected by local policies or ordinances would likely be minimal for most projects. The proposed 2022 RTP/SCS also contains focus on future development concentrated in existing urbanized areas, although there is potential conflict with . This would reduce impacts to biological resources that are protected by city or county ordinances. All future development projects as part of the future land use scenario as well as the transportation projects proposed for implementation under the proposed 2022 RTP/SCS would be required to follow city and county development requirements, including compliance with local policies, ordinances and applicable permitting procedures related to protection biological resources. However, there remains the

potential for conflict with local policies and ordinances from development associated with the future land use scenario. Therefore, conflict with local policies or ordinances is less than significant.

c. **Supportive Evidence**. Please refer page 4.3-37 of the Draft EIR.

3.4 Cultural Resources

1. **Impact CR-3.** Construction activity associated with transportation improvement projects and the land use scenario envisioned by the 2022 RTP/SCS could result in disturbances to human remains including those interred outside of formal cemeteries. l Impacts to human remains would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Human burials outside of formal cemeteries are often associated with prehistoric archaeological contexts. Therefore, it is possible to encounter unknown human burials because of implementation of transportation improvement projects under the 2022 RTP/SCS. Excavation during construction activities in the SJCOG region would have the potential to disturb these resources, including Native American burials. In addition to being potential archaeological resources, human burials have specific provisions for treatment in PRC Section 5097, as listed under Section 4.5.2, *Regulatory Setting*. The California Health and Safety Code Section 7050.5 state no further disturbance may occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner where the remains are found, must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD must complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner or project sponsor. With adherence to existing regulations, impacts to human remains would be less than significant.
    c. **Supportive Evidence.** Please refer to page 4.4-23 of the Draft EIR.

3.5 Energy

1. **Impact E-1**. Future transportation improvement projects and implementation of the land use scenario envisioned by the proposed 2022 RTP/SCS would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** The 2022 RTP/SCS would not increase overall per capita energy consumption relative to baseline conditions, or otherwise result in use of energy in an inefficient, wasteful, or unnecessary manner. Impacts would be less than significant.
    c. **Supportive Evidence.** Please refer to pages 4.5-11 through 4.5-13 of the Draft EIR.
2. **Impact E-2**. The proposed 2022 RTP/SCS would not increase reliance on fossil fuels or decrease reliance on renewable energy sources. This impact would be less than significant.

a. **Mitigation.** No mitigation is required.
b. **Findings and Rationale.** The proposed 2022 RTP/SCS would reduce energy consumption, thus it would not result in wasteful or inefficient energy consumption within the region relative to baseline conditions. Therefore, the proposed 2022 RTP/SCS impacts on energy usage would be less than significant.
c. **Supportive Evidence.** Please refer to pages 4.5-13 through 4.5-14 of the Draft EIR.

3. **Impact E-3**. The proposed 2022 RTP/SCS would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** The proposed 2022 RTP/SCS would be consistent with the State and local plans, as the proposed 2022 RTP/SCS would implement strategies that are designed to enhance the connection between land use and transportation choices through projects supporting energy efficiency. Therefore, the proposed 2022 RTP/SCS would be consistent with State energy efficiency plans, the County's adopted energy conservation and efficiency strategies contained in its General Plan and local General Plans' efficiency policies. This impact would be less than significant.
    c. **Supportive Evidence.** Please refer to page 4.5-15 in the Draft EIR.

3.6 Geology and Soils

1. **Impact GEO-1.** The transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Compliance with existing regulations and design standards, as well as the preparation of site-specific geotechnical reports, would reduce the potential for seismic damage to occur as a result of implementation of 2022 RTP/SCS projects.
    c. **Supportive Evidence.** Please refer to pages 4.8-16 through 4.8-18 of the Draft EIR.

2. **Impact GEO-2.** The proposed transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Projects implementing the 2022 RTP/SCS would conform with applicable county codes related to erosion control and the NPDES Construction General Permit. Impacts related to erosion and loss of topsoil would be less than significant.
    c. **Supportive Evidence.** Please refer to page 4.8-18 of the Draft EIR.

3. **Impact GEO-3.** Implementation of transportation improvements and future projects included in the land use scenario envisioned in the proposed 2022 RTP/SCS could be located on potentially unstable soils, in areas of lateral spreading, subsidence, or high liquefaction potential, or areas of expansive soil. Impacts would be Less than significant.

a. **Mitigation.** No mitigation is required.

b. **Findings and Rationale.** Projects implementing the 2022 RTP/SCS would conform with the California Building Code, local general plans and building standards, and Caltrans design criteria for transportation projects, where applicable. Impacts would be less than significant.

c. **Supportive Evidence.** Please refer to pages 4.8-19 and 4.8-20 of the Draft EIR.

4. **Impact GEO-4.** The transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS in rural areas may have soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems. Impacts would be less than significant.

    a. **Mitigation.** No mitigation is required.

    b. **Findings and Rationale.** The 2022 RTP/SCS does not include transportation projects that would require the use of septic tanks or alternative wastewater disposal systems. The few development projects in rural areas requiring septic tanks or alternative wastewater disposal systems would be required to comply with applicable County or City regulations. Impacts would be less than significant.

    c. **Supportive Evidence.** Please refer to page 4.8-20 of the Draft EIR.

3.7 Greenhouse Gas Emissions and Climate Change

a. **Impact GHG-3.** The transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would not conflict with regional SB 375 per capita passenger vehicle CO_2 emission reduction targets of 16 percent by 2035 from 2005 levels. Impacts would be less than significant.

b. **Mitigation.** No mitigation is required.

c. **Findings and Rationale.** Implementation of the proposed 2022 RTP/SCS in the year 2035 would result in a decrease of per capita passenger vehicle CO_2 emissions by 16.2 percent compared to 2005 levels. Therefore, implementation of the proposed 2022 RTP/SCS would achieve the SB 375 GHG reduction target for SJCOG of 16 percent by 2035, and the proposed 2022 RTP/SCS would therefore be consistent with SB 375. Impacts would be less than significant.

d. **Supporting Evidence.** Please refer to pages 4.9-19 through 4.9-20 of the Draft EIR.

3.8 Hazards and Hazardous Materials

1. **Impact HAZ-1.** Transportation improvement projects and the land use scenario envisioned by the proposed 2022 RTP/SCS may facilitate the routine transport, use, or disposal of hazardous material, and may result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

    a. **Mitigation.** No mitigation is required.

    b. **Findings and Rationale.** Mandatory compliance with existing regulations and programs would minimize the risk associated with these the routine transport, use and disposal of hazardous materials, as well as accident conditions related to these materials. Impacts would be less than significant.

    c. **Supporting Evidence.** Please refer to pages 4.10-18 through 4.10-20 of the Draft EIR.

2. **Impact HAZ-2.** Transportation improvement projects and land use projects envisioned in the proposed 2022 RTP/SCS would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. Existing regulations and programs would reduce the risk to schools. Impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Mandatory compliance with existing regulations and laws would minimize the potential impacts associated with hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or potential future school. Impacts would be less than significant.
    c. **Supporting Evidence.** Please refer to page 4.10-21 of the Draft EIR.

3. **Impact HAZ-4.** Transportation improvement projects and land use scenario envisioned by the 2022 RTP/SCS may be located at or near a public use airport or private airstrip. Existing regulations and regulatory oversight would reduce the inherent hazard of development near airports to safe levels, and this impact would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Compliance with existing federal, state and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development near airports to an acceptable and safe level. Impacts would be less than significant.
    c. **Supporting Evidence.** Please refer to page 4.10-24 of the Draft EIR.

4. **Impact HAZ-5** Transportation improvement projects and the land use scenario envisioned by the 2022 RTP/SCS could interfere with existing emergency response and evacuation. However, required regular updates to emergency response and evacuation plans would account for development and projects and standard notification of emergency response agencies during construction activities would ensure evacuation and response routes are modified appropriately. Impacts related to interference or impairment of an adopted emergency response plan or emergency evacuation plan would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** The proposed transportation projects would generally increase mobility and circulation capacity and, thereby, have the potential to improve response times for police, fire, and emergency service providers, especially in heavily congested areas. However, as described above, emergency and evacuation plans are regularly updated to incorporate current conditions. Therefore, potential impacts related to interference with emergency response and evacuation plans would be less than significant.
    c. **Supporting Evidence.** Please refer to page 4.11-34 through 4.11-36 of the Draft EIR.

3.9 Hydrology and Water Quality

1. **Impact HYD-1.** Implementation of proposed transportation projects and future projects included in the land use scenario envisioned in the proposed 2022 RTP/SCS would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

a. **Mitigation.** No mitigation is required.

b. **Findings and Rationale.** Construction of projects included in the 2022 RTP/SCS would be required to comply with the federal Clean Water Act, which requires that coverage under a National Pollutant Discharge Elimination System (NPDES) stormwater permit be obtained for construction. Mandatory implementation of the SWPPP would prevent substantial erosion or pollutants from degrading water quality or violating wastewater discharge requirements during project construction. Mandatory compliance with existing stormwater regulations and permit programs would prevent discharge of pollutants from operation of projects. Also, implementation of the 2022 RTP/SCS would increase the volume of point-source wastewater discharges in the SJCOG region, but regulatory compliance and monitoring of effluent prior to discharge from treatment facilities would ensure water quality standards would be met. Impacts would be less than significant.

c. **Supporting Evidence.** Please refer to pages 4.11-24 through 4.11-26 of the Draft EIR.

2. **Impact HYD-3.** Transportation and future land use projects implementing the proposed 2022 RTP/SCS would not substantially alter the existing drainage pattern of a site or area through alteration of the course of a stream or river or through the addition of impervious surfaces in a manner where drainage changes would result in flooding on- or off-site, redirect or impede flood flows, exceed the capacity of stormwater systems, or provide additional polluted runoff. Impacts would be less than significant.

   a. **Mitigation.** No mitigation is required.

   b. **Findings and Rationale.** Existing regulatory requirements at the local, State, and Federal level include measures to minimize impacts from any increases in drainage changes that alter the existing drainage pattern. Transportation improvements and future projects included in the land use scenario envisioned in the 2022 RTP/SCS would not substantially alter existing drainage patterns such that they would substantially increase the rate or amount of surface runoff or create or contribute runoff water which would exceed the capacity of stormwater drainage systems. Land use projects under proposed 2022 RTP/SCS would require drainage control and hydromodification measures required either under an individual MS4 NPDES Permit or under the Region-Wide MS4 Permit and would include adherence to the Region-Wide MS4 Permit's hydromodification requirements and implementation of LID drainage control features if required under Program Requirement Part F. Impacts would be less than significant. Compliance with the existing suite of applicable policies and regulations minimize impacts related to on- or off-site flooding, stormwater drainage capacity, polluted runoff, and redirection or impedance of flood, and such impacts would therefore be less than significant.

   c. **Supporting Evidence.** Please refer to pages 4.11-31 through 4.11-32 of the Draft EIR.

3. **Impact HYD-4.** Transportation and land use projects implementing the proposed 2022 RTP/SCS would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.

   a. **Mitigation.** No mitigation is required.

   b. **Findings and Rationale.** Compliance with existing regulations and programs would prevent placement of structures within 100-year floodplain that could redirect flood flows, would prevent development in 100-year floodplains, and would prevent

significant risks of loss, injury or death resulting from flooding or inundation. Impacts would be less than significant.

c. **Supporting Evidence.** Please refer to pages 4.11-32 through 4.11-33 of the Draft EIR.

4. **Impact HYD-5.** Transportation and land use projects implementing the proposed 2022 RTP/SCS would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plans. Impacts would be less than significant.
    d. **Mitigation.** No mitigation is required.
    e. **Findings and Rationale.** Compliance with existing regulations and programs would prevent placement of structures within 100-year floodplain that could redirect flood flows, would prevent development in 100-year floodplains, and would prevent significant risks of loss, injury or death resulting from flooding or inundation. Impacts would be less than significant.
    f. **Supporting Evidence.** Please refer to pages 4.11-34 through 4.11-36 of the Draft EIR.

3.10 Land Use

1. **Impact LU-1**. Implementation of proposed transportation improvements and the land use scenario envisioned by the proposed 2022 RTP/SCS would not physically divide an established community. This impact would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** The transportation projects included in the 2022 RTP/SCS generally include improvements to existing roads and transportation facilities, rather than new roads or rail lines through existing or established communities. The land use scenario envisioned in the 2022 RTP/SCS encourages infill development in existing communities, rather than new communities in rural areas where new roads would be required. Therefore, the 2022 RTP/SCS would not physically divide established communities, and impacts would be less than significant.
    c. **Supportive Evidence.** Please refer to pages 4.12-8 and 4.12-9 of the Draft EIR.

2. **Impact LU-2.** The proposed 2022 RTP/SCS Project implementation would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation (including, but not limited to, the General Plan or Zoning Ordinance) and result in a physical change to the environment not already addressed in the other resource chapters of the EIR. This impact would be less than significant.
    a. **Mitigation.** Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the EIR to reduce impacts. No additional mitigation is required for this impact.
    b. **Findings and Rationale.** The SCS land use and transportation Projects envisioned within the 2022 RTP/SCS may result in conflicts with land use plans, policies, or regulations. However, the 2022 RTP/SCS would not result in a physical change to the environment that has not already been addressed in the other resource chapters of the EIR. The impacts of any such conflicts are described throughout Chapter 4 of the EIR.
    c. **Supportive Evidence.** Please refer to pages 4.12-9 through 4.12-10 of the Draft EIR.

3. **Impact POP-2.** Transportation and land use projects implementing the proposed 2022 RTP/SCS would temporarily displace existing housing and people but would not necessitate the construction of replacement housing elsewhere. Impacts would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Land use development included in the 2022 RTP/SCS would temporarily displace existing housing and people as individual housing development sites are redeveloped. However, displacement would not be substantial, and would be minimized through existing housing programs within the SJCOG region. In the long term, the 2022 RTP/SCS would result in a net increase in housing units in the SJCOG region. Impacts would be less than significant.
    c. **Supportive Evidence.** Please refer to pages 4.17-2 of the Draft EIR.

3.11 Transportation

1. **Impact T-1.** Transportation projects and land use projects envisioned by the proposed 2022 RTP/SCS would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. This impact would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Implementation of the 2022 RTP/SCS would improve transit ridership and circulation while also improving active transportation modes and facilities, such as constructing new pedestrian and bicycle facilities. The 2022 RTP/SCS also includes roadway projects that would improve circulation. The proposed 2022 RTP/SCS would be consistent with the California Transportation Plan and individual jurisdiction General Plans. The 2022 RTP would not conflict with a program, plan, ordinance, or policy addressing the circulation system.
    c. **Supporting Evidence.** Please refer to pages 4.14-18 through 4.14-19 of the Draft EIR.
2. **Impact T-3.** Proposed transportation and land use projects implementing the proposed 2022 RTP/SCS would not substantially increase hazards due to geometric design features or incompatible uses. This impact would be less than significant.
    a. **Mitigation.** No mitigation is required**.**
    b. **Findings and Rationale.** While the proposed 2022 RTP/SCS expands development and increases density in growth geographies, this growth would not impact geometric design features or roadway uses in a consistent way, as those design standards and uses are established and enforced at the local jurisdictional level. Future transportation projects would also be subject to design guidelines established by the State or the local jurisdiction with authority over the project, including curve radii on curving road segments, maximum road grade/slope, and minimum separating distance between intersections and driveways. The proposed SJCOG 2022 RTP/SCS would not adversely impact the compatible use of transportation facilities. Rather, investments would incentivize design improvements to make roadways safer. Therefore, the proposed 2022 RTP/SCS would not substantially increase hazards due to incompatible uses would be less than significant.
    c. **Supporting Evidence.** Please refer to pages 4.14-24 through 4.14-25 of the Draft EIR.

3. **Impact T-4.** Proposed transportation and land use projects implementing the proposed 2022 RTP/SCS would not result in inadequate emergency vehicle access or interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.
    a. **Mitigation.** No mitigation is required.
    b. **Findings and Rationale.** Standard construction procedures for development of a construction management plan prevent 2022 RTP/SCS construction activities from having significant emergency access impacts. Projects included in the 2022 RTP/SCS would be subject to the design standards of local jurisdictions for new and existing development and roadways to ensure adequate emergency access and to ensure no interference with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.
    c. **Supporting Evidence.** Please refer to pages 4.14-25 and 4.14-26 of the Draft EIR.

4 Findings for Impacts Identified as Significant but Mitigated to a Less Than Significant Level

The SJCOG Board of Directors, having reviewed and considered the information contained in the Final EIR and the record of proceedings, and pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15126.4, makes the following Findings with respect to impacts of the Project that are identified as significant but with mitigation measures, as identified in the EIR and required in, or incorporated into the Project, have been mitigated to a less than significant level. The SJCOG Board of Directors hereby finds that mitigation measures identified in the EIR that have been required in or incorporated into the Project would lessen the following significant environmental impacts to a less than significant level. These Findings are based on the discussion of impacts in the detailed impact analyses in Chapter 4 of the EIR. **The Findings below are for impacts where implementation of the Project may result in less than significant environmental impacts with the implementation of mitigation measures.**

4.1 Biological Resources

1. **Impact BIO-1.** Implementation of transportation improvements and the land use scenario envisioned by 2022 RTP/SCS may result in impacts to special-status plant and animal species, either directly or through habitat modifications. This impact would be significant but mitigable.
    a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2022 RTP/SCS program for applicable transportation projects that would result in biological resource impacts, and where feasible and necessary based on site-specific considerations. San Joaquin County and incorporated cities in the County can and should implement these measures where relevant to land use projects implementing 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

    BIO-1(a) **Biological Resources Screening and Assessment.** On a project-by-project basis, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment (BRA) to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The biological resources assessment shall evaluate the potential for impacts to all biological resources including, but not limited to: special-status species, nesting birds, wildlife movement, sensitive plant communities, critical habitat, Essential Fish Habitat, and other resources judged to be sensitive by local, state, and/or federal agencies. In addition, the assessment shall document

potential modifications to existing infrastructure suitable for wildlife movement (e.g., culvert, underpass, etc.) Pending the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. If the project cannot be designed without complete avoidance, the sponsor agency shall coordinate with the appropriate regulatory agency (i.e., USFWS, NMFS, CDFW, USACE) to obtain regulatory permits and implement project - specific mitigation prior to any construction activities. The following mitigation measures [BIO-1(b) through BIO-1(j)] shall be incorporated only as applicable into the BRA for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the biological resources assessment where suitable habitat is present. The results of the biological resources screening and assessment shall be provided to the implementing agency for review and approval.

BIO-1(b) **Special-status Plant Species Surveys.** If completion of the project-specific biological resources assessment determines that special-status plant species have potential to occur on-site, surveys for special-status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species identified in the project-specific BRA. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than two years prior to project implementation. All special-status plant species identified on-site shall be mapped onto a site-specific aerial photograph or topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CNPS, CDFW and/or USFWS. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, mitigation measure BIO-1(c) shall apply.

BIO-1 (c) **Special-status Plant Species Avoidance, Minimization, and Mitigation**. If state or federally listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to mitigation measure BIO-1(b)], then the project shall be re-designed to avoid impacting these plant species to the maximum extent feasible. Occurrences of these species that are not within the immediate disturbance footprint but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent, or other distance as approved by a qualified biologist, to protect them from harm. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.

If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2022 RTP/SCS, all impacts shall be mitigated at a minimum ratio of 1:1 (number of acres or individuals restored to number of acres or individuals impacted) for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to SJCOG,

and/or the local jurisdiction overseeing the project for approval. The restoration plan shall include, at a minimum, the following components:

- Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type);
- Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved];
- Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values);
- Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan);
- Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule);
- Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports);
- Success criteria based on the goals and measurable objectives; said criteria to include numeric criteria to be selected based on the scale of the restoration effort and the restoration technique used:
    - At least 80 percent survival of container plants, and/or
    - Successful establishment the required number of individuals planted from seed to meet required replacement ratios; and/or
    - Sampling-based recruitment/survival criteria to achieve vegetative cover or total number of surviving individuals equal to at least 70 percent of the equivalent metric in reference sites for the same habitat type; sampling-based criteria must use a scientifically valid vegetation sampling method;
- An adaptive management program and remedial measures to address any shortcomings in meeting success criteria;
- Notification of completion of compensatory mitigation and agency confirmation; and
- Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).

BIO-1 (d) Endangered/ Threatened Species Habitat Assessment and Protocol Surveys. Specific habitat assessment and survey protocol surveys are established for several federally and/or state endangered or threatened species. If the results of the biological resources assessment determine that suitable habitat may be present for any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.

Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation, and permitting, as applicable.

If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure BIO-1(e) shall apply.

BIO-1 (e) **Endangered/ Threatened Species Avoidance and Compensatory Mitigation**. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall re-design the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the maximum extent feasible. Disturbance limits shall have bright orange protective fencing installed at least 50 feet beyond their extent, or other distance as approved by a qualified biologist, to protect the habitat. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, and/or CDFW approved conservation bank and/or establish conservation easements or funds for acquisition of conservation easements as compensatory mitigation to offset impacts to federal and/or state listed species habitat. Compensatory mitigation shall be provided at the following ratios for permanent impacts in accordance with the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP 2000) of not less than 1:1 (area mitigated: area impacted) for agricultural habitat lands and 3:1 for natural lands (non-wetland). Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions. If the implementing agency establishes conservation easement(s) (on- and/or off-site) to serve as compensatory mitigation for federal and/or state listed species habitat impacts, compensatory mitigation areas shall have a restrictive covenant prohibiting future development/disturbance and shall be managed in perpetuity to encourage persistence and enhancement of the preserved target species. Compensatory mitigation lands cannot be located on land that is currently held publicly for resource protection. The compensatory mitigation areas shall be managed by a conservation lands management entity or other qualified easement holder. In addition, the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques, and success criteria, and shall determine if the conservation site requires restoration to function as a suitable mitigation site. If restoration is required on the conservation site, the HMMP shall contain the restoration components outlined under the Restoration Plan listed in measure BIO-1(c). The HMMP shall be submitted to the implementing agency for approval.

BIO-1 (f) **Endangered/ Threatened Species Avoidance and Minimization.** The following measures shall be applied to aquatic and terrestrial species, where appropriate. Project sponsors shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence, and the results of the biological resources screening and assessment (measure BIO-1[a]).

- Preconstruction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the appropriate measures in the BO or Habitat Conservation Plan(HCP)/Incidental Take Permit (ITP) issued by the USFWS/NMFS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) shall be implemented; or if such guidance is not in place for the activity, the USFWS, NMFS and/or CDFW shall be consulted to determine the appropriate course of action. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction.
- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species.
- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented.
- No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS.
- If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point the USFWS, NMFS and/or CDFW shall be consulted

to determine the appropriate course of action, or the appropriate measures implemented in accordance with the BO or HCP/ITP issued by the USFWS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) and work can then continue as guided by those documents and the agencies as appropriate.

- All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel.
- All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.
- At the end of each workday, excavations shall be secured with cover, or a ramp shall be provided to prevent wildlife entrapment.
- All trenches, pipes, culverts, or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.

BIO-1 (g) Non-Listed Special Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, measures shall be selected from among the following to reduce the potential for impacts to non-listed special-status animal species:

- Preconstruction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 100-foot buffer and shall identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site either through direct capture or through passive exclusion. A report of the preconstruction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the preconstruction survey results. The report shall be submitted within 30 days of completion of the project.
- If special-status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special-status bats, in consultation with the CDFW, where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. If active

bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step.

- If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.
- If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW.
- If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site.

BIO-1 (h) **Preconstruction Surveys for Nesting Birds.** For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the MBTA, and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist no more than 14 days prior to vegetation removal activities.

A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles, shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.

If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 50 to 300 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. The objective of the buffer shall be to reduce disturbance of nesting birds. All buffers shall be marked using high-visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the young have fledged from the nest or the nest fails.

For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing, and duration of the expected disturbance. The buffer shall be established between February 1 and September 15; however, buffers may be relaxed earlier than September 15 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged, and the nest is no longer in use.

A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.

BIO-1 (i) **Fence and Signpost Restriction.** Any fencing posts or signs installed temporarily or permanently throughout the course of the project shall have the top three post holes covered or filled with screws or bolts to prevent the entrapment of wildlife, specifically the talons of birds of prey. Also, fencing shall incorporate wildlife friendly design elements, such as smooth wires and having a 6-inch or greater gap above grade. Fencing shall also be designed to be wildlife friendly (e.g., smooth top wire, smooth bottom wire at 6 inches above grade, etc.).

BIO-1 (j) **Worker Environmental Awareness Program (WEAP).** Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special-status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS.. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to special-status species and their habitat because the mitigation measures require pre-project surveys and biological monitoring, focused biological surveys, avoidance or minimization of project related disturbance or loss of special-status species, compensation for disturbed or loss of special-status species habitat and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts to special-status species can be mitigated to a less than significant level for all species. Additionally, complete avoidance is the only mitigation for fully protected species, which may not be feasible under some circumstances. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.3-25 through 4.3-29 of the Draft EIR.

2. **Impact BIO-2** Implementation of transportation improvements and the land use scenario envisioned by 2022 RTP/SCS may result in impacts to sensitive habitats, including State or federally protected wetlands. this impact would be significant but mitigable. For agencies utilizing the SJMSCP, this impact would be less than significant.

   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects that would result in biological resource impacts, and where feasible and necessary based on site-specific considerations. San Joaquin County and incorporated cities in the County should implement these measures, where relevant to land use projects implementing 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      BIO-2(a) Aquatic Resources Delineation and Impact Avoidance. The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. If the results of measure BIO-1(a) indicates projects implemented under the proposed 2022 RTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, and/or RWQCB, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, and/or CDFW, as appropriate, for review and approval, and the project shall be designed to avoid and minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure BIO-2(f).

      BIO-2(b) Wetlands, Drainages, and Riparian Habitat Restoration. The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. Unavoidable impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan consistent with regulatory agency requirements shall be developed by a qualified biologist and submittal to the regulatory agency overseeing the project for approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.

      BIO-2(c) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.

      BIO-2(d) Sensitive Natural Community Avoidance and Mitigation. If the results of measure BIO-1(a) indicates projects implemented under the proposed 2022 RTP/SCS

would impact sensitive natural communities, the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible.

If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency.

BIO-2(e) Invasive Weed Prevention and Management Program. Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.

The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:

- During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.
- To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal.
- All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.
- Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project.
- All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas.

BIO-2(f) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction. The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat:

- Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.
- To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.

- Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies.
- During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- Raw cement, concrete, or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages, or riparian habitat.
- All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS.The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to sensitive habitats, including sensitive natural communities and wetlands, because the mitigation measures require focused biological surveys, best management practices for avoidance or minimization impacts, compensation for disturbed or loss of sensitive habitats, including sensitive natural communities and wetlands, and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level for all sensitive habitats. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.3-29 through 4.3-33 of the Draft EIR.

2. Impact BIO-5. Implementation of transportation projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would be significant but mitigable.

a. **Mitigation.** Implementation of Mitigation Measures BIO-1(a) through BIO-3(c) are required.

b. **Findings and Rationale.** The small quantity of low–quality habitat loss associated with implementation of the 2022 RTP/SCS would be considered a less than significant effect

because of the amount of similar and higher value vegetation communities and land cover types within the SJCOG region that are already held in conservation or designated as open space. However, due to the programmatic nature of this analysis, the extent and severity of potential conflicts with the SJMSCP is not known at this time. Therefore, implementation of Mitigation Measures BIO-1(a) through BIO-3(c) should be applied to each future project, as appropriate, that is tiering off from this Program EIR. Adherence to Mitigation Measure BIO-1(a) through BIO-3(c) in addition to individual 2022 RTP/SCS project review by lead agencies would ensure that impacts related to compliance with the SJMSCP remain less than significant and would ensure that projects as they are designed do not result in conflict with the SJMSCP. For agencies utilizing the SJMSCP, this impact would be less than significant through adherence to the regulations incorporated into the Habitat Conservation Plan.

c. **Supportive Evidence.** Please refer to pages 4.3-38 of the Draft EIR.

4.2 Hazards and Hazardous Materials

1. **Impact HAZ-3.** Implementation The 2022 RTP/SCS includes land use patterns and transportation projects that could occur on previously unknown hazardous material sites or sites on the list compiled by Government Code Section 65962.5, and therefore create a significant hazard to the public or environment. This impact would be significant but mitigable.

   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2022 RTP/SCS program for applicable transportation projects that would result in biological resource impacts, and where feasible and necessary based on site-specific considerations. San Joaquin County and incorporated cities in the County can and should implement these measures where relevant to land use projects implementing 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      HAZ-3 **Site Remediation.** If an individual project included in the 2022 RTP/SCS is located on or near hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its

characterization; and development of a health and safety plan for construction workers.
For any project located on or near sites that are not listed and do not have the potential for residual hazardous materials as a result of historic land uses, no action is required unless unknown hazards are discovered during development. In that case, the implementing agency shall discontinue development until DTSC, RWQCB, SJVAPCD, and/or other responsible agency issues a determination, which would likely require a Phase I ESA as part of the assessment.

4.3 Wildfire

1. **Impact W-1.** Proposed transportation improvements and land use projects envisioned by the 2022 RTP/SCS would be located in or near an SRA or very high fire hazard severity zone, and significant risks of loss, injury, or death from wildfires or downstream flooding or landslides would occur. Impacts would be less than significant with mitigation incorporated.
    a. **Mitigation.** Transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects that would result in wildfire impacts. The County and cities in the SJCOG region can and should implement these measures, where relevant to land use projects implementing the 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

        W-1(a) **Wildfire Risk Reduction.** If an individual transportation or land use project included in proposed 2022 RTP/SCS is located within or less than two miles from an SRA or very high fire hazard severity zones, the implementing agency shall, or can and should, require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:

        - Require the use of fire-resistant vegetation native to Tulare County and/or the local microclimate of the project site and discourage the use of fire-prone species especially nonnative, invasive species.
        - Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
        - Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
        - Require adherence to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments.
        - Ensure sufficient emergency water supply.
        - Encourage the use of fire-resistant vegetation native to Tulare County and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.

- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
- Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that shall be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.
- Require fire extinguishers to be onsite during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.
- Smoking and open fires shall be prohibited at individual transportation or land use projects sites included in proposed 2022 RTP/SCS during construction and operations. A copy of the notification to all contractors regarding prohibiting smoking and burning shall be provided to the County.

W-1(b) **Fire Protection Plan.** Implementing agencies for individual transportation or land use projects included in proposed 2022 RTP/SCS located within or less than two miles from an SRA or very high fire hazard severity zone shall, or can and should, prepare a Fire Protection Plan that meets TCFD requirements. The plan shall contain (but not be limited to) the following provisions:

- All construction equipment shall be equipped with appropriate spark arrestors and carry fire extinguishers.
- A fire watch with appropriate firefighting equipment shall be available at the Project site at all times when welding activities are taking place. Welding shall not occur when sustained winds exceed that set forth by the TCFD unless a TCFD-approved windshield is on site.
- A vegetation management plan shall be prepared to address vegetation clearance around all WTGs and a regularly scheduled brush clearance of vegetation on and adjacent to all access roads, power lines, and other facilities.
- Operational fire water tanks shall be installed prior to construction.
- Provisions for fire/emergency services access if roadway blockage occurs due to large loads during construction and operation
- Cleared, maintained parking areas shall be designated; no parking shall be allowed in non-designated areas.
- The need for and/or use of dedicated repeaters for emergency services.
- Appropriate Hot Work permits (such as cutting and welding permits) shall be obtained from the jurisdictional fire agency.
- Individual transportation or land use projects included in proposed 2022 RTP/SCS shall participate in the Red Flag Warning program with local fire

agencies and the National Weather Service. The Applicant shall stop work during Red Flag conditions to reduce the risk of wildlife ignition.

- Compliance with California PRC sections 4291, 4442, and 4443.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOGand that these mitigation measures have been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. With implementation of mitigation measure WF-1(a) and WF-1(b), the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. These measures would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. These measures would also reduce the potential for construction of proposed 2022 RTP/SCS projects to inadvertently ignite a wildfire.

   However, it is not possible to prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires in all cases, and it may not be feasible to mitigate impacts of all individual projects envisioned by the 2022 RTP/SCS to less than significant levels. Therefore, this impact would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.16-10 through 4.16-14 of the Draft EIR.

5 Findings for Impacts that are Significant and Unavoidable

The SJCOG Board of Directors, having reviewed and considered the information contained in the Final EIR and the record of proceedings, and pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), makes the following Findings with respect to impacts of the project that are significant and unavoidable. The SJCOG Board of Directors finds that the mitigation measures identified in the EIR, that have been required or incorporated into the project, would lessen the following environmental impacts but not to a less than significant level. These Findings are based on the discussion of impacts in the detailed impact analyses in Chapter 4 of the DEIR. **The Findings below are for impacts where implementation of the project may result in the following significant, unavoidable environmental impacts, even with the implementation of mitigation measures.**

5.1 Aesthetics

2. **Impact AES-1.** Proposed transportation improvement projects and land use projects envisioned by the 2022 RTP/SCS would have a substantial adverse effect on scenic vistas and substantially damage scenic resources within a state scenic highway. This would be a significant and unavoidable impact.
    d. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures where applicable for transportation projects implementing the proposed 2022 RTP/SCS that would result in impacts to scenic vistas or scenic resources within highways identified to have high scenic qualities or designated by the State as eligible scenic highways. Cities and the County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

        AES-1(a) **Tree Protection and Replacement.** The implementing agency for new roadways, extensions and widenings of existing roadways, trails and facility improvement projects shall, or can and should, avoid the removal of existing mature trees to the extent possible consistent with adopted local City and County policies as applicable. The implementing agency of a particular proposed 2022 RTP/SCS project shall replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible, or as required by local or County requirements. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.

        AES-1(b) **Discouragement of Architectural Features that Block Scenic Views.** The implementing agency shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The

use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents, and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features.

e. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Although identified mitigation would help reduce impacts related to state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the proposed 2022 RTP/SCS could still result in impacts to scenic vistas and resources. And because the EIR evaluates impacts at the programmatic level, all project circumstances are not foreseeable, and these mitigation measures may not be feasible or effective for some projects. Therefore, given the extent of planned land use development and transportation projects, and the potential for site-specific impacts from those projects, impacts related to the obstruction of scenic vistas and resources, including scenic highways, would be significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

f. **Supportive Evidence** – Please refer to pages 4.1-10 through 4.1-12 of the Draft EIR.

3. **Impact AES-2.** The proposed transportation projects and land use patterns envisioned by the proposed 2022 RTP/SCS would in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site or its surroundings, and in an urbanized area, would conflict with applicable zoning and other regulations governing scenic quality. Impacts would be significant and unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures where applicable for transportation projects implementing the proposed 2022 RTP/SCS that would result in impacts to visual character. Cities and the County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

      AES-2 **Design Measures for Visual Compatibility.** The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include:

- Siting or designing projects to minimize their intrusion into important viewsheds;
- Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted;
- Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade;
- Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);
- Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities.; and
- Designing new structures to be compatible in scale, mass, character and architecture with existing structures.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. Implementation of mitigation measures AES-2 would reduce project-specific impacts to the extent feasible. Mitigation Measures AES-1(a) and AES-1(b), discussed above for Impact AES-1, would also reduce impacts associated with visual character. Nevertheless, the alteration of current rural or semi-rural character to a more suburban environment is considered a significant and unavoidable impact because mitigation measures may not be feasible for all projects. Additionally, while these mitigation measures may reduce impacts from urban and infill development, some project-specific impacts may be unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.1-12 through 4.1-14 of the Draft EIR.

4. **Impact AES-3.** Proposed transportation improvement projects and land use projects envisioned by the 2022 RTP/SCS would create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. This would be a significant and unavoidable impact.

   a. **Mitigation** – For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures where applicable for transportation projects implementing the proposed 2022 RTP/SCS that would result in impacts to daytime and nighttime views. Cities and the County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project specific environmental

documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-3(a) **Roadway Lighting.** The implementing shall, or can and should, minimize roadway lighting to the extent possible, consistent with safety and security objectives, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of back shields, hoods, low intensity lighting, and using as few lights as necessary to achieve the goals of the project.

AES-3(b) **Lighting Design Measures.** As part of planning, design, and engineering for transportation and land use projects, implementing agencies shall, or can and should, ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following:

- Lighting shall consist of cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used.
- Lighting shall be directed away from habitat and open space areas adjacent to the project site.
- Light mountings shall be downcast, and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes.
- Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.

AES-3(c) **Glare Reduction Measures.** Implementing agencies shall, or can and should, minimize and control glare from transportation and land use projects near glare-sensitive uses through the adoption of project design features such as:

- Planting trees along transportation corridors to reduce glare from the sun;
- Creating tree wells in existing sidewalks;
- Adding trees in new curb extensions and traffic circles;
- Adding trees to public parks and greenways;
- Landscaping off-street parking areas, loading areas, and service areas;
- Limiting the use of reflective materials, such as metal;
- Using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry;
- Screening parking areas by using vegetation or trees;
- Using low-reflective glass;
- Complying with applicable general plan policies, municipal code regulations, city or local controls related to glare; and

- Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS . The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. In the absence of regulations specifically addressing light and glare impacts, the aforementioned mitigation measures would limit the use of reflective building materials and the potential spillage of light both upward and onto adjacent properties from exterior lighting fixtures. However, mitigation measures maybe not be feasible for all projects. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable

c. **Supportive Evidence.** Please refer to pages 4.1-14 through 4.1-16 of the Draft EIR.

5.2 Agriculture and Forestry Resources

1. **Impact AG-1.** Proposed transportation improvements and land use patterns envisioned by the 2022 RTP/SCS could result in the conversion of important farmland to nonagricultural use, and/or conflict with existing zoning for agriculture. This would be a significant and unavoidable impact.

   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects that would result in impacts to Important Farmland, and where feasible and necessary based on site-specific considerations. San Joaquin County and incorporated cities in the County should implement these measures, where relevant to land use projects implementing the 2022 RTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

      AG-1 **Agricultural Land Impact Avoidance and Minimization.** Project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations that include but are not limited to those identified below.

      - Require project relocation or corridor realignment, where feasible, to avoid Important Farmland;
      - Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land adjacent to project sites. Managing project construction may include

washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures.

- Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the RTP/SCS;
- Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; and/or
- Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Important Farmland.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. Implementation of Mitigation Measure AG-1 would require avoidance, minimization, or compensation for Important Farmland impacts by specific projects included in the proposed 2022 RTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use and conflicts with agricultural zoning and Williamson Act contracts. However, the mitigation would not ensure that all future land use and transportation projects could reduce impacts on Important Farmland, lands zoned for agriculture, and lands under Williamson Act contract to a less than significant level. As a result, the aforementioned mitigation would reduce impacts, but impacts would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable

c. **Supportive Evidence.** Please refer to pages 4.6-9 through 4.6-11 of the Draft EIR.

5.3 Air Quality

1. **Impact AQ-2.** Construction of proposed transportation improvements and land use projects envisioned by the 2022 RTP/SCS would result in a cumulatively considerable net increase in criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be significant and unavoidable.
   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation

measures developed for the proposed 2022 RTP/SCS program where applicable for transportation projects that would result in fugitive dust and ozone precursor emissions. Cities and the County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

AQ-2(a) **Application of SJVAPCD Feasible Mitigation Measures.** For all projects, the implementing agency shall incorporate the most recent SJVAPCD feasible construction mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Additional and/or modified measures may be adopted by SJVAPCD prior to implementation of individual projects under the proposed 2022 RTP/SCS; therefore, the most current list of feasible mitigation measures at the time of project implementation shall be used. The current SJVAPCD feasible mitigation measures include the following (SJVAPCD 2015b):

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- An owner/operator of any site with 150 or more vehicle trips per day, or 20 or more vehicle trips per day by vehicles with three or more axles shall implement measures to prevent carryout and trackout.
- Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.

AQ-2(b) **Diesel Equipment Emissions Standards.** The implementing agency shall ensure, to the maximum extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used. These measures shall be noted on all construction plans, and the implementing agency shall perform periodic site inspections.

AQ-2(c) **Electric Construction Equipment.** The implementing agency shall ensure that to the extent feasible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate. Implementation of Measures AQ-2(a) through AQ-2(c) would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impacts may be reduced to a less than significant level. Implementation of Mitigation Measure GHG-1 below would also reduce construction emissions from the proposed 2022 RTP/SCS. However, these mitigation measures may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable

c. **Supportive Evidence.** Please refer to pages 4.2-21 through 4.2-24 of the Draft EIR.

2. Impact AQ-3. Operation of the proposed transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be significant and unavoidable.

a. **Mitigation.** For land use projects under their jurisdiction,cities and the should implement the following mitigation measure, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

AQ-3 **Long-term Regional Operational Emissions.** Implementing agencies can and should implement long-term operational emissions reduction measures. Such reduction measures include the following:

- Require that all interior and exterior architectural coatings for all developments utilize coatings following SJVAPCD Rule 4601, *Architectural Coatings*.
- Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.

- Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development.
- Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following:
  - Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to indoor reduce pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects.
  - Use air filtration devices rates MERV-13 or higher.
- Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy Install higher efficacy public street and exterior lighting.
- Use daylight as an integral part of lighting systems in buildings.
- Use passive solar designs to take advantage of solar heating and natural cooling.
- Install light colored “cool” roofs, cool pavements.
- Install solar and tankless hot water heaters.
- Exclude wood-burning fireplaces and stoves.
- Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities.
- Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. If implementing agencies adopt and require the mitigation described above, emission impacts would be reduced because said measures described above encourage operational energy efficiency in buildings, reduce vehicle trips by promoting alternative modes of transportation, and other emissions reducing

strategies such as incorporating design measures that promote ride sharing programs. Implementation of Mitigation Measures GHG-4(a) and GHG-4(b) below would also reduce operational emissions from the proposed 2022 RTP/SCS. However, since the implementation is not project- or site- specific, reductions cannot be estimated and cannot be guaranteed on a project-by-project basis. Therefore, this impact would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.2-24 through 4.2-27 of the Draft EIR.

3. Impact AQ-5. The transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would expose sensitive receptors to substantial TAC concentrations. Impacts would be significant and unavoidable**.**

a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the proposed 2022 RTP/SCS program where applicable for transportation projects that would result in fugitive dust and ozone precursor emissions. Cities and the County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

AQ-5 **Health Risk Reduction Measures.** Transportation project sponsor agencies shall implement the following measures for projects that could facilitate an increase in vehicle trips:

- During project-specific design and CEQA review, the potential localized particulate (PM_{10} and $PM_{2.5}$) impacts and their health risks shall be evaluated for individual projects. Localized particulate matter concentrations shall be estimated using procedures and guidelines consistent with U.S. EPA 2015's *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*. If required based on the project-level hotspot analysis, project-specific mitigation shall be added to the project design concept or scope to ensure that local particulate (PM_{10} and $PM_{2.5}$) emissions would not reach a concentration at any location that would cause estimated cancer risk to exceed the SJVAPCD threshold of 20 in one million. Per the U.S. EPA guidance (2015), potential mitigation measures to be considered may include but shall not be limited to: providing a retrofit program for older higher emitting vehicles, anti-idling requirements or policies, controlling fugitive dust, routing traffic away from populated zones and replacing older buses with cleaner buses. These measures can and should be implemented to reduce localized particulate impacts as needed.

- For projects that do not meet screening criteria, retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby residents to TAC concentrations.
- If impacts result in increased risks to sensitive receptors above significance thresholds, plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source.

In addition, consistent with the general guidance contained in CARB's *Air Quality and Land Use Handbook* (2005) and Technical Advisory *on Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (2017), cities and counties shall incorporate appropriate and feasible measures into project building design for land use projects, including residential, school and other sensitive uses located within 500 feet (or other appropriate distance as determined by the lead agency) of freeways, heavily travelled arterials, railways and other sources of diesel particulate matter, including roadways experiencing significant vehicle delays. The appropriate measures shall include one or more of the following methods, as appliable and as determined by a qualified professional. The implementing agency shall incorporate health risk reduction measures based on an analysis of individual sites and project circumstances. These measures may include:

- Avoid siting new sensitive land uses within 500 feet of a freeway or railway.
- Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers.
- Do not locate sensitive receptors near the entry and exit points of a distribution center.
- Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents primarily on the side of the building away from nearby high-volume roadways or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long life span between the pollution source and the project.
- Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, which meets the efficiency standard of the MERV 13. The HV system should include the following features:
  - Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building.
  - Use of either HEPA filters or ASHRAE 85 percent supply filters.
  - Completion of ongoing maintenance.

- Retain a qualified HV consultant or Home Energy Rating Systems rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized.
- Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway/freeway exhaust emissions.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS.The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. Although implementation of the above mitigation would reduce health risks associated with TAC emissions, individual receptors may still be exposed to substantial TAC concentrations that would have significant health risk effects. Because implementation of these mitigation measures is not project- or site- specific, reductions cannot be estimated and cannot be guaranteed on a project-by-project basis Therefore, this impact remains significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.3-30 and 4.3-34 of the Draft EIR.

5.4 Biological Resources

Although, implementation of transportation improvements, and the land use scenario envisioned by the 2022 RTP/SCS may result in impacts to sensitive habitats, including State or federally protected wetlands; this impact is mitigable for agencies utilizing the SJMSCP. For projects that do not or cannot utilize the SJMSCP, implementation of transportation improvements, and the land use scenario envisioned by the 2022 RTP/SCS may result in impacts to sensitive habitats, including State or federally protected wetlands that remain significant unavoidable.

1. **Impact BIO-1.** Implementation of transportation projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status

species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be significant and unavoidable.

a. **Mitigation.** For transportation projects under SJCOG jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects that would result in biological impacts. The County and cities in the SJCOG region can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

BIO-1(a) **Biological Resources Screening and Assessment.** The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. On a project-by-project basis, a preliminary biological resource screening shall be performed to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment (BRA) or similar type of study to document the existing biological resources within the project footprint plus an appropriate buffer determined by a qualified biologist and to determine the potential impacts to those resources. The BRA shall evaluate the potential for impacts to all sensitive biological resources including, but not limited to special-status species, nesting birds, wildlife movement, sensitive plant communities/critical habitat and other resources judged to be sensitive by local, state, and/or federal agencies. Pending the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. The following Mitigation Measures [BIO-1(b) through BIO-1(i)] shall be incorporated, only as applicable, into the BRA and/or the project CEQA document for projects where specific resources are present, or may be present, and may be impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the BRA where suitable habitat is present.

BIO-1(b) **Special-Status Plant Species Surveys.** If completion of the project-specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall contract a qualified biologist to complete surveys for special-status plants prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species identified in the project-specific BRA. Whenever practicable, surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, mitigation measure BIO-1(c) shall apply.

BIO-1(c) **Special-Status Plant Species Avoidance, Minimization and Mitigation.** If state or federally listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to mitigation measure BIO-1(b)], then the implementing agency shall redesign the project to avoid impacting these plant species to the maximum extent feasible. Occurrences of these species that are not within the immediate disturbance footprint but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent, or other distance as approved by a qualified biologist, to protect them from harm. If CRPR 3 and 4 species are found, the qualified biologist contracted to conduct the plant surveys [pursuant to mitigation measure BIO-1(b)] shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.

If special-status plants species cannot be avoided and would be impacted by a project implemented under the proposed 2022 RTP/SCS, the implementing agency shall require all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to the implementing agency.

BIO-1(d) **Endangered/Threatened Animal Species Habitat Assessment and Protocol Surveys.** If the results of the BRA determine that suitable habitat may be present for federally and/or state endangered or threatened animal species, the implementing agency shall require habitat assessments/surveys. Whenever practicable the surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.

Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation, and permitting, as applicable.

If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure BIO-1(e) shall apply.

BIO-1(e) **Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation.** If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall redesign the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall estimate the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals.

Compensatory mitigation shall be achieved through purchase of credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species, and/or through providing compensatory mitigation to offset impacts to federal and/or state listed species habitat. Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as

determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.

If on and/or off-site compensatory mitigation sites are identified, the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques, and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. If restoration is required on the conservation site, the HMMP shall contain the restoration components outlined under the Restoration Plan listed in measure BIO-1(c). The HMMP shall be submitted to the implementing agency.

BIO-1(f) **Endangered/Threatened Animal Species Avoidance and Minimization During Construction.** The implementing agency shall apply the following measures to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (measure BIO-1[a]).

- Preconstruction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction.
- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species.
- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once

per week to ensure all prescribed avoidance and minimization measures are begin fully implemented.

- No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS.
- If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW.
- All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel.
- All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.
- At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment.
- All trenches, pipes, culverts, or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.

BIO-1(g) Non-Listed Special-Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special-status animal species:

- Preconstruction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 100-foot buffer and shall identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site either through direct capture or through passive exclusion. A report of the preconstruction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the preconstruction survey results.

- If special-status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special-status bats, in consultation with the CDFW, where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step.
  - If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.
  - If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW.
  - If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site.

BIO-1(h) **Pre-Construction Surveys for Nesting Birds.** The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the MBTA, and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist no more than 10 days prior to vegetation removal activities.

A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.

If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. All buffers shall be marked using high visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the qualified biologist has verified that young have fledged from the nest, or the nest fails.

For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing, and duration of the expected

disturbance. The buffer shall be established between February 1 and September 15; however, buffers may be relaxed earlier than September 15 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged, and the nest is no longer in use.

A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.

BIO-1(i) **Fence and Signpost Restriction.** Any fencing posts or signs installed temporarily or permanently throughout the course of the project shall have the top three post holes covered or filled with screws or bolts to prevent the entrapment of wildlife, specifically the talons of birds of prey. Also, fencing shall incorporate wildlife friendly design elements, such as smooth wires and having a 6-inch or greater gap above grade. Fencing shall also be designed to be wildlife friendly (e.g., smooth top wire, smooth bottom wire at 6 inches above grade, etc.).

BIO-1(i) **Worker Environmental Awareness Program (WEAP).** The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS.. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to special-status species and their habitat because the mitigation measures require pre-project surveys and biological monitoring, focused biological surveys, avoidance or minimization of project related disturbance or loss of special-status species, compensation for disturbed or loss of special-status species habitat and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts to special-status species can be mitigated to a less than significant level for all species. Additionally, complete avoidance is the only mitigation for fully protected species, which may not be feasible under some circumstances. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR

infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.4-25 through 4.4-32 of the Draft EIR.

2. **Impact BIO-2.** Implementation of transportation improvements and the land use scenario envisioned by the 2022 RTP/SCS would result in substantial adverse impacts on sensitive habitats, including sensitive natural communities, and state and federally protected wetlands. This impact would be significant and unavoidable.

   d. **Mitigation.** For transportation projects under SJCOG jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects identified in Table 4.4-2. The County and cities in the SJCOG region can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      BIO-2(a) **Aquatic Resources Delineation and Impact Avoidance.** The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. If the results of measure BIO-1(a) indicates projects implemented under the proposed 2022 RTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, and/or RWQCB, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, and/or CDFW, as appropriate, for review and approval, and the project shall be designed to avoid and minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure BIO-2(f).

      BIO-2(b) **Wetlands, Drainages, and Riparian Habitat Restoration.** The implementing agencies shall, or can and should, implement the following measures during CEQA review of projects implementing the proposed 2022 RTP/SCS. Unavoidable impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan consistent with regulatory agency requirements shall be developed by a qualified biologist and submittal to the regulatory agency overseeing the project for approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.

      BIO-2(c) **Landscaping Plan.** If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California

Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.

BIO-2(d) **Sensitive Natural Community Avoidance and Mitigation.** If the results of measure BIO-1(a) indicates projects implemented under the proposed 2022 RTP/SCS would impact sensitive natural communities, the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible.

If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency.

BIO-2(e) **Invasive Weed Prevention and Management Program.** Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.

The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:

- During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.
- To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal.
- All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.
- Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project
- All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas.

BIO-2(f) **Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction.** The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat:

- Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts

to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.

- To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies.
- During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- Raw cement, concrete, or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages, or riparian habitat.
- All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.

e. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS.The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to sensitive habitats, including sensitive natural communities and wetlands, because the mitigation measures require focused biological surveys, best management practices for avoidance or minimization impacts, compensation for disturbed or loss of sensitive habitats, including sensitive natural communities and wetlands, and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level for all sensitive habitats. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

f. **Supportive Evidence.** Please refer to pages 4.3-29 through 4.3-33 of the Draft EIR.

3. **Impact BIO-3.** Implementation of transportation improvements and the land use scenario envisioned by 2022 RTP/SCS may substantially interfere with wildlife movement, including fish migration, and/or impede the use of native wildlife nursery sites. This impact would be Significant and Unavoidable.

   a. **Mitigation** – For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects that would result in biological resource impacts, and where feasible and necessary based on site-specific considerations. These measures in addition to Mitigation Measure BIO-1(i) under Impact BIO-1 to incorporate wildlife friendly design elements, would apply to any transportation projects under the 2022 RTP/SCS that would result in impacts to wildlife movement. San Joaquin County and incorporated cities in the County should implement these measures where relevant to land use projects implementing 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      BIO-3(a) **Project Design for Wildlife Connectivity**. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing or other project components shall not block wildlife movement through riparian or other natural habitat. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as:

      - A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
      - A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
      - If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level;
      - If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate; and
      - Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).

      BIO-3(b) **Maintain Connectivity in Drainages.** No permanent structures shall be placed within any drainage or river that would impede wildlife movement (i.e., no hardened caps or other structures in the stream channel perpendicular to stream flow be left exposed or at depth with moderate to high risk for exposure as a result of natural bed scour during high flow events and thereby potentially create impediments to passage).

      In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to

pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.

If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.

BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife. The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption of wildlife, which could hinder wildlife movement:

- Designation of a 20 mile per hour speed limit in all construction areas.
- Daily construction work schedules shall be limited to daylight hours only.
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on project site during construction.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS.The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Compliance with the above mitigation measures would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity, and by requiring construction best management practices. However, it cannot be guaranteed that movement of terrestrial species will not be impeded due to the large scale of the proposed 2022 RTP/SCS and the multiple projects that would implement it. Itcannot be guaranteed that all future project level wildlife movement impacts can be mitigated to a less than significant level. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.4-33 through 4.3-36 of the Draft EIR.

5.5 Cultural Resources

1. **Impact CR-1.** Transportation improvement projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. This impact would be significant and unavoidable.
   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure for applicable transportation projects that would result in cultural resource impacts, and where feasible and necessary based on site-specific considerations. San Joaquin County and incorporated cities in the County should implement these measures where relevant to land use projects implementing the 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      CR-1 **Built Environment Historical Resources.** Prior to individual project permit issuance, the implementing agency of a 2022 RTP/SCS project involving a building or structure over 45 years of age shall prepare a map defining the project area. This map shall indicate the areas of disturbance associated with construction and operation of the facility and will help in determining whether known and potential historical resources are located within the project area. If a structure greater than 45 years in age is within the identified impact zone, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic resource designation criteria shall be conducted. The evaluation shall be prepared by an architectural historian or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards (PQS) as defined in 36 CFR Part 61. All buildings and structures 45 years of age or older within the project area shall be evaluated in their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the implementing agency for review and concurrence.

      If historical resources are identified within the project area of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the implementing agency for review.

      To the greatest extent possible the relocation, rehabilitation, or alteration of the resource shall be consistent with the *Secretary of the Interior's Standards for the Treatments of Historic Properties* (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the

PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the implementing agency for review and concurrence.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey-Like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the implementing agency prior to issuance of any permits for demolition or alteration of the historical resource. Copies of the report shall be provided to a local library and/or other appropriate repositories.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG which as CEQA responsible agencies for the 2022 RTP/SCS, will adopt it. The SJCOG Board of Directors further find that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. Redevelopment or demolition that may be required to implement transportation improvements or land use projects may result in the permanent loss or damage to historic structures. While implementation of Mitigation Measure CR-1 would reduce impacts to the extent feasible, some project-specific impacts may be unavoidable. Therefore, this impact is significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.4-19 through 4.4-21 of the Draft EIR.

2. **Impact CR-2.** Construction activity associated with transportation improvement projects and the land use scenario envisioned by the proposed 2022 RTP/SCS may cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts to archaeological resources would be significant and unavoidable.

   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for applicable transportation projects that would result in cultural resource impacts, and where feasible and necessary based on site-specific considerations. San Joaquin County and incorporated cities in the County should implement these measures where relevant to land use projects implementing the 2022 RTP/SCS. Project-specific

environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

CR-2(a) **Archaeological Resources Impact Minimization.** Before construction activities, implementing agencies shall retain a qualified archaeologist to conduct a record search at the Central California Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place, and/or data recovery if avoidance is not feasible. Recommended mitigation measures shall be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

CR-2(b) **Unanticipated Discoveries During Construction.** During construction activities, implementing agencies shall, or can and should, implement the following measures. If evidence of any prehistoric or historic-era subsurface archaeological features, deposits or tribal cultural resources are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity proximate to the discovery shall be halted until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment.

During evaluation or mitigative treatment, ground disturbance and construction work could continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that these mitigation measuresare partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Implementation of Mitigation Measures CR-2(a) and CR-2(b) would reduce potential impacts to archaeological resources to the extent feasible, but due to project-specific circumstances, some project-specific impacts may be unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.4-21 through 4.4-23 of the Draft EIR.

5.6 Geology and Soils

1. Impact GEO-5. Implementation of proposed transportation improvements and the land use scenario envisioned by the proposed 2022 RTP/SCS would directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Impacts to paleontological resources would be significant and unavoidable.

a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the proposed 2022 RTP/SCS where applicable for transportation projects that would result in impacts to paleontological resources. Cities and the County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

GEO-5 **Paleontological Resources Impact Minimization.** The implementing agency of a proposed 2022 RTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for

paleontological resources and/or could be considered a unique geologic feature, the following measures shall apply:

- **Avoidance.** Avoid routes and project designs that would permanently alter unique paleontological and unique geological features. If avoidance practices cannot be implemented, the following measures shall apply.
- **Retention of a Qualified Paleontologist.** A Qualified Paleontologist shall be retained to create a Paleontological Resources Monitoring and Mitigation Program (PRMMP) to direct all mitigation measures related to paleontological resources. The Qualified Paleontologist shall meet the qualifications for a Qualified Professional Paleontologist, which is defined by the SVP as an individual, preferably with an M.S. or Ph.D. in paleontology or geology, who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- **Paleontological Monitoring.** Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following measures to mitigate impacts to significant fossil resources:
  - **Fossil Salvage**. If significant fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

- **Preparation and Curation of Recovered Fossils**. Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection, such as the Natural History Museum of Los Angeles County, along with all pertinent field notes, photos, data, and maps.

- **Final Paleontological Resources Mitigation and Monitoring Report**. Upon completion of ground disturbing activity (and curation of fossils, if necessary) the Qualified Paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The report shall be submitted to the implementing agency. If the monitoring efforts recovered fossils, then a copy of the report shall also be submitted to the designated museum repository, such as the Natural History Museum of Los Angeles County.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCSThe SJCOG Board of Directors further finds that this mitigation measure is within the responsibility and jurisdiction of cities and the County, which can and should adopt it. Implementation of the above mitigation measure would reduce impacts to paleontological resources and unique geologic features by requiring a Paleontological Resources Assessment for any projects under the proposed 2022 RTP/SCS that may impact sensitive paleontological resources, paleontological monitoring, and mitigation measures if significant fossil resources are discovered. While implementation of Mitigation Measure GEO-5 would reduce impacts to the extent feasible, some project-specific impacts may be unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.8-21 through 4.8-24 of the Draft EIR.

5.7 Greenhouse Gas Emissions and Climate Change

1. Impact GHG-1. Construction of the transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would generate GHG emissions that may have a significant impact on the environment. Impacts would be significant and unavoidable.

a. **Mitigation.** For all transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the proposed 2022 RTP/SCS where applicable for transportation projects generating construction-related GHG emissions. Cities and the

County can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

GHG-1 **Construction GHG Reduction Measures.** The project sponsor shall incorporate the most recent GHG emission reduction measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans, and the implementing agency shall perform periodic site inspections. Current GHG-reducing measures include the following:

- Use of diesel construction equipment meeting CARB's Tier 4 certified engines wherever feasible for off-road heavy-duty diesel engines and comply with the State Off-Road Regulation. Where the use of Tier 4 engines is not feasible, Tier 3 certified engines shall be used; where the use of Tier 3 engines are not feasible, Tier 2 certified engines shall be used;
- Use of on-road heavy-duty trucks that meet CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Minimizing idling time (e.g., five-minute maximum). Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit;
- Use of electric-powered equipment in place of diesel-powered equipment when feasible;
- Use of alternatively fueled or catalyst-equipped diesel construction equipment when feasible, to the extent electric powered equipment is not feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, when neither electric-powered equipment or alternatively fueled or catalyst-equipped diesel equipment is feasible; and
- Incentives that construction workers carpool, and/or use electric vehicles to commute to and from the project site.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. Implementation of Mitigation Measure GHG-1 would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. Implementation of Mitigation Measure GHG-1 would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) above would also reduce

GHG emissions from the proposed 2022 RTP/SCS. However, this mitigation measure may not be feasible or effective for all projects. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. .

c. **Supportive Evidence.** Please refer to pages 4.9-15 and 4.9-17 of the Draft EIR.

2. **Impact GHG-2.** Proposed transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would result in a net increase in GHG emissions by 2046 compared to the existing baseline conditions and would therefore have a significant impact on the environment. Impacts would be significant and unavoidable.

   a. **Mitigation.** Cities and the County can and should implement the following mitigation measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      GHG-2 Land Use Project Energy Consumption and Water Use Reduction Measures. For land use projects under their jurisdiction, cities and the County can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions. These measures include, but are not limited to:

      - Require new residential and commercial construction to install solar energy systems or be solar-ready
      - Require new residential and commercial development to install low flow water fixtures
      - Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch
      - Require new development to exceed the applicable Title 24 energy-efficiency requirements
      - Require new development to be fully electric
      - Require new residential and commercial development to offer information on recycling, composting, and disposal of household hazardous waste and e-waste
      - Require new development to implement circulation design elements in parking lots for no-residential uses to reduce vehicle queuing and improve the pedestrian environment

   b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. If

implementing agencies adopt and require the mitigation described above, impacts would be reduced because energy, water use, solid waste generation, and VMT related GHG emissions from land use projects would be reduced. However, implementation of project-level GHG-reducing measures may not be feasible and cannot be guaranteed on a project-by-project basis. Therefore, this impact would remain significant and unavoidable. No additional feasible mitigation measures are available that would ensure no net increase in GHG emissions compared to existing baseline conditions. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.9-17 through 4.9-19 of the Draft EIR.

3. **Impact GHG-4.** Implementation of the proposed 2022 RTP/SCS would conflict with the State's ability to achieve SB 32, EOs S-3-05 and B-55-18, and applicable local GHG reduction plan targets and goals. Impacts would be significant and unavoidable.

   a. **Mitigation.** For all transportation projects under their jurisdiction, implementing agencies shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the proposed 2022 RTP/SCS where applicable for transportation projects generating construction GHG emissions. The County of San Joaquin and cities in the SJCOG region can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

   Implementation of Mitigation Measure GHG-2 would also reduce GHG emission from land use projects. Implementation of Mitigation Measures T-1(a) and T-1(b) in Section 4.14, *Transportation*, would further reduce GHG emissions from the proposed 2022 RTP/SCS.

   GHG-4 **Transportation-Related GHG Reduction Measures.** The implementing agency shall incorporate the most recent GHG emission reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. Current GHG-reducing measures include the following:

   - Installation of electric vehicle charging stations beyond those required by State and local codes
   - Utilization of electric vehicles and/or alternatively fueled vehicles in company fleet
   - Provision of dedicated parking for carpools, vanpool, and clean air vehicles
   - Provision of vanpool and/or shuttle service for employees
   - Implementation of reduced parking minimum requirements
   - Implementation of maximum parking limits
   - Provision of bicycle parking facilities beyond those required by State and local codes

- Provision of a bicycle-share program
- Expansion of bicycle routes/lanes along the project site frontage
- Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting) if project site is located along an existing transit route
- Expansion of existing transit routes
- Provision of transit subsidies
- Expansion of sidewalk infrastructure along the project site frontage
- Provision of safe, pedestrian-friendly, and interconnected sidewalks and streetscapes
- Provision of employee lockers and showers
- Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services)
- Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules), for employees
- Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this measure has been incorproated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. If implementing agencies adopt and require the mitigation described above, impacts would be reduced because transportation related GHG emissions from transportation and land use projects would be reduced. However, implementation of project-level GHG-reducing measures may not be feasible and cannot be guaranteed on a project-by-project basis. Additionally, even with implementation of the additional Mitigation Meaures GHG-, T-2(a) and T-2(b), it is speculative at this time to forecast whether project-level GHG emission reductions would be sufficient to achieve a countywide reduction in GHG emissions of 40 percent below 1990 levels by 2030..No additional feasible mitigation measures are available that would reduce emissions to trajectories consistent with SB 32, EO S-3-05, and EO B-55-18 GHG reduction targets and goals. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.9-21 through 4.9-24 of the Draft EIR.

5.8 Hazards and Hazardous Materials

1. **Impact HAZ-3.** The proposed 2022 RTP/SCS includes transportation improvement projects and land use scenario projects that could be located on sites on the list of hazardous material sites compiled by Government Code Section 65962.5, and therefore create a significant hazard to the public or environment. This impact would be significant and unavoidable.
   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures where applicable for transportation projects that would result in impacts that would potentially be located in areas with existing contamination. The County and cities in the SJCOG region can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      HAZ-3 **Site Remediation.** If an individual project included in the proposed 2022 RTP/SCS is located on or near a hazardous materials and/or waste site compiled by Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.

   b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. which as CEQA responsible agencies for the 2022 RTP/SCS, will adopt it. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt it. Implementation of Mitigation Measure HAZ-3 would reduce site-related hazardous materials impacts because project sites with hazardous material contamination on the list compiled by Government Code Section 65962.5 would be identified prior to commencement of project construction. Additionally, prior to commencement of construction, measures to remediate contamination, such as containment and disposal of contaminated soil pursuant to federal and state regulations would be required. However, it cannot be guaranteed that all future project-level impacts can be mitigated to a less than significant level. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce

this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.10-22 through 4.10-23 of the Draft EIR.

5.9 Hydrology and Water Quality

1. **Impact HYD-2.** Implementation of proposed transportation and land use projects envisioned in the proposed 2022 RTP/SCS would substantially decrease groundwater supplies. and interfere with groundwater recharge such that it may impede sustainable groundwater management of the basins. Impacts would be significant and unavoidable.

   a. **Mitigation.** Transportation project sponsor agencies can and should implement the following mitigation measures for applicable transportation projects. The County and cities in the SJCOG region can and should implement these measures, where relevant to land use projects implementing the proposed 2022 RTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

      HYD-2(a) **Construction Dust Suppression Water Supply.** For all proposed 2022 RTP/SCS projects, where feasible, implementing agencies shall use reclaimed and/or recycled water for dust suppression during construction activities. This includes use of such reclaimed water in water trucks utilized for project construction occurring outside developed areas and away from water infrastructure which would otherwise provide such reclaimed water. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.

      HYD-2(b) **Landscape Watering.** In jurisdictions that do not already have an appropriate local regulatory program related to landscape watering, implementing agencies shall design proposed 2022 RTP/SCS projects that include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed water when feasible. If reclaimed water could feasibly be utilized for project landscape watering due to proximity of reclaimed water sources but is unavailable due to lack of connecting infrastructure, implementing agencies shall conduct an analysis of the upgrades needed to provide such infrastructure, which will include the potential for new connections to existing reclaimed water systems to provide reclaimed water to other nearby sources besides the proposed project in the analysis, and shall perform such steps as necessary to utilize available reclaimed water if feasible.

   b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use

projects, cities and the County, which can and should adopt them. Implementation of the above measures would reduce proposed Project impacts on water supply and groundwater overdraft in the SJCOG region. However, due to the programmatic nature of this proposed 2022 RTP/SCS EIR, a precise, project-level analysis of specific groundwater supply impacts associated with individual transportation and land use projects is not possible. The land use scenario envisioned by the proposed 2022 RTP/SCS along with transportation projects would result in the need for additional groundwatersupply, even with the implementation of mitigation measures listed above. Given the severe overdraft conditions of area groundwater basins, impacts would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.11-27 through 4.11-31 of the Draft EIR.

5.10 Noise

1. **Impact N-1.** Construction activity associated with transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would generate a substantial temporary increase in ambient noise levels in excess of standards established in local general plans or noise ordinances and would generate a substantial absolute noise increase over existing noise levels. This impact would be significant and unavoidable.

   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2022 RTP/SCS program where applicable for transportation projects that would result in noise impacts, and where feasible and necessary based on project and site-specific considerations. San Joaquin County and incorporated cities in the County can and should implement this measure where relevant to land use projects implementing 2022 RTP/SCS. Project-specific environmental documents may adjust this measure as necessary to respond to site-specific conditions.

      N-1 **Construction Noise Reduction.** To reduce construction noise levels to achieve applicable standards, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary.

      - **Compliance with local Construction Noise Regulations.** Implementing agencies shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites without pile driving, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.

- **Noise Complaint and Enforcement Manager.** Designate an on-site construction complaint and enforcement manager for projects within 800 feet of sensitive receivers. Implementing agencies shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.
- **Pile Driving**. For any project within 3,200 feet of sensitive receptors that requires pilings, the implementing agency shall require caisson drilling or sonic pile driving as opposed to pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.
- **Construction Equipment Noise Control**. Implementing agencies shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- **Impact Equipment Noise Control.** Implementing agencies shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.
- **Construction Activity Timing Restrictions.** Except where timing restrictions are already established in local codes or policies, construction activities shall be limited to:
  - Monday through Friday: 7 a.m. to 6 p.m.
  - Saturday: 9 a.m. to 5 p.m.
- **Placement of Stationary Noise Sources.** Locate stationary noise sources as far from noise-sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be equipped with the best available mufflers.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. Implementation of Mitigation Measure N-1 would reduce construction noise impacts by ensuring adherence to local regulations in addition to the application of timing restrictions, locating stationary noise sources far from sensitive receptors, and equipment noise controls. However, even with implementation of Mitigation Measure N-1, construction noise from all 2022 RTP/SCS projects may not be reduced below applicable thresholds and impacts would remain significant and unavoidable. The SJCOG Board of Directors

finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.13-12 through 4.13-15 of the Draft EIR.

2. **Impact N-2.** Transportation improvements envisioned by the proposed 2022 RTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. This impact would be significant and unavoidable.

   a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the proposed 2022 RTP/SCS program where applicable for transportation projects that would result in traffic noise impacts, and where feasible and necessary based on project and site-specific considerations. Project-specific environmental documents may adjust this measure as necessary to respond to site-specific conditions.

      N-2 **Noise Assessment and Control for Mobile and Point Source Reduction.** Implementing agencies shall complete detailed noise assessments using applicable guidelines (e.g., Caltrans Traffic Noise Analysis Protocol) for roadway and rail projects that may impact noise sensitive receptors. The implementing agency shall ensure that a noise survey is conducted that, at minimum:

      - Determines existing and projected noise levels
      - Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards
      - Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas
      - If warranted, recommends methods for mitigating noise impacts, including:
        - Appropriate setbacks
        - Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials
        - Use of sound barriers (earthen berms, sound walls, or some combination of the two)
        - Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.

      Where new or expanded roadways or transit are found to expose receptors to noise exceeding normally acceptable levels, the individual project lead agency shall implement techniques as recommended in the project-specific noise assessments. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of

sound barriers (earthen berms, sound walls, or some combination of the two) will be considered. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including open grade paving, solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or "quiet pavement" can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of SJCOG, and that this mitigation measure has been incorporated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is partially within the responsibility and jurisdiction of transportation project sponsors, which can and should adopt it. Implementation of Mitigation Measure N-2 would reduce noise from mobile sources by ensuring projects follow applicable guidelines and implementing sound reduction methods by design such as use of sound barriers. However, even with implementation of Mitigation Measure N-2, mobile source noise from individual projects envisioned by the proposed 2022 RTP/SCS may continue to impact nearby noise sensitive receivers and exceed acceptable standards. Impacts would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.13-12 through 4.13-15 of the Draft EIR.

3. Impact N-3. Construction activities associated with transportation projects under the proposed 2022 RTP/SCS would generate excessive groundborne vibration levels. New truck, bus, and train traffic resulting from the proposed 2022 RTP/SCS would generate excessive vibration levels. These impacts would be significant and unavoidable.

a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the proposed 2022 RTP/SCS program where applicable for transportation projects that would result in vibration impacts, and where feasible and necessary based on project and site-specific considerations. Project-specific environmental documents may adjust these measures as necessary to respond to site-specific conditions.

N-3(a) **Vibration Mitigation for Construction of Transportation Projects.** Where local vibration and groundborne noise standards do not apply, implementing agencies of 2022 RTP/SCS projects utilizing heavy construction equipment shall estimate vibration levels generated by construction activities and use the

Caltrans vibration damage potential threshold criteria to screen for and screen out projects as to their potential to damage buildings on site or near a project.

If construction equipment would generate vibration levels exceeding acceptable levels as established by Caltrans, implementing agencies shall, or can and should, complete the following tasks:

- Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer.
- Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.
- To minimize disturbance withing 550 feet of pile-driving activities, implement “quiet” pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible.
- Use cushion blocks to dampen noise from pile driving.
- Phase operations of construction equipment to avoid simultaneous vibration sources

N-3(b) **Vibration Mitigation for Operation of Transportation Projects.** Where local vibration and groundborne noise standards do not apply, implementing agencies of 2022 RTP/SCS projects shall comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with guidance provided by the FTA in Transit Noise and Vibration Impact Assessment (FTA 2018) to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that can be implemented to reduce vibration and groundborne noise impacts include, but are not limited to:

- Bus and Truck Traffic
  - Constructing of noise barriers
  - Use noise reducing tires and wheel construction on bus wheels

- Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiciton of SJCOG, and that this mitgation measure has been incorproated into the 2022 RTP/SCS. The SJCOG Board of Directors further finds that this mitigation measure is within the responsibility and jurisdiction of transportation project sponsors in the SJCOG region, which can and should adopt it. This measure would reduce vibration impacts through mitigating construction impacts by adopting Caltrans vibration damge potential threshold criteria where vibration and groundborn noise standards do not apply. In addition, where vibration and groundborne noise standards do not apply for operational projects, implementing agencies should comply with guidance provided by the FTA to assess impacts and reduce vibration and groundborne noise such as constructing noise barriers. Implementing agencies for transportation projects are SJCOG and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review and implemented during construction, as applicable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.13-19 through 4.13-22 of the Draft EIR.

4. Impact N-4. Land use projects envisioned by the proposed 2022 RTP/SCS may place sensitive receptors in areas with noise levels in excess of standards established in the local general plan or noise ordinance. This impact would be significant and unavoidable.

a. **Mitigation.** San Joaquin County and incorporated cities in the County can and should implement the following mitigation measure where relevant to land use projects implementing 2022 RTP/SCS, and where feasible and necessary based on project and site-specific considerations. Project-specific environmental documents may adjust this measure as necessary to respond to site-specific conditions.

N-4 **Noise Mitigation for Land Uses.** If a land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency shall ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set in applicable State and/or local standards. Such measures may include but are not limited to dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

b. **Findings and Rationale.** The SJCOG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of cities and the County, which can and should adopt it. Implementation of Mitigation Measure N-4 would reduce noise for sensitive land uses in areas that exceed noise standards by ensuring attenuation measures will be used to reduce noise to meet acceptable standards, where necessary based on noise studies conducted. However, even with implementation of Mitigation Measure N-4, noise from individual projects envisioned by the 2022 RTP/SCS may continue to impact nearby noise sensitive receptors and exceed acceptable standards. This impact would remain significant and unavoidable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.13-22 and 4.13-24 of the Draft EIR.

5.11 Transportation

1. Impact T-2. The proposed 2022 RTP/SCS would result in an overall increase in regional VMT above baseline (2021) conditions. The proposed 2022 RTP/SCS would result in a small decrease in VMT per capita below baseline (2021) conditions. Regional VMT and VMT per capita impacts from implementation of the proposed 2022 RTP/SCS would be significant and unavoidable.

a. **Mitigation.** For transportation projects under their jurisdiction, SJCOG shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the proposed 2022 RTP/SCS where applicable for transportation projects. For land use projects under their jurisdiction, the County and incorporated cities in the SJCOG region can and should implement the following mitigation measures. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

T-2(a) **Regional VMT Reduction Programs.** Implementing agencies shall require implementation of VMT reduction strategies through TDM programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. Modifications may include but are not limited to:

- Provide car-sharing, vanpool, bike sharing, and ride-sharing programs
- Implement or provide access to commute reduction programs
- Provide a bus rapid transit system
- Improve pedestrian or bicycle networks, or transit service
- Provide transit passes

- Encourage telecommute programs
- Incorporate affordable housing into the project
- Increase density
- Increase mixed uses within the project area
- Incorporate improved pedestrian connections within the project/neighborhood
- Incentivize development in low VMT communities
- Incentivize housing near commercial and offices
- Increase access to goods and services, such as groceries, schools, and daycare
- Incorporate neighborhood electric vehicle network
- Orient the project toward transit, bicycle, and pedestrian facilities
- Provide traffic calming
- Provide bicycle parking
- Limit parking
- Separate out parking costs
- Provide parking cash-out programs

b. **Findings and Rationale.** The SJCOG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of SJCOG, and that these mitigation measures have been incorporated into the 2022 RTP/SCS.. The SJCOG Board of Directors further finds that these mitigation measures are partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and the County, which can and should adopt them. If implementing agencies adopt and require the mitigation measures outlined above, impacts would be reduced because less VMT would be added to the SJCOG region. However, the implementation of project-level VMT-reducing measures, such as mixed uses and TOD, may not be feasible and cannot be guaranteed on a project-by-project basis. Regional VMT-reduction programs, such as VMT banks, may also not be feasible as there are currently no procedures or policies in place to establish such programs. Therefore, this impact would remain significant and unavoidable The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence.** Please refer to pages 4.14-21 through 4.14-25 of the Draft EIR.

6 Findings Regarding Alternatives

6.1 Legal Requirements for Alternatives

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives…which would substantially lessen the significant environmental effects of such projects." "Feasible" means "capable of being accomplished in a reasonable period of time taking into account economic, environmental, legal, social and technological factors" (CEQA Guidelines Section 15364). The concept of feasibility also encompasses whether a particular alternative promotes the project's underlying goals and objectives, and whether an alternative is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

The issue of alternatives feasibility arises twice in the CEQA process, once when the EIR is prepared, and again when CEQA Findings are adopted. When assessing feasibility in an EIR, the EIR preparer evaluates whether an alternative is "potentially" feasible. Potentially feasible alternatives are suggestions by the EIR preparers which may or may not be adopted by lead agency decision makers. When CEQA Findings are made after EIR certification, the lead agency decision making body independently evaluates whether the alternatives are actually feasible, including whether an alternative is impractical or undesirable from a policy standpoint. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

If a significant impact can be substantially lessened (i.e., mitigated to a less than significant level) by adoption of mitigation measures, lead agency Findings need not consider the feasibility of alternatives to reduce that impact. (See *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515.) Nevertheless, Section 7.0 of the EIR and these CEQA Findings do consider the ability of potentially feasible alternatives to substantially reduce all of the project's significant impacts, even those impacts reduced to less-than-significant levels through adoption of mitigation measures.

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a)). In all cases, the consideration of alternatives is governed by the "'rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." (CEQA Guidelines Section 15126.6(f)). In accordance with Section 15126.6(f)(1) of the Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed project; and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological, or other considerations that make the alternative infeasible. (Public Resources Code Section 21002, 21002.1; CEQA Guidelines Section 15092.)

The proposed 2022 RTP/SCS alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen certain project impacts, or because they were required under CEQA Guidelines (e.g., the No Project Alternative). The alternatives are described and evaluated in detail in Chapter 6 of the Draft EIR.

The four alternatives considered for the proposed 2022 RTP/SCS are:

- Alternative 1: No Project Alternative, which is comprised of a land use pattern that reflects existing land use trends and a transportation network comprised of transportation projects that are currently in construction or are funded in the short range Regional Transportation Improvement Program (RTIP);
- Alternative 2: Business as Usual Alternative, which reflects the Trend Scenario. It is like the No Project Alternative except that it includes transportation investments from the project list for the 2014 RTP/SCS. This alternative includes a slightly modified transportation network with a reduced number of transportation improvements as compared to the proposed 2022 RTP/SCS;
- Alternative 3: Blueprint (Old Plan) Alternative, which was adopted as the preferred scenario of the 2018 RTP/SCS. It is based on the application of the development principles adopted as part of the 2009 Tulare County Regional Blueprint (2022 RTP/SCS, Appendix 1-L). In general, this means a development footprint similar to the baseline but smaller in extent;
- Alternative 4: Blueprint Plus Alternative, which represents a change in future development patterns more pronounced than that envisioned by the Blueprint (Old Plan) Alternative but at the same density as the proposed 2022 RTP/SCS. Blueprint Plus has an objective of overall density of new development 5 percent higher than the Blueprint, consistent with the proposed 2022 RTP/SCS. When compared to the proposed 2022 RTP/SCS, land use density would be similar, but concentrated in different areas. This alternative excludes the Cross Valley Corridor (CVC) project; as such, new development is concentrated more in existing urban areas, rather than along the CVC route.

6.2 Project Objectives

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6(a)). The 2022 RTP/SCS establishes planning goals and objectives to guide the development of the plan and establish the guiding principles for decision-making. Regional projects and programs are developed, funded, and implemented based on these goals. SJCOG's general objectives for the 2022 RTP/SCS are to ensure that the SCS and the transportation system planned for the SJCOG region accomplishes the following (more specific goals of the proposed 2022 RTP/SCS are listed in Section 2.2 of the Draft EIR):

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

6.3 Findings on Alternatives Evaluated in the EIR

1. No Project Alternative (Alternative #1) (See Draft EIR Section 6.3)

a. **Description.** The No Project Alternative represents the region moving forward only building out using funded transportation projects within the four-year period of the Federal Transportation Improvement Program (FTIP). This means, it only includes transportation projects that would be complete by the year 2026. As it relates to land use, Alternative 1 used the 2018 Preferred Scenario as the starting point and updated it to reflect more recent development trends, as discussed in interviews with local jurisdictions, but updated land use growth to better match general plans and/or area plans prepared since 2018. In this scenario, the region does not change course and makes investments based on the last regional plan. Growth occurs primarily in new growth areas identified in the region's General or Specific Plans and transportation investments are focused on managed lanes, ACE Rail, enhanced bus rapid transit.

b. **Findings and Rationale.** The No Project Alternative would result in a less dense development pattern compared to the 2022 RTP/SCS, with this alternative continuing existing land use trends. Because of the increased land development outside of existing urbanized areas, the No Project Alternative would result in more ground disturbance than the 2022 RTP/SCS. Consequently, compared to the 2022 RTP/SCS, the No Project Alternative would have greater overall impacts to biological resources, agricultural resources, geology and soils, land use, transportation, tribal cultural resources, and wildfire. Alternative 1 would result in greater impacts than the proposed 2022 RTP/SCS, although it would reduce VMT emissions compared to the proposed project, but not to the extent Alternative 2 does. Please refer to pages 6-4 through 6-12 of the Draft EIR.

The SJCOG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the No Project Alternative infeasible and rejects this alternative for the following reasons. The No Project Alternative is legally infeasible because it would not meet federal and state legal requirements for RTPs, and would not meet the SB 375 requirement for preparation of an SCS. It would fail to meet most basic project objectives of the proposed 2022 RTP/SCS listed in Section 6.2 to promote equitable access opportunities, provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources, and maintain or reduce congestion as compared to current levels.

2. Alternative #2 Remake Centers and Corridors (See Draft EIR Section 6.4)

a. **Description.** Alternative 2, the Remake Centers & Corridors, would focus on growth on urban arterials, existing neighborhoods, and job centers. Traditional employment centers and aging commercial corridors are remade into residentially-focused neighborhoods. Growth is focused on urban arterials, existing neighborhoods, and job centers. Transportation focus is on investments in transit and bike/ped for infill locations along existing arterials, improvements/maintenance to local arterials to facilitate new types of development. Compared to the proposed 2022 RTP/SCS, Alternative 2 would increase gross residential density by 8.8 percent, be three percent higher for households in jobs-rich areas and include 47 percent more dwelling units at 20+ units per acre. In addition, it would consume 17,394 acres of land (a reduction of 2,932 acres) compared to the proposed 2022 RTP/SCS with 2,914 less acres of Prime Farmland impacted. Alternative 2 allocates 27

percent of its growth in new growth areas, 24 percent in established neighborhoods and job centers, 30 percent along arterials, and 20 percent in high quality transit areas.

b. **Findings and Rationale.** Under Alternative 2, land use patterns would be concentrated in infill and TOD areas. Alternative 2 would result in a higher density development pattern than the proposed 2022 RTP/SCS. This results in Alternative 2 reducing VMT to a greater extent than the proposed 2022 RTP/SCS. This VMT reduction would also result in less generation of criteria pollutants and GHG emissions compared to the project. Alternative 2 could be considered environmentally superior to the proposed 2022 RTP/SCS primarily because, as shown in Table 6 2, overall impacts to the following resources would be less: air quality , biological resources, energy, agriculture resources, environmental justice, geology and soils, greenhouse gas emissions, hazards, hydrology, transportation (VMT), tribal resources, and wildfire. The proposed project was equal to Alternative 2 regarding cultural resources and noise, and less environmental impacts regarding land use and planning.

   The SJCOG Board of Directors finds that specific economic, financial, legal, social, technological, or other considerations make Alternative 2 less feasible and rejects this alternative for the following reasons. The proposed project better serves regional goals, objectives, policies and plans of the County and the cities in the SJCOG region, better meets community and regional transportation needs while still promoting energy efficient, environmentally sound modes of travel and facilities and services, and promotes equity and efficiency in the distribution of transportation projects and services. Although Alternative 2 is identified as environmentally superior most impacts were still identified as being significant and unavoidable.

6.4 Findings on Alternatives Considered in the EIR But Rejected

Section 6.2 of the Draft EIR describes three alternatives that were considered but rejected from detailed consideration: the 20 Minute Neighborhoods Alternative, Commuter Villages Alternative and the Aggressive VMT Reduction Alternative. The SJCOG Board of Directors adopts and incorporates by reference the specific reasons for rejecting these alternatives contained in Draft EIR Section 6.2 as the grounds for rejecting these measures. In summary, 20 Minute Neighborhoods Alternative was rejected as it was not environmentally superior to the project and similar in impacts to the proposed project, for the detailed reasons explained in Section 6.2. The Commuter Villages Alternative was rejected because it was not environmentally superior to the project and similar in impacts to the proposed project. The Aggressive VMT Reduction Alternative was rejected because an aggressive VMT reduction alternative was not considered as an alternative for detailed consideration in this EIR.

7 Findings Regarding Alternatives and Mitigation Measures Proposed in Draft EIR Comments

The Draft EIR was circulated for a 45-day public review period that began June 24, 2022, and concluded August 8, 2022. SJCOG requested comments from responsible and trustee agencies and other regulatory agencies and received two comments. No comments proposed new alternatives or mitigation measures. Therefore, no revisions to the Draft EIR were necessary.

8 Findings on Cumulative Impacts

8.1 Introduction

In compliance with CEQA Guidelines Section 15130, the PEIR evaluates the cumulative impacts of the 2022 RTP/SCS. CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (CEQA Guidelines Section 15355). Thus, if the effects of the Plan, in combination with the effects of past, present, and reasonably foreseeable future related projects within the region will be significant, the Plan's incremental effects must be analyzed to determine if the Plan's contribution to the cumulative impact is cumulatively considerable. (CEQA Guidelines Section 15065(a)(3)). Supportive evidence for the below Findings may be found in the "Cumulative Effects" sections of each resource topic analysis in Draft PEIR Chapter 4.

Thresholds of significance for cumulative impacts are the same as those for direct, project-specific impacts, as authorized by CEQA case law. (See *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059.) When project-specific impacts are judged to be significant, the EIR considers them to be "cumulatively considerable" incremental contributions to significant cumulative impacts. (See CEQA Guidelines Section 15130(a).). Mitigation measures adopted for project-specific impacts in Sections 5 of these CEQA Findings also are feasible measures for mitigating the proposed project's incremental contribution to significant cumulative effects. (See CEQA Guidelines Section 15130(b)(5).)

The 2022 RTP/SCS addresses cumulative conditions within the SJCOG region by design. The Plan area is comprised of 3.3 million acres and includes three counties and 18 cities. It integrates transportation investments with land use strategies for an entire region of the state that shares, or is connected by, common economic, social, and environmental characteristics. As such, the regional environmental analysis of the 2022 RTP/SCS presented throughout the EIR is essentially a cumulative analysis consistent with CEQA requirements. Furthermore, the Draft EIR contains detailed analysis of regional (cumulative) impacts, which are differentiated from localized impacts that may occur at the county level.

8.2 Findings for Significant Cumulative Impacts

For the following impacts, the SJCOG Board of Directors hereby finds that in Section 5 of these CEQA Findings, mitigation measures have been identified in the EIR that will reduce the proposed project's incremental contribution to the following significant cumulative impacts, but except for hazards and hazardous materials, not to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them are as follows:

Aesthetics

There are two types of aesthetic impacts that may be additive in nature and thus cumulative: night sky lighting and overall changes in the visual environment as the result of increasing urbanization of the larger urban areas in the SJCOG region. As development in one area, such as a relatively large city adjoining agricultural land like Stockton, could increases and possibly expand over time and meet or connect with development in an adjoining ex-urban area. This type of growth and

expansion would have the potential to affect night sky lighting experienced both within and outside of the region and lighting may increase in the form of larger and/or more intense nighttime glow in the viewshed. Regarding the visual environment experienced throughout the cumulative impact analysis areas, as planned cumulative development occurs over time the overall visual environment will change, and existing visual character could be degraded. The combination of forecasted development in the SJCOG region and planned development in neighboring counties will result in a different visual environment than currently exists. Thus, cumulative impacts to night sky lighting and changes in the visual environment are significant. Although growth envisioned in the proposed 2022 RTP/SCS is primarily focused on infill areas, development outside of those geographies with long-distance views may result in nighttime lighting becoming more visible, covering a larger area and/or appearing in new areas as a result of projected development under the proposed 2022 RTP/SCS. Additionally, planned transportation improvements and the land use scenario envisioned in the proposed 2022 RTP/SCS would alter the existing visual environment from its baseline conditions. Mitigation measures described earlier in this section would reduce impacts to aesthetics; however, even with implementation of mitigation measures, impacts would be significant and would be cumulatively considerable.

a. **Mitigation.** Mitigation Measures AES-1(a), AES-1(b), AES-2, AES-3(a), AES-3(b) and AES-3(c))
b. **Findings and Rationale.** With regard to the visual environment experienced throughout the cumulative impact analysis area, as planned cumulative development occurs over time the overall visual environment will change. The combination of forecasted development in the SJCOG region and planned development in neighboring counties would result in a different visual environment than currently exists. The cumulative impacts associated changes in the visual environment (including scenic vistas and scenic resources) and night sky lighting and are considered significant and the contribution of the proposed 2022 RTP/SCS to these impacts is cumulatively considerable. Mitigation measures described earlier in this section would reduce impacts to aesthetics; however, even with implementation of those mitigation measures, impacts of the proposed 2022 RTP/SCS would remain cumulatively considerable. The SJCOG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce these impacts to less than cumulatively considerable levels. The SJCOG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce these impacts to a less than significant level, these impacts remains significant and unavoidable.
c. **Supportive Evidence.** Please refer to pages 4.1-21 through 4.1-22 of the Draft EIR.

Agriculture and Forestry

Future development within the cumulative impact analysis area would convert agricultural land, including Important Farmland, to non-agricultural uses and may result in conflicts with agricultural zoning and Williamson Act contracts. In addition, future development adjacent to agricultural land has the potential to result in a loss of agricultural land due to land use conflicts, which adds to the cumulative conversion of agricultural lands, including areas designated as Important Farmland by the FMMP. Cumulative impacts to agricultural resources would be significant.

a. **Mitigation.** Mitigation Measure AG-1
b. **Findings and Rationale.** Implementation of Mitigation Measure AG-1 would reduce the contribution of the proposed 2022 RTP/SCS to cumulative agricultural land impacts. However,

the mitigation would not ensure that the future land use and transportation projects could feasibly relocate or realign to avoid impacts, and impacts would remain significant and unavoidable. The contribution of the proposed 2022 RTP/SCS to cumulative impacts to agricultural and Williamson Act lands would therefore remain cumulatively considerable post-mitigation. In the cumulative impact analysis area, forestland and timber resources are primarily located in Stanislaus County, specifically the Stanislaus National Forest. National forests and national parks are protected by federal law and greatly restrict any type of urban development that can occur in these areas. Thus, future development within the cumulative impact analysis area would not convert forestland to non-forest uses and thus would not result in conflicts with forest zoning. Cumulative impacts to forestland and timber resources would therefore be less than significant. The contribution of the proposed 2022 RTP/SCS to cumulative impacts to forestland and timber resources would not be cumulatively considerable.

c. **Supportive Evidence**. Please refer to pages 4.6-14 of the Draft EIR.

Air Quality

For the purposes of evaluating cumulative impacts to air quality, the geographic scope of the cumulative impacts analysis is the SJVAB, which includes the SJCOG planning region as well as Kern, Kings, Fresno, Madera, Merced, Stanislaus, and Tulare counties. As detailed in Section 4.2.1(d), *Current Air Quality*, San Joaquin County is in nonattainment for federal ozone and $PM_{2.5}$ standards and state ozone, PM_{10}, and $PM_{2.5}$ standards. Because San Joaquin County is in nonattainment for these air quality standards, a cumulative air quality impact currently exists. Any growth within San Joaquin County would contribute to existing exceedances of ambient air quality standards. SJVAPCD has prepared air quality plans for both ozone and particulate matter to address this cumulative impact, improve conditions, and meet federal and state air quality standards. As stated in the SJVAPCD GAMAQI (2015), any proposed development project that would individually have a significant air quality impact related to criteria air pollutant emissions would also be considered have a cumulatively considerable contribution to existing significant cumulative impacts related to criteria air pollutant emissions. For TACs, the SJVAPCD GAMAQI (2015) states that because impacts from TACs are localized and the thresholds of significance for TACs have been established at such a conservative level, risks over the individual thresholds of significance are also considered cumulatively significant.

a. **Mitigation.** Mitigation Measures AQ-2(a), AQ-2(B), AQ-2(c), AQ-3, AQ-5, GHG-1, GHG-4(a), and GHG-4(b).

b. **Findings and Rationale.** As discussed under Impact AQ-3, regional ozone precursor and PM emissions from on-road mobile sources would decrease by 2046 with the proposed 2022 RTP/SCS compared to baseline 2016 conditions. As a result, the long-term operational mobile source emissions under the proposed 2022 RTP/SCS would not result in a cumulatively considerable contribution to existing significant cumulative air quality impacts. However, land use operational emissions would be cumulatively considerable before and after mitigation because land use projects under the proposed 2022 RTP/SCS may contribute to an increase in ozone precursor and PM emissions. As discussed under Impact AQ-5, impacts from TAC emissions would be cumulatively considerable despite a decrease in TAC emissions from baseline 2016 conditions because the proposed 2022 RTP/SCS may result in the siting of sensitive receptors in close proximity to existing or new sources of TACs. Mitigation Measure AQ-4 would reduce impacts from TACs; however, it cannot be guaranteed that impacts resulting

from the proposed 2022 RTP/SCS can be mitigated to a less-than-significant level. Therefore, the impact would remain cumulatively considerable.

c. **Supportive Evidence.** Please refer to pages 4.2-34 through 4.3-35 of the Draft EIR.

Biological Resources

The cumulative impact analysis area for biological resources consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.1 – *Environmental Setting,* Table 3-1. Future development in this region that could impact biological resources is considered in the analysis. This cumulative extent is used to evaluate potential direct and indirect, and permanent and temporary impacts to special-status species, sensitive habitats, wildlife movement, local policies and ordinances protecting biological resources, and approved habitat conservation plans within the context of regional diminishment of these resources.

Biological resources impacts resulting from cumulative development within the cumulative impact analysis area would include direct and indirect impacts to sensitive/special status species or their habitat; impacts to riparian, wetland, or other sensitive natural communities; or interference with wildlife movement. Similarly, development pursuant to other local and regional planning efforts within the cumulative impact analysis area would impact these resources, and as a result, cumulative impacts would be significant. Due to the potential direct and indirect impacts that may occur, the 2022 RTP/SCS would contribute considerably to this significant cumulative impact.

a. **Mitigation.** Mitigation Measures BIO-1(a) through BIO-1(i), BIO-2(a) through BIO-2(f), and BIO-3(a), through BIO-3(c)

b. **Findings and Rationale.** Mitigation Measures BIO-1(a) through BIO-3(c) presented in Section **Error! Reference source not found.**.**Error! Reference source not found.** set requirements for surveys and actions to be taken if biological resources have potential to be impacted by 2022 RTP/SCS projects as well as the future land use scenario. If implementing agencies and/or project sponsors adopt these mitigation measures and comply with existing State, local and/or federal regulations, the contribution of the proposed 2022 RTP/SCS to cumulative impacts would be reduced. However, as discussed above, the 2022 RTP/SCS contribution to significant cumulative impacts to special-status species and their habitats; riparian, wetland, or other sensitive natural communities; and wildlife movement remain cumulatively considerable post-mitigation.

   2022 RTP/SCS projects and projects within the cumulative impact analysis area would be required to comply with ordinances and requirements protecting biological resources as well as the SJMSCP. Potential effects related to the SJMSCP and compliance with the applicable ordinances and requirements would be location-specific, and therefore would not result in a cumulative impact related to conflicts with local ordinances, plans, or the SJMSCP.

c. **Supportive Evidence.** Please refer to page 4.3-43 of the Draft EIR.

Cultural Resources

The cumulative impact analysis area for cultural resources consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.1 – Environmental Setting, Table 3-1. This is appropriate because cultural resources identified in this larger region will be similar in type and style to those that are or may be present in the SJCOG region. As discussed in Section 4.5.3, the transportation projects and land use scenario envisioned in

the proposed 2022 RTP/SCS could require substantial ground disturbance in undisturbed areas or in infill areas, which could impact historic built environment resources and archaeological resources.

a. **Mitigation.** Mitigation Measures CR-1, CR-2(a), and CR-2(b)

b. **Findings and Rationale.** The increase in growth in previously undisturbed areas contributes to regional impacts on existing and previously undisturbed and undiscovered historical and archaeological resources, including CEQA-defined "historical resources." While most cultural resources are site-specific, with impacts that are project-specific, others may have regional significance; for example, an historical structure that represents the last known example of its kind would constitute a regional impact if it were affected by future 2022 RTP/SCS project implementation. In addition, there are historic districts or areas that can be affected by multiple or successive projects, over time, resulting in a cumulative impact to the historic resource. For such a resource, cumulative impacts would be significant, and the 2022 RTP/SCS contribution to them would be cumulatively considerable. Mitigation measures outlined in this section would reduce impacts associated with 2022 RTP/SCS projects through impact minimization for built environment and archaeological historical resources. However, it cannot be guaranteed that all future project-level impacts can be mitigated to a less than significant level. As such, the 2022 RTP/SCS contribution would remain cumulatively considerable after mitigation.

c. **Supportive Evidence.** Please refer to page 4.4-24 of the Draft EIR.

Geology and Soils (Paleontological Resources)

The cumulative impact analysis area for geology and soils consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.0, *Environmental Setting*. Future development in this region that could impact geology and soils is considered in the analysis. This cumulative extent is used to evaluate potential direct and indirect, permanent and temporary impacts to increased exposure to seismic hazards, increased erosion and/or loss of topsoil, the presence of unstable or expansive soils, and the presence of paleontological resource or unique geologic features within the context of the cumulative impact analysis area.

a. **Mitigation.** Mitigation Measures GEO-5

b. **Findings and Rationale**. Development and construction in the cumulative impacts analysis area would require excavation and ground disturbance. Excavation and ground disturbance could encounter and damage or destroy subsurface paleontological resources, depending on underlying geologic units and soils. While most paleontological resources are typically site specific, with impacts that are project specific, others may have regional significance. For example, fossils may capture a particular type of organism that was endemic to a region and therefore have regional significance. Due to the potential for a fossil of regional significance to be uncovered during excavation and ground disturbing activities of projects in the cumulative impact analysis area, cumulative impacts would be significant.

   The 2022 RTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources and would therefore result in a cumulatively considerable contribution to the significant impact. Mitigation measures outlined above, would reduce paleontological resource impacts associated with 2022 RTP/SCS projects. However, as discussed in Impact GEO-5, it cannot be guaranteed that all future project-level impacts can be mitigated to a less than significant level. As such, the 2022 RTP/SCS contribution to cumulative impacts to paleontological resources would be cumulatively considerable.

c. **Supportive Evidence.** Please refer to pages 4.8-25 of the Draft EIR.

Greenhouse Gas Emissions and Climate Change

The impacts of GHG emissions are, by definition, cumulative impacts, as they add to the global accumulation of greenhouse gases in the atmosphere. The cumulative impact analysis area for GHG emissions consists of the SJCOG region, adjoining counties, and the entire State of California. The entire state is included in the analysis area because GHG emissions from the SJCOG region and adjoining counties would influence the ability for the State to achieve its GHG reduction targets. The analysis presented in Section 4.9.3, *Impact Analysis*, evaluates both plan-level impacts as well as the contribution of the proposed 2022 RTP/SCS to the existing cumulative impact related to GHG emissions, the effects of which are outlined in Section 4.9.1(c), *Potential Effects of Climate Change*.

a. **Mitigation.** Mitigation Measures AQ-2(b), AQ-2(c), GHG-1, GHG-2, GHG-4, T-2(a), and T-2(b)

b. **Findings and Rationale.** As discussed under Impact GHG-1, construction activities associated with transportation improvement projects and future land use projects envisioned by the proposed 2022 RTP/SCS would generate temporary GHG emissions. The temporary construction GHG emissions would occur concurrent with ongoing GHG emissions in the cumulative impact analysis area, such as GHG emissions ongoing agricultural activities in surrounding Valley counties such as Stanislaus County and Merced County. As described under Impact GHG-1, construction-related GHG emissions associated with buildout under the proposed 2022 RTP/SCS would be significant even after implementation of Mitigation Measure GHG-1. Therefore, the contribution of the proposed 2022 RTP/SCS construction emissions to the cumulative impact of total GHG emissions would be cumulatively considerable, pre- and post-mitigation

   As discussed under Impacts GHG-2 through GHG-4, the transportation projects and land use scenario envisioned in the proposed 2022 RTP/SCS would also generate operational GHG emissions. Overall, implementation of the proposed 2022 RTP/SCS would reduce total regionwide mobile emissions; however, land use emissions may increase compared to existing conditions. Implementation of Mitigation Measure GHG-2 would reduce GHG emissions from land use projects, but impacts would remain significant and unavoidable. Therefore, the contribution of land use project emissions to the cumulative impact of total GHG emissions would be cumulatively considerable, pre- and post-mitigation.

   The proposed 2022 RTP/SCS would not conflict with SB 375 because per capita emissions reductions would meet and exceed the regional target of a 16 percent reduction by 2035 compared to 2005 levels. However, reductions achieved by the proposed 2022 RTP/SCS would not be sufficient to achieve the 2030 target of a 40 percent reduction in overall emissions set forth by SB 32 and therefore would also be inconsistent with EO S-3-05 and B-55-18 goals. Other ongoing land uses and operation of future development in the cumulative impact analysis area would also generate GHG emissions. Implementation of Mitigation Measures GHG-2 and GHG-4 would reduce the proposed 2022 RTP/SCS impacts related to consistency with state GHG reduction targets and goals; however, emissions would remain in exceedance of applicable significance thresholds. Therefore, the proposed 2022 RTP/SCS would have a cumulatively considerable contribution to the cumulative impact of inconsistency with state GHG reduction targets and goals, both pre- and post- mitigation.

c. **Supportive Evidence.** Please refer to page 4.9-24 through 4.9-25 of the Draft EIR.

Hazardous and Hazardous Materials

The cumulative impact analysis area for hazards and hazardous materials consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.1 – Environmental Setting, Table 3-1. Future development in this region that could result

in impacts related to hazards and hazardous materials is considered in the analysis. This cumulative extent is used to evaluate potential direct and indirect, and permanent and temporary impacts to the public or the environment associated with hazardous materials, hazardous emissions, or other safety hazards within the context of the SJCOG region and adjoining counties.

a. **Mitigation.** Mitigation Measures HAZ-3

b. **Findings and Rationale.** The potential impacts related to hazards and hazardous materials are generally related to site specific and project specific characteristics and conditions; however, hazardous sites or releases can occur across multiple adjoining properties or jurisdictions. Although the transport of hazardous materials may occur on rail or on roadways, such as Interstate 5, that traverse both the SJCOG region and adjacent counties, there are existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazard associated with routine transport of such materials. Regulations and oversight, as outlined above in Section **Error! Reference source not found.**, ***Error! Reference source not found.***, would also effectively reduce the potential for individual projects to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions, within the SJCOG region as well as adjoining counties. Land use development envisioned as part of the proposed 2022 RTP/SCS could result in the development of sites listed in environmental databases pursuant to Government Code Section 65962.5. Although development of listed sites would be required to undergo remediation and comply with Mitigation Measure HAZ-3, cumulative impacts related to hazards and hazardous materials would be significant, and implementation of the proposed 2022 RTP/SCS would result in cumulatively considerable impacts pre-mitigation, and less-than-cumulatively considerable post-mitigation.

c. **Supportive Evidence.** Please refer to pages 4.10-25 through 4.10-26 of the Draft EIR.

Hydrology and Water Quality

The cumulative impact analysis area for hydrology and water quality encompasses the watersheds and groundwater basins affected by the transportation projects and land use pattern envisioned in the proposed 2022 RTP/SCS, including creeks and drainages, floodplains, and aquifers. Therefore, the cumulative impact assessment area consists of the SJCOG region and the adjoining counties, which encompasses the applicable watersheds and basins.

a. **Mitigation.** Mitigation Measures HYD-2(a), and HYD-2(b)

b. **Findings and Rationale.** Development Development within the cumulative impact area may occur within floodplains and floodways and may include development of projects such as industrial parks, wastewater treatment plants, hazardous materials storage, or other infrastructure which may pose a release of pollutants as a result of inundation. Implementing agencies would conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with Executive Order 11988 (for federally funded projects), the NFIP, the National Flood Insurance Act, and the Cobey-Alquist Floodplain Management Act, as well as any further FEMA or State requirements that are adopted at the local level. These studies would identify project design features that reduce impacts on either floodplains or flood flows that would be required through the permitting process, as well as requiring measures to reduce the risk of pollutant release from inundation. Therefore, the cumulative effects of risk of polluted runoff from flood inundation is less than significant. The land use development envisioned in the proposed 2022 RTP/SCS would not substantially increase the risk of release of pollutants into the environment as a result of inundations, as it would have to comply with the local, state, and federal requirements described above and there are no projects proposed which pose a release of pollutants as a result of

inundation. Therefore, the contribution of the proposed 2022 RTP/SCS to these impacts would not be cumulatively considerable.

All of the cumulative impact area lies within the CVRWQCB and falls under the Basin Plan. All development within the Basin Plan area must comply with the goals, beneficial uses, and 303(d) limitations outlined in the Plan, as well as falling under the authority of any Orders issued by CVRWQCB. Therefore, the cumulative impact to obstruction of the Basin Plan is less than significant, and the proposed 2022 RTP/SCS's contribution to this impact would not be cumulatively considerable. There are multiple individual GSAs within the cumulative impact area. Each development within the cumulative area would only fall under management actions required by the GSA approved within its individual area. By its nature, SGMA emphasizes local action and not regional management. Although some of the groundwater basins within the cumulative impact area are hydrologically connected, individual GSAs only have authority over their defined geographic areas, and although each basin in the SJCOG area falls generally under a single joint GSP, many other basins have multiple GSAs covering different portions of the basin. Therefore, cumulative impacts throughout the analysis area could not serve to obstruct any GSPs other than those in effect in their immediate area (for example, a project exclusively using water generated by purveyors in one GSA area with its specific available yield could not obstruct the monitoring or pumping limitations of a GSP in effect in a different area, with a different sustainable yield, even if they were both within the same groundwater basin), and cumulative impacts to obstruction of GSPs is less than significant. The proposed 2022 RTP/SCS could not obstruct or interfere with any GSP in effect outside of its own area and would be required to adhere to all requirements of the individual GSPs within its area based on individual project location, and therefore its contribution to impacts to obstruction of GSPs in the cumulative area would not be cumulatively considerable.

c. **Supportive Evidence.** Please refer to pages 4.11-36 through 4.11-39 of the Draft EIR.

Noise

Noise resulting from roadway improvement projects envisioned in the 2022 RTP/SCS could influence ambient noise levels in adjoining counties, if and where the projects are located in proximity to adjoining counties. Therefore, the cumulative impact analysis area for noise consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.1 – Environmental Setting, Table 3-1. Future development in this region that could result in noise impacts is considered in the analysis.

a. **Mitigation.** Mitigation Measures N-1, N-2, N-3(a), N-3(b), and N-4

b. **Findings and Rationale.** Construction and operation noise and vibration impacts are generally localized and not cumulative in nature. For example, the increase in noise at one location is not worsened by noise created at another location. Rather these effects are independent and the determination as to whether they are adverse is specific to the project and location where they are created. Therefore, this cumulative extent is used to evaluate increases in transportation-related noise and the potential for new sensitive receptors to be located in in areas with unacceptable noise levels within the context of regional noise impacts Operation of transportation projects would generate noise. Noise would predominantly be from vehicles, such as the noise of engines or the noise generate from the friction between tires and the roadway surface. Generally, these noises affect ambient noise levels near the roadways. However, some of the 2022 RTP/SCS transportation projects would increase inter-regional travel, because the 2022 RTP/SCS addresses accommodating projected growth and because some projects are on regional roadways, such as Interstate 5 or SR 99. Therefore, the 2022

RTP/SCS would contribute to traffic noise outside the region. The cumulative impact would be significant, and the overall contribution of the 2022 RTP/SCS to significant cumulative traffic noise impacts, despite implementation of Mitigation Measures N-2 and N-4, would be cumulatively considerable.

Future land use development within the cumulative impact analysis area would increase travel and associated cumulative transportation noise levels. Land use development in the SJCOG region combined with the growth outside of its region could potentially contribute to a cumulatively considerable increase in noise as a result of increased activity resulting from that combined growth. This activity would include primarily highway and roadway noise. As a result, 2022 RTP/SCS could result in a cumulatively considerable increase in transportation-related noise. Mitigation Measures N-2 and N-4 would reduce the 2022 RTP/SCS's contribution to these impacts, but not to a less-than-cumulatively-considerable level. Therefore, the contribution of the 2022 RTP/SCS to this significant cumulative noise impacts would be cumulatively considerable.

c. **Supportive Evidence.** Please refer to page 4.13-24 of the Draft EIR.

Transportation

The cumulative impacts analysis area for transportation consists of the SJCOG region and the seven adjoining counties. Movement within, through, and beyond the SJCOG region is necessary for commuters, personal travel, and goods movement. Thus, it is important to consider both the SJCOG region as well as the connection with the adjoining counties.

a. **Mitigation.** Mitigation Measures T-2(a), T-2(b).

b. **Findings and Rationale.** Development in the cumulative impact analysis area would result in significant and unavoidable increase in regional VMT as well as daily VMT per capita from baseline (2016) conditions, partially due to commuters travelling to and from employment in the adjoining counties. However, the 2022 RTP/SCS is designed to maintain and foster the balance between jobs and housing within the SJCOG region and provides a strategy to allocate growth in such a way as to achieve a more balanced jobs/housing ratio and to optimize transportation investments that support those land uses.

   As discussed above, implementation of the 2022 RTP/SCS would increase daily VMT in 2046 compared to the baseline 2016 conditions While the majority of the VMT would be expected to remain within the SJCOG region, some portion of the VMT would inevitably extend to areas within the adjoining counties. The most reasonable assumption is that VMT to adjoining counties would be concentrated to the most heavily traveled roadways in the counties with the highest relative employment, such as I-5 and SR-99 into Sacramento and Stanislaus counties The increased VMT in adjoining county areas would be in addition to the VMT generated from the increased population growth of such counties into the future. Per capita VMT in the cumulative impact area would be unlikely to reach 16 percent below the baseline VMT per capita by 2046 due to increased VMT in the region, both with and without implementation of the proposed 2022 RTP/SCS. The implementation of project-level VMT-reducing measures, such as mixed uses and transit-oriented development, may not be feasible and cannot be guaranteed on a project-by-project basis. Regional VMT reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such programs. Thus, cumulative impacts on VMT would be significant and the proposed 2022 RTP/SCS contribution to cumulative VMT impacts would be cumulatively considerable, and this contribution would remain cumulatively considerable post-mitigation.

Some types of transportation impacts are related to site- and project-specific characteristics and conditions and would not be significantly affected by other development outside of the SJCOG region. As discussed in Impacts T-3 and T-4, there are existing federal, State, and local regulations that govern transportation hazards and emergency access associated with development and infrastructure projects. Regulations and oversight, as outlined in the impact analysis above, would effectively reduce the potential for individual projects to create a transportation hazards or emergency access impact within the SJCOG region and surrounding counties. Thus, cumulative impacts related to the transportation hazards and emergency access would not be significant and the proposed 2022 RTP/SCS contribution would not be cumulatively considerable.

c. **Supportive Evidence.** Please refer to pages 4.14-27 through 4.14-28 of the Draft EIR.

Tribal Cultural Resources

The cumulative impact analysis area for tribal cultural resources consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.1 – Environmental Setting, Table 3-1. Future development in this region that could impact cultural resources is considered in the analysis. This cumulative extent is used to evaluate potential direct and indirect, and permanent and temporary impacts to tribal cultural resources within the context of regional diminishment of these resources.

a. **Mitigation.** Mitigation Measures CR-2 (a, b), TCR-1(a), and TCR-1(b)

b. **Findings and Rationale.** Development in the SJCOG area would increase under the 2022 RTP/SCS by increasing mobility and growth. The increase in growth in previously undisturbed areas contributes to regional impacts on tribal cultural resources. If there may be tribal cultural resources at the location of a project site, tribal consultation in accordance with AB 52 would help ensure protection of tribal cultural resources. However, tribal territory often crosses the boundaries of multiple jurisdictions within and outside of the SJCOG region, and there could be several minor impacts to tribal cultural resources that together would result in a significant cumulative impact. But with the potential for cumulative impacts related to tribal cultural resources under the 2022 RTP/SCS are less than significant with mitigation, its contribution would not be cumulatively considerable. Mitigation Measures CR-2 (a, b), TCR-1(a), and TCR-1(b) would reduce these impacts to a less-than-cumulatively-considerable level.

c. **Supportive Evidence.** Please refer to pages 4.15-8 through 4.15-9 of the Draft EIR.

Wildfire

The 2022 RTP/SCS is not expected to substantially increase wildfires, but the occurrence of wildfires always exists within the SJCOG region and transportation and land use projects under the proposed 2022 RTP/SCS could place people and structures within or less than two miles from an SRA or very high fire hazard severity zones. Construction and operation of projects would risk exacerbating these existing fire hazards by creating additional potential sources of fire ignition.

a. **Mitigation.** Mitigation Measures WF-1(a) and WF-1(b)

b. **Findings and Rationale.** During construction and operation of 2022 RTP/SCS projects, if one of these cumulative projects were to simultaneously result in a wildland fire ignition during construction, they could combine and increase the frequency of wildland fires beyond existing conditions. The combination of these projects being constructed concurrently could

substantially increase the frequency of fire in the area above natural conditions. Cumulative impacts would be significant.

The land use scenario envisioned by the 2022 RTP/SCS that would be located within or less than two miles from an near SRAs or lands classified as very high fire hazard severity zones, would have potentially significant wildfire impacts, as existing codes and regulations cannot fully prevent wildfires from being generated and damaging structures or populations. These projects would increase the potential to ignite fires and therefore risk exacerbating the potential for loss or damage from wildfire. This added risk could start wildfires that could spread outside the SJCOG region impacting adjacent counties and communities. As a result, the 2022 RTP/SCS could result in a cumulatively considerable increase in wildfire risk. Mitigation measures described earlier in this section would minimize the contribution to this cumulative impact to a less-than-cumulatively-considerable level.

c. **Supportive Evidence.** Please refer to pages 4.16-17 through 4.16-18 of the Draft EIR.

9 Findings on Responses to Comments on the Draft EIR, Revisions to the Final EIR, and Recirculation

9.1 Findings and Rationale

The Draft EIR was circulated for a 45-day public review period that began on June 24, 2022, and ended on August 8, 2022. SJCOG received two (2) comment letters on the Draft EIR. Letter 1 does not raise an environmental issue related to the EIR adequacy and no further response was required. Letter 2 identified text revisions. The revisions were completed and are shown in Chapter 3 of the FEIR. The revisions do not alter the analysis or conclusions in the Draft EIR.

Section 3 of the Final EIR provides text amendments to the Draft EIR. All amendments are minor revisions of typographical errors identified in the Draft EIR. None of the changes would warrant recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5 due to the addition of "significant new information." The amendments serve to clarify the content of the EIR, but do not introduce any new information. The SJCOG Board of Directors finds that amendments to the Final EIR merely clarify, amplify, or make insignificant modifications to the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines Section 15088.5.

10 FINDINGS ON THE MITIGATION MONITORING AND REPORTING PROGRAM

10.1 Findings and Rationale

SJCOG finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2022 RTP/SCS has been prepared for the project and will be adopted concurrently with these Findings (Public Resources Code, § 21081.6(a)(1)). The MMRP is described in the following sections.

A. PURPOSE AND INTENDED USE OF THE MMRP

The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring or Reporting Program (MMRP) prior to approving a project that includes mitigation measures. This MMRP has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

The purpose of this MMRP is to ensure the adopted mitigation measures adopted in the findings of fact for the RTP-SCS are implemented, in accordance with CEQA requirements. The findings adopt feasible mitigation measures to reduce the significant environmental impacts of the RTP-SCS. This MMRP clarifies the process for SJCOG and sponsor agencies to ensure these mitigation measures are implemented, and designates responsibility for implementing, monitoring, and reporting mitigation.

B. MITIGATION MEASURES ADOPTED WITH THE RTP-SCS

The mitigation measures adopted in the RTP/SCS EIR findings are listed in these findings. Each mitigation measure identifies the parties responsible for implementation.

C. ENFORCEMENT

CEQA requires mitigation measures to be "fully enforceable" through the use of permit conditions, agreements, or other measures within each Lead Agency's authority (Public Resources Code 21081.6(b)). The adopted mitigation measures are programmatic first-tier mitigation that can and should be implemented by other sponsor agencies during future project-specific design and environmental review. The Lead Agency for each future project is responsible for assuring the project-specific mitigation measures it adopts are enforceable.

D. IMPLEMENTATION AND REPORTING

SJCOG shall designate a staff person (Deputy Executive Officer of SJCOG) to serve as Coordinator for overall implementation and administration of this MMRP, and its application to future projects. The Coordinator will prepare an annual progress report on mitigation measure implementation. Mitigation measures will typically occur at, or prior to, the following milestones:

During individual environmental review. These are measures that need undertaking during individual project-level environmental review of RTP transportation projects. These measures include items such as assessment of identification of specific project level noise reduction measures, and measures to reduce impacts on biological resources.

Prior to issuance of a grading permit. These are measures that need to be undertaken before earth moving activities begin. These measures include items such as staking the limits of environmentally sensitive areas or vegetation to remain, confirming biological mitigation plans with resource agencies, and including pertinent design details in the project plans.

During project construction. These measures are those that need to occur as the project is being constructed. They include monitoring the construction site for the proper implementation of dust and emission controls, erosion controls, biological protection, and examining grading areas for the presence of cultural materials.

Following construction. These measures apply to project components that would go into effect at completion of the project construction phase, including items such as management or monitoring plans (e.g., revegetation, etc.).

Statement of Overriding Considerations

The SJCOG Board of Directors adopts and makes this statement of overriding considerations concerning the project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

The EIR has identified and discussed significant effects that may occur as a result of the project. As set forth in these CEQA Findings, SJCOG has made a reasonable and good faith effort to eliminate or substantially mitigate the significant impacts resulting from the project and has made specific findings on each of the project's significant impacts and on mitigation measures and alternatives. With implementation of the mitigation measures discussed in the EIR, many of the project's effects cannot be mitigated to a level of less than significant. Even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows:

Aesthetics

Impact AES-1. The proposed transportation projects and land use projects envisioned under the proposed 2022 RTP/SCS would have a substantial adverse effect on scenic vistas and substantially damage scenic resources within a state scenic highway. Impacts would be significant and unavoidable.

Impact AES-2. The proposed transportation projects and land use patterns envisioned by the proposed 2022 RTP/SCS would in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site or its surroundings, and in an urbanized area, would conflict with applicable zoning and other regulations governing scenic quality. Impacts would be significant and unavoidable.

Impact AES-3. Development of proposed transportation improvement projects and land use patterns envisioned under proposed 2022 RTP/SCS would create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts are significant and unavoidable.

Cumulative impacts. The combination of forecasted development in the SJCOG region and planned development in neighboring counties will result in a different visual environment than currently exists. The cumulative impacts associated changes in the visual environment (including scenic vistas and scenic resources) and night sky lighting and are considered significant and the contribution of the proposed 2022 RTP/SCS to these impacts is cumulatively considerable. This impact would be significant and unavoidbale.

Agriculture and Forestry Resources

Impact AG-2. The proposed 2022 RTP/SCS could result in the conversion of important farmland to nonagricultural use, and/or conflict with existing zoning for agriculture. This impact would be significant and unavoidable.

Cumulative Impacts. The proposed 2022 RTP/SCS would convert agricultural land to non-agricultural uses and may result in conflicts with agricultural zoning and Williamson Act.

Air Quality

Impact AQ-2. Construction activities associated with transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would result in a cumulatively considerable net increase in criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. This impact would be significant and unavoidable.

Impact AQ-3. Operation of the proposed transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be significant and unavoidable.

Impact AQ-5. The transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would expose sensitive receptors to substantial TAC concentrations. Impacts would be significant and unavoidable.

Cumulative impacts. San Joaquin County is in nonattainment for federal ozone and $PM_{2.5}$ standards and state ozone, PM_{10}, and $PM_{2.5}$ standards. Because San Joaquin County is in nonattainment for these air quality standards, a cumulative air quality impact currently exists. Impacts from TAC emissions would be cumulatively considerable despite a decrease in TAC emissions from baseline 2016 conditions because the proposed 2022 RTP/SCS may result in the siting of sensitive receptors in close proximity to existing or new sources of TACs.

Biological Resources

Impact BIO-1. Implementation of transportation projects and the land use scenario envisioned by the proposed 2022 RTP/SCS may result in impacts to special-status plant and animal species, either directly or through habitat modifications. This impact would be significant but mitigable. For agencies utilizing the SJMSCP, this impact would be less than significant.

Impact BIO-2. Implementation of transportation projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would result in substantial adverse impacts on sensitive habitats, including state or federally protected wetlands. This impact would be significant, but mitigable. This impact would be significant but mitigable. For agencies utilizing the SJMSCP, this impact would be less than significant.

Impact BIO-3. Implementation of transportation projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would interfere substantially with wildlife movement, including fish migration, and/or impede the use of native wildlife nursery sites. This impact would be significant, and unavoidable.

Cumulative impacts. Development of the 2022 RTP/SCS would result in direct and indirect impacts to sensitive/special status species or their habitat; impacts to riparian, wetland, or other sensitive natural communities; or interference with wildlife movement.

Cultural Resources

Impact CR-1. Transportation improvement projects and the land use scenario envisioned by the proposed 2022 RTP/SCS would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. This impact would be significant and unavoidable.

Impact CR-2. Construction activity associated with transportation improvement projects and the land use scenario envisioned by the proposed 2022 RTP/SCS may cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Potential impacts to archaeological resources would be significant and unavoidable.

Cumulative impacts. The proposed 2022 RTP/SCS could require substantial ground disturbance in undisturbed areas or in infill areas, which could impact historic built environment resources and archaeological resources. Cumulative impacts to archaeological and historical resources is significant and unavoidable.

Geology and Soils

Impact GEO-5. Implementation of the proposed transportation improvements and the land use scenario envisioned by 2022 RTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources as defined in CEQA guidelines section 15064.5. Impacts to paleontological resources would be significant and unavoidable.

Cumulative impacts. The proposed 2022 RTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources and would therefore result in a cumulatively considerable contribution to the significant and unavoidable impact.

Greenhouse Gas Emissions and Climate Change

Impact GHG-1. Construction of the transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would generate GHG emissions that may have a significant impact on the environment. Impacts would be significant and unavoidable.

Impact GHG-2. Proposed transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would result in a net increase in GHG emissions by 2046 compared to the existing baseline conditions and would therefore have a significant impact on the environment. Impacts would be significant and unavoidable.

Impact GHG-4. Implementation of the proposed 2022 RTP/SCS would conflict with the State's ability to achieve SB 32, EOs S-3-05 and B-55-18, and applicable local GHG reduction plan targets and goals. Impacts would be significant and unavoidable.

Cumulative impacts. Construction of transportation improvement and land use projects would have cumulatively considerable contributions to GHG emissions. This cumulative impact is significant and unavoidable.

Hazards and Hazardous Materials

Impact HAZ-3. The 2022 RTP/SCS includes land use patterns and transportation projects that could occur on previously unknown hazardous material sites or sites on the list compiled by Government Code Section 65962.5, and therefore create a significant hazard to the public or environment. This impact would be significant but mitigable.

Cumulative impacts.The proposed 2022 RTP/SCS, could result in hazards and exposure to hazardous materials. Cumulative impacts related to hazards and hazardous materials is significant and unavoidable.

Hydrology and Water Quality

Impact HYD-2. Implementation of proposed transportation and land use projects envisioned in the proposed 2022 RTP/SCS would substantially decrease groundwater supplies. and interfere with groundwater recharge such that it may impede sustainable groundwater management of the basins. Impacts would be significant and unavoidable.

Cumulative impacts. The proposed 2022 RTP/SCS would contribute significant cumulative impacts related to groundwater supply. Development within the cumulative impact area would substantially decrease groundwater supplies by increasing the amount of overdraft throughout critically over-drafted basins, impeding sustainable groundwater management. Cumulative impacts related to groundwater supply would be significant and the proposed 2022 RTP/SCS contribution to this impact would be significant and unavoidable.

Noise

Impact N-1 Construction activity associated with transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would generate a substantial temporary increase in ambient noise levels in excess of standards established in local general plans or noise ordinances and would generate a substantial absolute noise increase over existing noise levels. This impact would be significant and unavoidable.

Impact N-2. Proposed transportation improvements envisioned by the proposed 2022 RTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. This impact would be significant and unavoidable.

Impact N-3. Construction activities associated with transportation projects and land use projects would generate excessive groundborne vibration levels. New truck and bus traffic resulting from the 2022 RTP/SCS would generate excessive vibration levels. These impacts would be significant and unavoidable.

Impact N-4. Land use projects envisioned by the 2022 RTP/SCS may place sensitive receptors in areas with noise levels in excess of standards established in the local general plan or noise ordinance. This impact would be significant and unavoidable.

Cumulative impacts. The proposed 2022 RTP/SCS could contribute to a significant increase in traffic noise levels on roadway segments throughout the cumulative impact analysis area, beyond accepted thresholds in various communities outside of the region. The 2022 RTP/SCS contribution to cumulative impacts are cumulatively considerable. These impacts are significant and unavoidable.

Transportation

Impact T-2. The proposed 2022 would result in an overall increase in regional VMT above baseline (2016) conditions. The proposed 2022 RTP/SCS would result in an increase in VMT per capita below the above baseline (2016) conditions. Regional VMT and VMT per capita impacts from implementation of the proposed 2022 RTP/SCS would be significant and unavoidable. The induced travel impact at the regional level would be less than significant.

Cumulative impacts Implementation of the 2022 RTP/SCS would increase daily VMT in 2046 compared to the baseline 2016 conditions resulting in significant and unavoidable impacts. The

proposed 2022 RTP/SCS contribution to cumulative VMT impacts would be cumulatively considerable. These impacts are significant and unavoidable.

Tribal Cultural Resources

Impact TCR-1. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2022 RTP/SCS has the potential to impact tribal cultural resources. Impacts would be less than significant with mitigation incorporated.

Cumulative impacts. The proposed 2022 RTP/SCS would continue to develop under the SCS and could result in expansion of urban areas into undeveloped land and that development could encourage development in adjoining counties that have the potential to impact tribal cultural resources. The increase in growth in previously undisturbed areas contributes to regional impacts on tribal cultural resources. The cumulative impact would be significant and unavoidable.

Wildfire

Impact WF-1. Proposed transportation improvements and land use projects envisioned by the proposed 2022 RTP/SCS would be located in or near an SRA or very high fire hazard severity zone, and significant risks of loss, injury, or death from wildfires or downstream flooding or landslides would occur. Impacts would be significant but mitigable.

Cumulative impacts. The 2022 RTP/SCS is not expected to substantially increase wildfires, but the occurrence of wildfires always exists within the SJCOG region and transportation and land use projects under 2022 RTP/SCS could place people and structures within or less than two miles from an near SRAs or lands classified as very high fire hazard severity zones. Construction and operation of projects would risk exacerbating these existing fire hazards by creating additional potential sources of fire ignition. The proposed 2022 RTP/SCS's contribution to wildfire impacts would be cumulatively considerable. These impacts are significant and unavoidable.

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the project to the extent feasible, having considered the entire administrative record on the project, and having weighed the benefits of the project against its unavoidable adverse impacts after mitigation, the SJCOG Board of Directors hereby finds that the following legal, economic, social and environmental benefits of the project outweigh its unavoidable adverse impacts and render them acceptable based upon the following considerations. Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact:

a. The implementation of 2022 RTP/SCS transportation projects will provide a safe, secure, and efficient transportation systems that would provide improved mobility and access for the residents of San Joaquin County and that is consistent with economic, social and environemtnal goals and policies of the region
b. The SCS will achieve the regional GHG reduction targets set by the California Air Resources Board (CARB) and in accordance with other State and Federal regulations.
c. The project will promote consistency between the California Transportation Plan, the 2022 RTP/SCS, other plans developed by cities, the County, districts, Native American tribal governments and State and Federal agencies in responding to Statewide and interregional transportation issues and needs.

d. The construction of transportation projects will result in both short-term and long-term economic benefits to the SJCOG region and its residents. Transportation projects will indirectly provide for a number of jobs relating to construction and maintenance. The 2022 RTP/SCS plans for approximately $12.6 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period -- which will result in direct and indirect employment benefits.

APPENDIX F

Plan Project List

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

Table 6-1: 2022 Regional Transportation Plan Project List - Mainline Highway Improvements Category

Identifiers			Project Information				Cost to Deliver	Milestone Years					
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ14-1004	112-0000-0421		Caltrans	SR 99/120 Connector Project Phase 1A	(Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave;Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	$52,419,765	2015	2019	2024	X	X
SJ07-1003			Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Alameda County Line to Eleventh Street	$90,000,000		2022	2028	X	
SJ14-1001			Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	$90,000,000		2022	2028	X	X
SJ14-1002			Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5	$90,000,000		2022	2028	X	
SJ07-1008			Caltrans	I-5 HOV Mossdale	Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120	I-205 to Louise Avenue (P.M. 12.5/R 16.5)	$200,000,000		2022	2028	X	X
SJ07-1014			Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to Main Street (P.M. 5.13)	$41,376,709		2024	2030	X	
SJ18-1001			Caltrans	SR-99 HOV	Widen 6 to 8 lanes (inside/outside), including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing	SR-120 to Stanislaus County Line	$150,000,000		2026	2032		
SJ18-1002	212-0000-0743		Caltrans	SR 99/120 Connector Project Phase 1B	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	$25,758,534	2019	2019	2026	X	X
SJ11-1001			Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	$90,000,000		2009	2036	X	
SJ07-1005			Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	$90,000,000		2030	2038	X	
SJ07-1006			Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	Louise Avenue to French Camp Road	$90,000,000		2032	2040	X	
SJ18-1003	212-0000-0744		Caltrans	SR 99/120 Connector Project Phase 1C	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	$52,548,860	2019	2019	2042	X	X
SJ14-1003			Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - **ENVIRONMENTAL ONLY**	Harney Lane to Turner Road	$3,000,000					
							$1,065,103,868					

Table 6-2: 2022 Regional Transportation Project List - Interchange Improvements Category

Identifiers				Project Information					Cost to Deliver	Milestone Years					
2022 RTP MPO ID	CTIPS ID #	PPNO		Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total		FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-2005				Lathrop	I-5 at Louise Avenue	Reconstruct interchange (PM 16.4-16.8)	I-5 at Louise Avenue		$28,754,000		2024	2030	X		
SJ07-2004				Lathrop	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road		$39,146,000		2029	2035	X		
SJ11-3066				Lathrop	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	I-5 at Roth Road		$16,800,000			2022			
SJ14-2004				Lathrop	SR 120 at Yosemite Ave/Guthmiller Road	Reconstruct interchange	SR 120 at Yosemite Ave/Guthmiller Road		$31,000,000		2020	2025			
SJ11-2015				Lodi	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free-flowing interchange	SR-99 at SR-12 West (Kettleman Lane)		$35,000,000		2030	2036	X		
SJ07-2006				Lodi	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR-99, 4 lanes on Harney between Reynolds Ranch Pkwy and SR-99 and modify on-ramps and off-ramps	SR-99 at Harney Lane		$35,000,000	2009	2028	2033	X		
SJ07-1020	112-0000-0347			Lodi	SR-99 at Turner Road	Reconstruct interchange to provide operational and safety improvements on SR-99 at Turner Road (PM 31.3/31.6)	SR-99 at Turner Road		$6,331,338	2019	2020	2024	X		
SJ07-2009	212-0000-0231			Manteca	SR-120 at McKinley Ave	Construct new interchange	SR-120 at McKinley Avenue		$37,850,000	2009	2014	2024	X	X	
SJ18-2001				Manteca	SR-120 at Airport Way	Reconstruct interchange	SR-120 at Airport Way		$30,000,000		2029	2031	X		
SJ18-2002				Manteca	SR-120 at Main Street	Reconstruct interchange	SR-120 at Main Street		$30,000,000		2031	2033	X		
SJ14-2001				Manteca	SR-99 at Raymus Expressway	Construction of new interchange - **ENVIRONMENTAL ONLY**	SR-99 at Raymus Expressway		$3,000,000				X	X	
SJ11-2004	212-0000-0309			Stockton	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane		$35,000,000	2007	2009	2036			
SJ11-2006	212-0000-0309			Stockton	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive		$74,000,000	2007	2009	2036			
SJ07-2020	212-0000-0309			Stockton	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road		$35,000,000	2007	2009	2036			
SJ11-2002	212-0000-0562			Stockton	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road		$85,836,686		2030	2036	X		
SJ11-2001	212-0000-0561			Stockton	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada		$74,000,000		2030	2036			
SJ11-2010	212-0000-0227			Tracy	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct Aux lane Hansen to Eleventh; in WB I-205 Eleventh Street to Grant Line Road		$51,500,000	2007	2012	2028	X		
SJ14-2002				Tracy	I-580 at International Pkwy/Patterson Pass Road	Reconstruct interchange	I-580 at Mountain House Parkway		$49,183,000	2015	2020	2025	X		

Table 6-2: 2022 Regional Transportation Project List - Interchange Improvements Category

Identifiers			Project Information				Cost to Deliver	Milestone Years				
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ14-2003			Tracy	I-205 at Mountain House/International Pkwy	Reconstruct interchange	I-205 at Mountain House Parkway	$52,858,000	2015	2020	2028	X	X
SJ11-2011			Tracy	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road	$32,574,820		2022	2030		
SJ11-2012	212-0000-0228		Tracy	I-205 at Chrisman Rd	Phase 1: Construct new interchange east-west ramps	I-205 at Chrisman Rd	$36,056,267	2009	2020	2028		
SJ18-2003			Tracy	I-205 / MacArthur Interchange modification	Modification of existing interchange - **ENVIRONMENTAL ONLY**	At MacArthur (PM 7.8 -PM 8.5)	$2,500,000		2022	2035		
SJ11-2031			Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - **ENVIRONMENTAL ONLY**	I-580 at Coral Hollow Road	$2,500,000		2022	2025		
SJ11-2032			Tracy	I-580 at Lammers Road	Construction of new interchange - **ENVIRONMENTAL ONLY**	I-580 at Lammers Road	$3,500,000		2022	2030		
SJ22-2001			Tracy	I-580 at Iron Horse	Construction of new interchange - **ENVIRONMENTAL ONLY**	I-580 at Iron Horse	$3,000,000		2022			
							$830,390,111					

Table 6-3: 2022 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers				Project Information					Cost to Deliver	Milestone Years					
	2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total		FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-3013				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.		$1,151,725		2022	2024	X		
SJ07-3011	212-0000-0228			Escalon	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue		$513,745		2020	2026			
SJ07-3014				Lathrop	Golden Valley Parkway	Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road		$8,637,938		2018	2026			
SJ14-3001				Lathrop	Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road		$51,827,628		2018	2028			
SJ07-3014				Lathrop	Golden Valley Parkway	Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road		$8,637,938		2018	2030			
SJ07-3018				Lodi	Harney Lane	Widen from 2/3 lane collector to 4-lane divided arterial	Hutchins Street to Lower Sacramento Road		$21,181,016	2009	2016	2026	X		
SJ07-3022				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.		$7,000,000		2030	2034	X		
SJ07-3017				Lodi	Ham Lane	Widen 2/3 lanes to 4 lanes	From Lodi Avenue to Elm Street		$3,000,000			2037	X		
SJ11-3010				Manteca	Atherton Drive	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road		$2,857,660		2010	2042			
SJ07-3023				Manteca	Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.		$10,411,185		2010	2022			
SJ11-3008				Manteca	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road		$7,559,898		2012	2022	X		
SJ07-3027				Manteca	Louise Avenue	Widen from 2 to 4 lanes	Main Street to SR-99		$1,752,926		2022	2023	X		
SJ11-3011				Manteca	Atherton Drive	Construct new 4 lane roadway	McKinley Ave to West of Airport Way		$1,261,305		2012	2023			
SJ07-3024				Manteca	Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99		$3,546,894		2016	2024			
SJ11-3014				Manteca	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99		$10,761,268		2017	2026		X	
SJ14-3003				Manteca	Airport Way	Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road		$7,287,829		2010	2027			
SJ11-3013				Manteca	Raymus Expressway	Construct new 2 lane expressway	SR-120 to Woodward Ave		$3,226,198		2017	2028		X	
SJ11-3012				Manteca	Atherton Drive	Construct new 4 lane roadway	Woodward Ave to McKinley Ave		$4,976,800		2019	2029			
SJ11-3015				Manteca	Raymus Expressway	Construct new 2 lane expressway	Woodward Ave to Main Street		$10,000,000		2019	2031		X	
SJ14-3004				Manteca	Airport Way	Widen from 4 to 6 lanes	SR 120 to Lathrop Road		$10,000,000		2010	2036			
SJ11-3017				Ripon	Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue		$10,941,388		2013	2025			
SJ11-3019				Ripon	Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue		$3,455,175		2014	2025			
SJ07-3137				Ripon	W. Ripon Road	Widen from 2 to 6 lanes	Jack Tone Road to Olive Expressway		$11,517,251		2020	2024			
SJ14-3006				Ripon	Canal Boulevard Extension	Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway		$5,297,935		2013	2026		X	
SJ07-3137				Ripon	Olive Expressway	Construct 6-lane Olive Expressway - **ENVIRONMENTAL ONLY**	Canal Boulevard to Raymus Expressway		$3,000,000					X	
SJ11-3029				San Joaquin County	Howard Road	Passing lanes and channelization	Tracy Blvd to Matthews Road		$17,275,876		2021	2023			
SJ14-3005				San Joaquin County	Grant Line Road Corridor Improvements	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements	Tracy City Limits to 11th Street		$31,625,218			2023	X		
SJ11-3031				San Joaquin County	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road		$5,758,625		2023	2025			
SJ11-3027				San Joaquin County	Eleventh Street	Operational and safety improvements along corridor and at intersections	Tracy City Limits to I-5		$17,781,483		2023	2028	X	X	
SJ07-3154				San Joaquin County	Roth Road	Widen from 2 to 4 lanes with shoulders)	UPRR to Airport Way		$5,388,861			2028			
SJ11-3008				San Joaquin County	Airport Way	Widen from 2 to 4 lanes	Roth Road to French Camp Road		$10,000,000			2036	X		
SJ11-3007				San Joaquin County	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City Limits to Mariposa Road		$17,000,000			2036	X		
SJ11-3030				San Joaquin County	Mariposa Road	Widen roadway from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes	Austin Road to Jack Tone Road		$24,000,000		2032	2037	X		
SJ07-3084				Stockton	Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR		$9,793,203			2026			
SJ07-3093				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		$20,716,390			2026			
SJ11-3044				Stockton	Arch Road	Widen from 2 to 6 lanes	Fite Court to Frontier Way		$1,757,754			2026			
SJ11-3045				Stockton	Arch Road	Widen from 2 to 6 lanes	Frontier Way to SR-99		$5,524,371			2026			
SJ07-3078				Stockton	Maranatha Dr	Construction of new 4 lane road	March Ln to Hammer Ln		$7,407,679			2026			

Table 6-3: 2022 Regional Transportation Plan Project List - Regional Roadway Improvements Category

Identifiers				Project Information					Cost to Deliver	Milestone Years				
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ11-3062			Stockton	Maranatha Dr	Construction of new 4 lane road	Wilson Way to March Ln	$13,057,604			2026		
SJ11-3056			Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln	$5,147,709			2026	X	
SJ11-3039			Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough	$29,128,500			2026	X	
SJ11-3055			Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln	$20,000,000			2031		
SJ07-3088			Stockton	Airport Way	Intersection and operational improvements	Harding Way to Industrial Rd	$7,975,894			2031	X	
SJ11-3047			Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F	$3,013,293			2026		
SJ11-3048			Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	New Road F to New Road E	$5,775,479			2026		
SJ11-3050			Stockton	Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Rd	$12,000,000			2036	X	
SJ07-3094			Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd	$30,000,000			2036	X	
SJ11-3061			Stockton	Eigth Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane	$9,000,000			2036	X	
SJ07-3095			Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd	$15,000,000			2036	X	
SJ11-3051			Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99	$20,000,000			2036	X	
SJ07-3089			Stockton	Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court	$9,000,000			2036		
SJ11-3053			Stockton	French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Manthey Rd	$10,000,000			2036		
SJ11-3063			Stockton	March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99	$30,000,000			2036		
SJ18-3001			Stockton	Mariposa Road	Widen from 2 to 4 lanes	Stagecoach Road to Austin Road	$49,637,664			2036	X	
SJ18-3002			Tracy	International Parkway	Widen from 2 to 4 lanes, including reconstruction of Delta-Mendota Canal and California Aqueduct bridges	I-205 to I-580	$40,310,377			2024		
SJ07-3110			Tracy	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road	$26,382,359			2023	X	
SJ07-3109			Tracy	Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road	$19,506,767			2030	X	
SJ07-3107			Tracy	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	$7,362,337			2030	X	
SJ22-3107			Tracy	Grant Line Road	Widen from 3 to 4 lanes	Byron Road to Lammers Road	$7,362,337			2026	X	
SJ07-3181			Tracy	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	$44,125,289			2026		
SJ11-3067			Tracy	MacArthur Drive	Extend 4 lane roadway on new alignment and construct railroad grade separation	Mt. Diablo Road to Eleventh Street	$25,000,000			2034	X	
SJ07-3183			Tracy	Tracy Blvd.	Widen from 4 lane minor arterial to 4-lane major arterial	I-205 to Eleventh Street	$20,041,667			2030		
							$842,660,438					

Table 6-4: 2022 Regional Transportation Plan Project List - Railroad Crossing Safety Improvements Category

Identifiers			Project Information		Cost to Deliver	Milestone Years					
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic	MK Renewal Project	RTIF Project
SJ07-4003			Escalon	Escalon BNSF Grade Separation	Construct a grade separation in Escalon at the BNSF Railroad	On Yosemite Avenue (SR-120) and on McHenry Avenue at BNSF	$33,500,000			2041	X	
SJ07-4008			Manteca	Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Northgate Drive	$23,250,000		2030	2034	X	
SJ11-4001			San Joaquin County	Lower Sacramento Road/UPRR (near Woodson Road)	Replace grade separation of roadway and railway	Lower Sacramento Road/UPRR (near Woodson Road)	$42,000,000		2028	2035		
SJ07-4014			Stockton	Alpine Road/UPRR (West)	Construct at-grade quiet zone improvements	On Alpine Avenue at UPRR west of Coronado Avenue	$4,000,000			2030	X	
SJ07-4017			Stockton	Alpine Ave/UPRR (East)	Construct a 4 lane grade separation	On Alpine Ave at UPRR between West Lane and Montego Avenue	$50,683,065			2038	X	
SJ07-4027			Stockton	West Lane at UPRR	Construct a 6 lane grade separation	On West Lane between Alpine Avenue & El Pinal Drive/Klinger Road	$44,230,000					
							$197,663,065					

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers			Project Information					Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Completion
SJ11-5002			Escalon	eTrans Transit Operations	Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto	$9,225,905			
SJ14-5001			Escalon	eTrans Capital Improvements	Bus Replacements, passenger amenities, and miscellanious equipment	City of Escalon	$1,419,370			
SJ07-5002	212-0000-0155		Lodi	Grapeline Capital	Bus stop shelters/improvements	City of Lodi	$11,922,708			
SJ07-5004	212-0000-0299		Lodi	Grapeline Capital	Transit facility upgrades	City of Lodi	$5,109,732			
SJ07-5005			Lodi	Grapeline Capital	Transit Station Expansion	City of Lodi	$3,548,425			
SJ07-5006	212-00000-0154		Lodi	Grapeline Operating	Costs associated with Grapeline fixed route and Paratransit/Dial-A-Ride services	City of Lodi	$177,421,255			
SJ18-5002			Lodi	Transit Facilities Safety & Security System	Safety and security for Lodi Grapeline service	City of Lodi	$1,277,433			
SJ18-5003			Lodi	Southwest Transit Transfer Station	Construct transit transfer station in southwest Lodi	City of Lodi	$1,064,528			
SJ18-5004			Lodi	Bus Replacements	Purchase replacement buses	City of Lodi	$42,581,101			
SJ18-5050			Lodi	Grapeline Capital	Bicycle Support Program	City of Lodi	$283,874			
SJ18-5051			Lodi	Grapeline Capital	Radio/Communication Upgrade	City of Lodi	$425,811			
SJ18-5052			Lodi	Grapeline Capital	Intelligent Transportation System (ITS) upgrades	City of Lodi	$2,554,866			
SJ18-5053			Lodi	Grapeline Capital	CNG Fuel upgrades	City of Lodi	$851,622			
SJ18-5054			Lodi	Grapeline Capital	Bus Wash upgrades	City of Lodi	$567,748			
SJ07-5015	212-0000-0681		Manteca	Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area.	City of Manteca	$14,193,700			
SJ07-5016	212-0000-0300		Manteca	Safety and Security	Costs associated with Safety/Security/ITS	City of Manteca	$4,258,110			
SJ07-5017	212-0000-0235		Manteca	Manteca Transit Rolling Stock	Purchase of replacement and new buses	City of Manteca	$19,871,181			
SJ07-5018	212-0000-0213		Manteca	Manteca Transit System Operations	Costs associated with the Operations and administration of Dial-A-Ride and fixed route service in Manteca	City of Manteca	$120,646,454			
SJ14-5031	212-0000-0694		Manteca	Bus Maintenance & Storage Facility	Construct a bus maintenance and storage facility	City of Manteca	$6,812,976			
SJ18-5006			Manteca	Manteca Transit Planing	Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years	City of Manteca	$1,078,721			
SJ18-5007			Manteca	Bus Enhancements	Enhancements for Manteca Transit buses	City of Manteca	$5,500,059			
SJ18-5008			Manteca	Travel Training	Training to assist customers in using transit services	City of Manteca	$1,693,560			
SJ18-5009			Manteca	Transit Center Improvements	Construct improvements at Manteca Transit Center	City of Manteca	$7,112,953			
SJ07-5019			Ripon	Ripon Blossom Express Operations	Costs associated with the delivery of a fixed route transit system	Cities of Ripon and Modesto	$2,838,740			
SJ18-5010			Ripon	Ripon Dial-A-Ride Operations	Costs associated with the delivery of a Dial-A-Ride service in Ripon	City of Ripon	$2,838,740			
SJ18-5011			Ripon	Ripon Bus Purchases	Purchase of replacement and expansion buses	City of Ripon	$5,961,354			
SJ18-5012			Ripon	Transit Capital Improvements	Construct benches, shelters, and transit maintenance facility	City of Ripon	$5,407,800			
SJ18-5013			Ripon	Ripon Multimodal Station	Construct Multimodal Station	City of Ripon	$8,232,346			
SJ22-5001			RTD	Bus Electricification / Power Distribution	Renewable energy solutions for facility & fleet energy consumption	San Joaquin County	$7,875,000			
SJ22-5002			RTD	Bus Electricification / Power Distribution	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost.	San Joaquin County	$7,500,000			
SJ22-5003			RTD	Bus Electricification / Power Distribution	Hydrogen and lease of the trailer	San Joaquin County	$1,750,000			
SJ22-5004			RTD	Bus Electricification / Power Distribution	Battery energy storage systems	San Joaquin County	$8,344,402			

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers			Project Information					Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total		FTIP Programming	NEPA Approval	Completion
SJ22-5005			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 14 GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet	Stockton Metropolitan Area	$19,600,000				
SJ22-5006			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 2 Protera - EcoRide BE-35 (SMA)	San Joaquin County	$2,800,000				
SJ22-5007			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 2 MCI 34500 (Commuter)	San Joaquin County to Bay Area	$2,800,000				
SJ22-5008			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 Nova Hybrid LF Articulated (SMA)	San Joaquin County	$9,600,000				
SJ22-5009			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 Starcarft/Ford Transit 350 HD (Van Go)	San Joaquin County	$1,650,000				
SJ22-5010			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 22 Glabel Titan II LF (Hopper)	San Joaquin County	$6,050,000				
SJ22-5011			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 14 Glaval/Ford Transit 350 HD (Van Go)	San Joaquin County	$3,850,000				
SJ22-5012			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 6 ADA cut-away gasoline	San Joaquin County	$1,650,000				
SJ22-5013			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Replace 12 cutaway buses used by United Cebral Palsy to transport individuals who would otherwise use SMA paratransit	San Joaquin County	$1,860,000				
SJ22-5014			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Provide infrastructure to accommdate future replacement of cutaway buses	San Joaquin County	$1,576,200				
SJ22-5015			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Bus component rebuild and parts	San Joaquin County	$1,381,408				
SJ22-5016			RTD	Bus Rolling Stock - Buy / Replacement / Rehab / Rebuild	Hybrid electric buses (5 new/additional buses)	San Joaquin County	$2,750,000				
SJ22-5017			RTD	Safety and Security	To upgrade surveillance/security camera system at RTD's facilities and bus station/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	$1,064,500				
SJ22-5018			RTD	Safety and Security	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment	San Joaquin County	$250,000				
SJ22-5019			RTD	Safety and Security	Security guard radios	San Joaquin County	$18,000				
SJ22-5020			RTD	Safety and Security	Pedestrian collision and avoidance detection system and other safety/security related project with 5% annual increase	San Joaquin County	$5,082,293				
SJ22-5021			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Bus video standardization system	San Joaquin County	$4,500,404				
SJ22-5022			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and adminstrative solution	San Joaquin County	$100,000				
SJ22-5023			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment	San Joaquin County	$5,135,000				
SJ22-5024			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Computer, printer, scanner, camera, video, smartphone, office furniture. Transit vehciel public display monitor system, non-revenue vehicle GPS and other misc. items 5% annual increase	San Joaquin County	$4,663,699				
SJ22-5025			RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit vehicle public display monitor system project	San Joaquin County	$750,000				
SJ22-5026			RTD	Planning / Study / Training, Outreach and Research Projects	Transit asset management system update	San Joaquin County	$28,000				

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers				Project Information				Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Completion
SJ22-5027			RTD	Planning / Study / Training, Outreach and Research Projects	Hydrogen fuel cell electric bus training	San Joaquin County	$269,000			
SJ22-5028			RTD	Planning / Study / Training, Outreach and Research Projects	Service equity analysis of the future changes including service restoration and expansions for Fixed Route in Stockton Metropolitan Area and Intercity	San Joaquin County	$75,000			
SJ22-5029			RTD	Planning / Study / Training, Outreach and Research Projects	RTD's Title VI Program update as required by FTA every 4 years	San Joaquin County	$100,000			
SJ22-5030			RTD	Operating Costs	Costs associated with BRT, SMA, Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!, Operations	SMA, San Joaquin County, San Joaquin County to Bay Area	$258,855,400			
SJ22-5031			RTD	Facilitiates Improvement and Update	Bus stations/stops/terminals	San Joaquin County	$1,665,248			
SJ22-5032			RTD	Facilitiates Improvement and Update	Install new benches, shelters, and other amenities	San Joaquin County	$1,750,000			
SJ22-5033			RTD	Facilitiates Improvement and Update	Cost associated with capital improvement and upgrade at RTD's admin and maintenace facilities	San Joaquin County	$2,000,000			
SJ22-5034			RTD	Facilitiates Improvement and Update	Projection for the next 5 year rehabilitation/renovations at RTD's admin and maintenance facilities	San Joaquin County	$17,044,525			
SJ22-5035			RTD	Support Vehicles - Acquistion / Rehab / Renovation	To purchase, refurb and rehab support vehicles for RTD's admin/maintenace	San Joaquin County	$1,500,000			
SJ22-5036			RTD	Future Operations	Future Operations	San Joaquin County	$1,094,697,688			
SJ22-5037			RTD	Future Capital	Future Capital	San Joaquin County	$1,094,697,688			
SJ07-5049			Tracy	TRACER Capital	Purchase replacement buses	Purchase 3 buses every 5 year period	$8,516,220	2007		
SJ07-5055	212-0000-0149		Tracy	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	City of Tracy	$136,937,007			
SJ22-5038			Tracy	Maintenance Facility	Build a maintenance, storage, and fueling facility	City of Tracy	$5,000,000			
SJ07-5056			Tracy	Tracy Transit Planning	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan every five years	City of Tracy	$1,064,528			
SJ18-5022			Tracy	TRACER Grant Management and Administration	Costs to support transit service administration and Grant Management	City of Tracy	$45,100,483			
SJ18-5023			Tracy	TRACER Capital	Construction of bus stop improvements every five years	Various locations in City of Tracy	$10,645,275			
							$3,247,248,040			

Table 6-6: 2022 Regional Transportation Plan Project List - Rail Corridor Improvements Category

Identifiers				Project Information				Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Completion Date
SJ07-6001	112-0000-0139		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	$32,777,029			
SJ11-6001	112-0000-0446		Caltrans	Stockton Diamond Grade Separation	In Stockton, Construct track connections and grade separate the BNSF Stockton Subdivision and UPRR Fresno Subdivision diamond crossing	Intersection of the BNSF and UP railroads.	$230,544,491		2021	2026
SJ07-6003	212-0000-0281/ 212-0000-0645		SJRRC	ACE Capital	Purchase rail cars for ACE service expansion	ACE Capital	$9,244,803			
SJ07-6004	212-0000-0190		SJRRC	ACE Capital	SJRRC shared costs for the overall maintenance of vehicles	ACE Capital	$7,946,328			2030
SJ07-6009			SJRRC	ACE Capital	Realignment of tracking	Near Altamont Pass	$9,454,912			
SJ07-6013	112-0000-0140		SJRRC	ACE Capital	Restoration of abandoned Western Pacific Depot building	Downtown Stockton, between Weber Ave and Miner Ave	$7,353,821	2007		
SJ07-6015	212-0000-0306		SJRRC	Stockton Track Extension Phases II & III (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	$19,960,370			
SJ07-6016			SJRRC	ACE Service Extensions	Enhance/extend 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	$8,995,824			2030
SJ07-6017			SJRRC	ACE Forward	Acquisition of ACE Corridor between Stockton and Niles Junction	Between Stockton and Niles Junction	$47,274,561			
SJ07-6018			SJRRC	Phase II Implementation Plan for the Central Valley Rail Service	Commuter rail service	Central Valley to Sacramento	$1,050,546			
SJ07-6019			SJRRC	Operations	Shuttle Services in San Joaquin County stations	San Joaquin County	$1,179,763			2030
SJ07-6020			SJRRC	Capital	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 2	City of Stockton	$16,382,591			2022
SJ07-6021			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	$536,397,757			2030
SJ07-6023			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)	ACE Operational Corridor and Station Planning Areas	$14,077,314			
SJ07-6025			SJRRC	Central Valley Rail Service	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)	Central Valley to Sacramento	$89,296,393			
SJ07-6028			SJRRC	ACE Capital	Rolling Stock/Track Improvements/ Station Improvements	ACE Operational Corridor and Station Planning Areas	$33,617,465			2030
SJ07-6029			SJRRC	ACE Capital	Central Valley to Sacramento Commuter Rail Project - Extension of services	Central Valley to Sacramento	$56,729,473			
SJ07-6035			SJRRC	ACE Capital	Altamont Corridor Speed and Safety upgrades (including signal upgrade to automatic train stop increase train speed from 79 to 90 MPH and several track realighment projects)	ACE Operational Corridor and Station Planning Areas	$31,516,374			
SJ14-6005			SJRRC	Minor Capital	Facilities and information technology maintenance and enhancements, fleet vehicle replacements and expansion	ACE Operational Corridor and Station Planning Areas	$9,318,341			2030
SJ14-6001			SJRRC	ACEforward: Capital Phase 1	Extension of Wyche Siding	Lathrop/Manteca: MP 82.7 to MP 80.4, 8,500' clear of McKinley Ave	$8,673,136			2022
SJ14-6002			SJRRC	ACEforward: Capital Phase 1	Connection from UPRR Fresno Sub to UPRR Oakland Sub	Lathrop, Ca: Oakland Sub MP 84.25 to Fresno Sub MP 94.1	$7,563,449			2022
SJ14-6003			SJRRC	ACEforward: Capital Phase 2	Grade crossing improvements/grade seperations	High priority locations between Stockton and San Jose. Chrisman Rd MP 72.8, McKinley Ave MP 82.1	$14,455,227			2022
SJ14-6006			SJRRC	Robert J. Cabral Station Expansion	Construct park and ride lot and related on-street parking, sidewalks, lighting, security, and other passenger amenity improvements	In Stockton, between the UPRR, Weber Avenue, Union Street, and Main Street	$1,263,387			2020

Table 6-6: 2022 Regional Transportation Plan Project List - Rail Corridor Improvements Category

Identifiers			Project Information				Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Completion Date
SJ18-6001			SJRRC	Lathrop/Manteca Station Platform Extension project	Lengthen platform at current Lathrop/Manteca Station to allow for eight car train capacity	Lathrop/Manteca	$1,725,954			2022
SJ18-6002			SJRRC	Tracy Station Platform Extension project	Lengthen platform at current Tracy Station to allow for eight car train capacity	City of Tracy	$1,725,954			2022
SJ07-6022			SJRRC	Lathrop Transfer Station	Lathrop Transfer Station- Between ACE and Central Valley Service	City of Lathrop	$25,781,914			2022
SJ18-6003			SJRRC	Manteca Station Project - Platform		City of Manteca	$6,490,057			2022
SJ18-6004			SJRRC	Manteca Station Project - Parking		City of Manteca	$2,483,922			2022
SJ18-6005			SJRRC	Ripon Station Project - Platform		City of Ripon	$6,532,619			2022
SJ18-6006			SJRRC	Ripon Station Project - Parking		City of Ripon	$5,706,805			2022
SJ18-6007			SJRRC	2nd Main Ripon to Modesto		Ripon to Modesto	$5,544,633			2022
SJ18-6008			SJRRC	Rolling stock associated with SB 132		Ripon to Lathrop	$68,847,356			2026
SJ18-6010			Tri-Valley / SJV	Altamont Pass Corridor	Environmental document for transit connectivity	Between BART and ACE in Tri-Valley	$6,745,773			2022
SJ18-6011			Tri-Valley / SJV	Altamont Pass Corridor	Improve the Union Pacific Railroad right-of-way from the San Joaquin County Line for a passenger rail service. Construction of a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road. Construction of an operations and maintenance facility at Hanson Road in Tracy along the alignment.	Between BART and ACE in Tri-Valley	$157,947,449			2025
							$1,484,605,791			

Table 6-7: 2022 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category

Identifiers	Project Information			Cost to Deliver	Milestone Years	
2022 RTP MPO ID	Jurisdiction	Facility Name/Route	Project Description	Total	NEPA Approval	Completion
SJ18-7001	San Joaquin County	Stockton Metro Airport	Extend Taxiway B to Runway 29R end	$6,043,100		2022
SJ18-7002	San Joaquin County	Stockton Metro Airport	Terminal Apron Extension	$4,599,600		2022
SJ18-7003	San Joaquin County	Stockton Metro Airport	Widen Cargo Apron (includes Environmental Assessment)	$9,637,302		2022
SJ18-7004	San Joaquin County	Stockton Metro Airport	Airport Security System Replacement	$1,166,300		2022
SJ18-7005	San Joaquin County	Stockton Metro Airport	Taxiway B & Taxiway F Realignment	$10,284,300		2022
SJ18-7006	San Joaquin County	Stockton Metro Airport	Terminal Modernization and Expansion - Phase 1	$10,000,000		2022
SJ18-7007	San Joaquin County	Stockton Metro Airport	Runway 11L-29R & Runway 11R-29L Rehabilitation (Crack & Slurry Seal)	$956,100		2022
SJ18-7008	San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Taxiways - Phase 1	$105,933		2022
SJ18-7009	San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Aprons - Phase 1	$6,548,667		2022
SJ18-7010	San Joaquin County	Stockton Metro Airport	Terminal Modernization and Expansion - Phase 2	$10,000,000		2022
SJ18-7011	San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Taxiways - Phase 2	$105,933		2022
SJ18-7012	San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Aprons - Phase 2	$6,548,667		2023
SJ18-7013	San Joaquin County	Stockton Metro Airport	Taxiway M & L Decommissioning & Taxiway Nomenclature	$138,700		2023
SJ18-7014	San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Taxiways - Phase 3	$105,933		2024
SJ18-7015	San Joaquin County	Stockton Metro Airport	Pavement Reconstruction / Rehabilitation - Various Aprons - Phase 3	$6,548,667		2024
SJ18-7016	San Joaquin County	Stockton Metro Airport	Taxiway B East (partial) & West Reconstruction	$16,823,000		2025

Table 6-7: 2022 Regional Transportation Plan Project List - Public Airport-Aviation Projects Category

Identifiers		Project Information			Cost to Deliver	Milestone Years	
2022 RTP MPO ID		Jurisdiction	Facility Name/Route	Project Description	Total	NEPA Approval	Completion
SJ18-7017		San Joaquin County	Stockton Metro Airport	Runway 11R-29L Rehabilitation (Crack & Slurry Seal)	$241,400		2026
SJ18-7018		San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 1 Environmental & Design	$643,400		2027
SJ18-7019		San Joaquin County	Stockton Metro Airport	Taxiway D Extension - Phase 2 Construction	$6,726,900		2028
SJ14-7019		Tracy	Tracy Municipal Airport	Install Helicopter Pad	$126,000		2023
SJ14-7020		Tracy	Tracy Municipal Airport	Aircraft Wash Facility	$98,000		2023
SJ14-7021		Tracy	Tracy Municipal Airport	Perimeter Fencing (1,100LF)	$44,000		2023
SJ14-7022		Tracy	Tracy Municipal Airport	Build Permanent Public Restrooms	$220,500		2023
SJ14-7023		Tracy	Tracy Municipal Airport	FBO Office - Repair FBO Building	$1,016,946		2023
SJ14-7024		Tracy	Tracy Municipal Airport	Land Acquisition Identified in Airport Master Plan, Canal Ar	$21,848,504		2023
					$120,577,852		

Table 6-8: 2022 Regional Transportation Plan Project List - Active Transportation and Community Enhancement Projects Category

Identifiers		Project Information					Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	Jurisdiction	Facility Name/Route	Project Description	Project Limits		Total	FTIP Programming	NEPA Approval	Completion
SJ22-8001		Lathrop	Various	Lathrop Active Transportation Plan	City limits		$190,000			2024
SJ22-8002		SJ County	Country Club Blvd	Country Club Blvd Complete Streets Corridor Plan	Country Club Blvd		$242,400			2024
SJ22-8003		Stockton	Various	Greater Downtown Bike and Ped Connectivity Project	Downtown Stockton		$1,798,560			2024
SJ22-8004		Stockton	Various	Downtown East-West Connection	Downtown Stockton		$1,799,460			2024
SJ22-8005		Ripon	Various	Ripon Safe Routes to School Improvements	City limits		$1,314,859			2024
SJ22-8006		SJ County	Main St	Road Diet/Buffered Bike Lanes	Main St / Henry Elementary Schoo		$253,000			2024
SJ22-8007		Lathrop	Various	Class II Bikeway to ACE Station	Downtown		$1,001,000			2024
SJ22-8008		Escalon	Main Street	Bike and Pedestrian Improvements	Main Street in Escalon		$1,998,760			2024
SJ22-0809		Tracy	Holly Drive	Pedestrian and Bikeway Improvements	Holly Drive through Tracy		$1,632,000			2024
SJ22-8010		Lodi	Garfield Street	Safe Route to School Project	Garfield Street through Lodi		$705,000			2024
SJ22-8011		SJRRC	East Channel Street	Streetscape and Connectivity Project	East Channel Street, between RTD Downtown Station and Cabral ACE Station		$4,515,058			2024
SJ22-8012		Stockton	Various	Safe Routes to School Safety and Connectivity Improvements	City limits		$1,495,393			2024
SJ22-8013		Stockton	California Street	Separated Bikeway Project Phase 2	California Street		$2,000,000			2024
SJ22-8014		Manteca	Various	Manteca Safe Routes to School - Pedestrian Safety Improvements	City limits		$1,500,000			2024
SJ07-8021		Various	Miscellaneous regional bicycle, pedestrian, and safe routes to school facilities and programs	Specific projects are listed in the 2012 Regional Bicycle, Pedestrian, Safe Routes to School Master Plan and local agency bike plans subject to updates and competitive project selection.	Various locations throughout San Joaquin County		$242,421,823			
SJ14-8001		Various	Miscellaneous regional community enhancement projects	Specific streetscape and community enhancement projects are subject to competitive project selection.	Various locations throughout San Joaquin County		$121,210,911			
					TOTAL		**$384,078,224**			

Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers		Project Information			Cost to Deliver	Milestone Years
2022 RTP MPO ID	Jurisdiction	Project Name	Project Description	Total	Completion
SJ14-9001	Lathrop	Golden Valley Parkway & Lathrop Road Intersection Improvements	Install traffic signal and interconnect four signals	See Operations and Maintenance Project List	
SJ14-8018	Lodi	Citywide Bicycle Facilities Detection Improvement Project	Install video detection of bicyclists at and green painted bicycle lanes at signalized intersections	See Active Transportation and Community Enhancement Project List	
SJ14-9002	Ripon	Colony/Hoff Traffic Signal Project	Install traffic signal	See Operations and Maintenance Project List	
SJ14-9003	San Joaquin County	SR 26 and Jack Tone Road Roundabout	Install roundabout	See Operations and Maintenance Project List	
SJ14-9004	San Joaquin County	SR 4 and Jack Tone Road Roundabout	Install roundabout	See Operations and Maintenance Project List	
SJ14-6006	SJRRC	Robert J. Cabral Station Expansion	Construct park and ride lot	See Rail Corridor Improvements Project List	
SJ22-5003	SJRTD	RTD Solar Power Project	Construct solar power facilities to charge battery electric buses	See Bus Transit Improvements Project List	
SJ14-8001	Stockton	Miner Avenue Complete Street	Install complete street improvements on Miner Avenue	See Active Transportation and Community Enhancement Project List	
SJ14-8015	Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements	Reconstruct, widen, and improve existing pathway to Class I Bicycle and Pedestrian Path standards. Install intersection and midblock improvements, high visibility crosswalks, striping, gap closures, upgrade of ADA ramps, flashing beacons, and wayfinding signage	See Active Transportation and Community Enhancement Project List	
SJ14-8016	Stockton	Closing Gaps to Schools	Construct curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade draingage, crosswalks, and school approach signage as needed	See Active Transportation and Community Enhancement Project List	
SJ14-8017	Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path	Install new bicycle facilities and upgrade various existing bicycle facilities.	See Active Transportation and Community Enhancement Project List	
SJ14-9005	Stockton	Real-time Traffic Flow Monitoring	Implement real-time traffic flow monotiring using Bluetooth/Wifi vehicle probe technology	See Operations and Maintenance Project List	
SJ14-9006	Stockton	Pacific Avenue and March Lane Intersection Modification	Install southbound right turn lane and retime traffic signal	See Operations and Maintenance Project List	
SJ14-9007	Stockton	Left-Turn Lanes Additions at Various Intersections	Install left turn lanes	See Operations and Maintenance Project List	
SJ14-9008	Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes	See Operations and Maintenance Project List	
SJ14-9009	Stockton	Montauban Ave and Hammertown Drive Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes	See Operations and Maintenance Project List	
SJ14-9010	Stockton	Lincoln Street and Eighth Street Roundabout and Bicycle Lane	Install roundabout and Class II Bicycle Lanes	See Operations and Maintenance Project List	
SJ14-8020	Tracy	Lowell Avenue Sidewalk Construction Project	Construct 1,200 feet of sidewalk and one ADA curb ramp	See Active Transportation and Community Enhancement Project List	
SJ11-CM26	Tracy	Corral Hollow Road and Valpico Road Traffic Signal	Install traffic fignal	See Operations and Maintenance Project List	

Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

Identifiers		Project Information			Cost to Deliver	Milestone Years
2022 RTP MPO ID		Jurisdiction	Project Name	Project Description	Total	Completion
SJ11-CM18		Tracy	Corral Hollow Road Adaptive Traffic Control	Install adaptive traffic control system	See Operations and Maintenance Project List	
SJ07-9001		Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	See Operations and Maintenance Project List	
SJ07-9002		Various	Park and Ride Lots	Various Locations	See Operations and Maintenance Project List	
SJ07-9003		Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	See Operations and Maintenance Project List	
					$0	

Table 6-10: 2022 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers			Project Information					Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total		FTIP Programming	NEPA Approval	Open to Traffic
SJ07-1019	212-0000-0313		Caltrans	Various locations	SHOPP - Collision Reduction Grouped Projects	Various	$300,000,000		various	various	
SJ07-1020	212-0000-0314		Caltrans	Various locations	SHOPP - Mobility Grouped Projects	Various	$100,000,000		various	various	2042
SJ07-1021	212-0000-0315		Caltrans	Various locations	SHOPP Roadway Preservation Grouped Projects	Various	$200,000,000		various	various	2042
SJ07-1022	212-0000-0392		Caltrans	Various locations	SHOPP-Other (Emergency Response, Mandates, Bridge Preservation, Roadside Preservation Etc.)	Various	$140,000,000		various	various	2042
SJ07-3002	212-0000-0272		Caltrans	Various locations	Caltrans Highway Bridge Program Lump Sum projects (Safety)	Various	$120,000,000		various	various	2042
SJ18-3017			Caltrans	I-5 Stockton Channel Viaduct	Replace Br. No. 26-0176 R/L	In Stockton on I-5 at Br. No. 26-0176 R/L	$600,000,000			2021	2028
SJ07-3003	various		Caltrans	Various locations	Caltrans Highway Bridge Program Line Item projects (Safety)	Various	$200,000,000		various	various	2042
SJ07-3004	212-0000-0307		Caltrans	Various locations	Lump sum for Emergency Repair Program (Safety)	Various	$3,750,000		various	various	2042
SJ07-3005	212-0000-0353/ 212-0000-0567		Caltrans	Various locations	Caltrans Minor Program (Safety)	Various	$12,115,575		various	various	2042
SJ18-3070			Caltrans	SR-120 TMS Upgrade/Repairs	Upgrade existing communication infrastructure between field elements and District 10 TMC	On Route 5, 120, and 99 at various locations in San Joaquin County	$6,970,000				2022
SJ18-3071			Caltrans	SR 120	Contingency Project: Install Ramp Meters	In San Joaquin County on State Route 120	$22,740,000				2023
SJ18-3072			Caltrans	Various routes Phase 1	Repair, update, and install ITS elements, including installation of MVPs, and filling in the gaps	In San Joaquin County on Various Routes	$5,500,000				2024
SJ18-3073			Caltrans	Various routes Phase 2	Repair, update, and install ITS elements, including installation of MVPs, and filling in the gaps	In San Joaquin County on Various Routes	$4,250,000				2025
SJ18-3074			Caltrans	SR 4 various locations	Installing ramp meters	SR-4 Ramp metering system Installation	$56,503,000				2024
SJ18-3075			Caltrans	I- 5 various locations I 205 to Mathews Rd	Install ramp meters and ITS elements	In San Joaquin County on I-5 from I-205 to Mathew Road	$32,175,000				2026
SJ18-3076			Caltrans	I-5 various locations from Mathews to Dr. Martin Luther King Jr. Blvd	Install ramp meters and ITS elements	In San Joaquin County on I-5 from Mathew Road to Dr. Martin Luther King Jr. Blvd	$29,250,000				2027
SJ18-3077			Caltrans	I-5 various locations from Dr. Martin Luther King Jr. Blvd to Calaveras River	Install ramp meters and ITS elements	In San Joaquin County on I-5 from Dr. Martin Luther King Jr. Blvd. to Calaveras River	$23,400,000				2030
SJ18-3078			Caltrans	I-5 various locations from Calaveras River to Eight Mile Rd.	Install ramp meters and ITS elements	In San Joaquin County on I-5 from Calaveras River to Eight Mile Road	$37,050,000				2030
SJ18-3079			Caltrans	SR 99 various locations from Hammer Lane to Armstong Rd	Install ramp meters and ITS elements	In San Joaquin County on SR-99 from Hammer Lane Road to Armstrong Road	$21,450,000				2029
SJ18-3080			Caltrans	SR 99 various locations from Armstong to	Install ramp meters and ITS elements	In San Joaquin County on SR-99 from Armstrong Road to River North of Turner Road	$33,150,000				2030
SJ18-3081			Caltrans	SR 99 various locations	Install ramp meters and ITS elements	In San Joaquin County on SR-99 from River North of Turner Road to North of Acampo Road	$23,400,000				2031
SJ11-3046	212-0000-0001		Escalon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$17,859,989		various		2042
SJ11-3047	212-0000-0001		Lathrop	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$42,102,282		various		2042
SJ11-3048	212-0000-0001		Lodi	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$154,675,759		various		2042
SJ11-3049	212-0000-0001		Manteca	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$123,977,617		various		2042

Table 6-10: 2022 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers				Project Information					Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total	FTIP Programming	NEPA Approval	Open to Traffic
SJ18-3001			Port of Stockton	Rough & Ready Island Rail Bridge	Construct new rail bridge (double-track) to replace existing deficient structure	City of Stockton	$18,000,000			2040
SJ11-3050	212-0000-0001		Ripon	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$36,215,227	various		2042
SJ11-3051	212-0000-0001		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	$1,123,060,104	various		2042
SJ11-3042	212-0000-0001		SJCOG	Regional Surface Transportation Program (STP) Lump Sum Projects	Various state highway and transit capital projects	San Joaquin County	$3,038,998	various		2042
SJ11-3043	212-0000-0001		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	$6,369,495	various		2042
SJ11-3044	212-0000-0001		Stockton	Regional Surface Transportation Program (STP) Lump Sum Projects	Operations and Maintence	City streets, various locations	$2,073,367	various		2042
SJ11-3052	212-0000-0001		Stockton	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$708,749,034	various		2042
SJ11-CM16	212-0000-0589		Stockton	March Lane Adaptive Traffic Control	Install adaptive traffic control system along March Lane between Feather River drive and Montauban Ave to improve safety and traffic operations	City of Stockton	$1,322,000	2018		2022
SJ11-CM21	212-0000-0601		Stockton	Miner Ave and Filbert St. Signal	Install new traffic signal at the Miner Ave and Filbert St. intersection including EVP, ADA ramps, signs and striping	City of Stockton	$686,000	2018		2022
SJ11-CM24	212-0000-0604		Stockton	Swain Rd. and Montauban Roundabout Installation	Construct roundabout at Swain Road and Montauban Ave. including PTZ cameras, ADA ramp, signs, striping, and street lights	City of Stockton	$837,000	2018		2022
SJ14-CM05	212-0000-0632		Stockton	Thorton Rd at Hammer Ln. and Lower Sac Left Turn Lanes	Add SBL on Thorton(at Hammer), add WBL on Lower Sac(Thorton/Pacific). Retime both signals, as well as adjacent signal (Hammer/Lower Sac). EVP at Pacific/Lower Sac to be upgrade.	City of Stockton	$918,000	2018		2022
SJ14-CM08	212-0000-0635		Stockton	Tam O'Shanter Drive and Castle Oaks Drive Roundabout	Install roundabout at intersection of Tam OShanter Drive and Castle Oaks Drive	City of Stockton	$603,000	2018		2022
SJ14-CM10	212-0000-0641		Stockton	BRT Phase V	Costs associated with installation of signal prioritization equipment for BRT Phase 5 operations on Weber Ave, Miner Ave, Wison Way, Fremont St., Filbert St and Main St.	Stockton Metropolitan Area	$2,099,000	2018		2022
SJ14-CM15	212-0000-0642		Stockton	West Lane Traffic Responsiveness Signal Control System	Install new traffic responsiveness signal control system on West Lane between Harding Way and Enterprise Street.	City of Stockton	$754,000	2018		2022
SJ14-CM16	212-0000-0643		Stockton	BRT Phase 1-B	Costs associated with installation of signal prioritization equipment for BRT operations on Pacific Avenue and Madison Street. Replace signalized intersection at Miner Avenue and San Joaquin Street with a roundabout	Stockton Metropolitan Area	$1,599,000	2018		2022
SJ11-CM26	212-0000-0606		Tracy	Corral Hollow Road and Valpico Road Traffic Signal	Intersection Signalization	Corral Hollow Road and Valpico Road	$751,000	2011		2023

Table 6-10: 2022 Regional Transportation Plan Project List - Operations and Maintenance Category

Identifiers			Project Information					Cost to Deliver	Milestone Years		
2022 RTP MPO ID	CTIPS ID #	PPNO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total		FTIP Programming	NEPA Approval	Open to Traffic
SJ11-3053	212-0000-0001		Tracy	Various Street Rehabilitation	Rehabilitation of various streets and roads	City streets, various locations	$197,236,934		various		2042
SJ11-CM18	212-0000-0616		Tracy	Corral Hollow Road Adaptive Trafic Signal	Traffic Signal Coordination	West Valley Mall to Schulte Road	$1,121,625		2011		2023
SJ07-9001	112-0000-0025		Various	Ridesharing and Vanpool Programs	Trip Reduction Coordination, Guaranteed Ride Home, Vanpool Enhancement, Match lists, TDM marketing, etc.	San Joaquin County	$18,000,000		various		2042
SJ07-9002			Various	Park and Ride Lots	Various Locations	San Joaquin County	$2,000,000		various		2042
SJ07-9003			Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	San Joaquin County	$5,000,000		various		2042
							$4,440,753,006				

APPENDIX G

RTP Revenue Assumptions

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

2022 RTP REVENUE FORECAST ASSUMPTIONS

LOCAL REVENUES

Measure K Sales Tax Renewal Program: Description: Measure K Renewal was approved by voters in 2006. Program will sunset in 2041. Data Source: Measure K Renewal Ordinance and Expenditure Plan. Growth Rate: 4.50%. Assumption Base: Based on updated Measure K Strategic Plan estimates. Revenue total: $1,770,989,883.86

Local Transportation Fund (LTF): Description: LTF is a portion of the Transportation Development Act (TDA) dollars derived from a ¼ cent general sales tax imposed statewide for transportation purposes. LTF funds are deemed local as it is not subject to state appropriation or apportionment. SJCOG administers the LTF funds. Data Source: SJCOG. Growth Rate: 4.30%. Assumption Base: Based on a three-year historical average. Revenue total: $2,172,724,086.16

Private Railroad Contribution: Description: Contribution of Private Railroad companies to Railroad Crossing Safety transportation projects. Data Source: SJCOG. Growth Rate: None assumed. Assumption Base: Based on historical averages and private railroad contributing 10% to specific Tier I Railroad Crossing Safety project expenditures in the RTP. Revenue total: $22,686,170.09

Transit Fares & Miscellaneous: Description: Consists of transit fares collected by transit operators in the San Joaquin region. Data Source: Regional Transit Systems Plan, and National Transit Database reporting. Growth Rate: 4.17%. Assumption Base: Ten-year average of estimates provided in the Regional Transit Systems Plan. Revenue total: $323,819,849.19

Developer Fees/Local General Fund: Description: Funds associated with transportation revenue received from the general fund, developer fee programs, traffic impact fees. Data Source: Figures are calculated from self-reported information provided by the local jurisdictions. Growth Rate: None assumed. Assumption Base: Based upon historical figures and growth trends. Revenue total: $823,623,212.83

Regional Transportation Impact Fee (RTIF): Description: The RTIF program imposes a one-time fee on new residential and non-residential development in San Joaquin County. The fee is imposed and collected by the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, Tracy and the County of San Joaquin. The RTIF program is managed by SJCOG, and was implemented in 2006. Data Source: SJCOG. Growth Rate: Initial fee increases 3% annually, and development unit projections based on historical growth trends at the start of the fee program. Assumption Base: Based on historical patterns of growth at the start of program. Revenue total: $399,317,688.58

Altamont Corridor Express (ACE) Fare Revenue: Description: Funds received from the passenger fares of the ACE train. Data Source: San Joaquin Regional Rail Commission.

Growth Rate: 2.0%. Assumption Base: Based on historical figures. Revenue total: $302,293,749.19

Alameda County/Santa Clara County Contribution for ACE: Description: Funds received from Alameda and Santa Clara counties for capital projects to "equalize" the initial capital investment made by the San Joaquin Regional Rail Commission. Data Source: SJRRC. Growth Rate: 2%. Assumption Base: Based on historical figures. Revenue total: $165,903,780.61

FEDERAL REVENUES

Federal Transit Administration 5307 Urbanized Area Formula Grants: Description: Distributed annually to state urbanized areas with a formula based on population, population density and transit revenue miles of service. Program funds capital projects (and operations expenses in areas under 200,000 in population), preventative maintenance and planning activities. Data Source: FTA. Growth Rate: 2.86% Assumption Base: Ten-year average of estimates provided in the Regional Transit Systems Plan. Revenue total: $483,572,242

Federal Transit Administration 5309b New and Small Starts (Capital Investment Grants): Description: Section 5309 New Starts Capital Investment Program provides capital funding for new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems. Data Source: FTA Growth Rate: Discretionary program. Assumption Base: Future assumptions on grants for the San Joaquin Regional Transit District based on past figures. Revenue total: $40,000,000.00

Federal Transit Administration 5310 Enhanced Mobility of Seniors and Individuals with Disabilities: Description: Funds allocated by formula to states for capital costs of providing services to the elderly and disabled. Data Source: FTA/SJCOG. Competitive program. Growth Rate: 1.4%. Assumption Base: Ten-year average of estimates provided in the Regional Transit Systems Plan. Revenue total: $10,615,760

Federal Transit Administration 5311 Formula Grants for Rural Areas: Description: Program provides capital and operating expenses for rural and small urban public transportation systems. Data Source: FTA. Growth Rate: None Assumption Base: Ten-year average of estimates provided in the Regional Transit Systems Plan. Revenue total: $10,879,800.00

Federal Transit Administration 5337 State of Good Repair Grants: Description: Program provides capital assistance for replacement and rehabilitation projects of existing fixed guideway systems to maintain a state of good repair. Data Source: FTA. Growth Rate: 2.67%. Assumption Base: Ten-year average of estimates provided in the Regional Transit Systems Plan. Revenue total: $134,495,915.30

Federal Transit Administration 5339 Bus and Bus Facilities Formula Grants: Description: Formula grant program that provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus related facilities. Data Source:

FTA. Growth Rate: 2.83% Assumption Base: Ten-year average of estimates provided in the Regional Transit Systems Plan. Revenue total: $21,429,262.47

Regional Surface Transportation Program (RSTP): Description: The STP program provides flexible funding for projects on any Federal aide highway, bridges on public roads, transit capital projects and intracity and intercity bus terminals and facilities on a formula basis. Data Source: FTA. Growth Rate: 0.96%. Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue total: $265,817,262

Congestion Mitigation and Air Quality Program (CMAQ): Description: Federal program with goals to reduce traffic congestion and improve air quality in non-attainment areas. Project examples include: signal coordination, ridesharing, bus service expansion. Data Source: FHWA and Caltrans. Growth Rate: 0.96%. Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue total: $271,783,159.36

Federal Aid to Airports: Description: Federal Aid to Airports revenue projections are based on the average annual receipt. Data Source: Stockton Metropolitan Airport and Tracy Municipal Airport. Growth Rate: none assumed. Assumption Base: Based on historical annual receipt. Revenue total: $115,577,852.00

Highway Bridge Program (HBP): Description: Provides federal funding for the development of highway encroachments on flood plains. Data Source: FHWA and Caltrans. Growth Rate: 0.96% Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue Total: $57,541,950.50

Highway Safety Improvement Program (MAP-21): Description: Federal funds supplied to states for the planning, implementation, evaluation, and reporting of highway safety improvement projects. Data Source: FHWA and Caltrans. Growth Rate: 0.96% Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue Total: $48,910,657.92

Rail/Highway Grade Crossing Protection (USC Section 130): Description: Federal funding for the removal of safety hazards at Rail/Highway grade crossings. Data Source: FHWA and Caltrans. Growth Rate: 0.96%. Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue Total: $55,107,483.36

Minor Construction Program: Description: "Funds enhancements or additions to government-owned land, facilities, parking structures, enhanced-use lease transactions, and land acquisitions." Data Source: FHWA and Caltrans. Growth Rate: 0.96% Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue Total: $51,787,755.45

Emergency Relief: Description: "Provides grants from the federal government to state governments for a variety of projects in fields such as agriculture, the arts, construction and education." Data Source: FHWA and Caltrans. Growth Rate: 0.96% Assumption Base: Assumption Base: Based upon FHWA and Caltrans' annual estimate of apportionments. Revenue Total: $7,967,346.99

Federal Demonstration/Earmarks: Description: Funding received from future federal transportation funding bills. Data Source: FHWA. Growth Rate: Discretionary program. Assumption Base: Based on the annual average of actual earmarks. Revenue total: $132,693,448.69

POTENTIAL FEDERAL REVENUES

Federal Transit Administration 5309 Fixed Guideway Capital Investment Grants: Decription: Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Data Source: Federal Transit Administration Revenue Total: None

Federal Transit Administration 5309c Bus and Bus Related Equipment and Facilities Grants: Description: Provides capital assistance for new and replacement buses, related equipment, and facilities. Data Source: Federal Transit Administration Revenue Total: None

Federal Transit Administration 5311f Intercity Bus Program: Description: Provides funding for public transportation equipment and services connecting rural areas to urbanized areas. Data Source: Federal Transit Administration Total Revenue: None

Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP): Description: Federal-aid highway funds are available, through the State transportation agencies, for designing and constructing ferry boats and for designing, acquiring right-of-way, and constructing ferry terminal facilities. Data Source: FHWA Revenue Total: None

Federal Lands Access Program (FLAP): Description: The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Data Source: Federal Transit Administration Revenue Total: None

Federal Lands Transportation Program (FLTP): Description: Provides funding to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), US Fish and Wildlife Service (FWS), USDA Forest Service (Forest Service), Bureau of Land Management (BLM), US Army Corps of Engineers (USACE), Bureau of Reclamation and independent Federal agencies with land and natural resource management responsibilities. Data Source: FHWA Revenue Total: None

Highway Infrastructure Program (HIP): Description: Provides funds for the restoration, repair, construction, of federal aid eligible roads, bridges, and tunnels. Data Source: Caltrans and FHWA Revenue Total: None

High Priority Projects (HPP) and Demo: Description: Provides designated funding for specific projects identified in SAFETEA-LU. Data Source: FHWA Revenue Total: None

National Highway Freight Program: Description: Provides funds to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Data Source: FHWA Revenue Total: None

Infrastructure for Rebuilding America (INFRA) Program: Description: Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Data Source: U.S. Department of Transportation Revenue Total: None

Recreational Trails Program (RTP): Description: Provides funds annually for recreational trails and trails-related projects. Data Source: California Parks and Recreation and FHWA Revenue Total: None

Safe Routes to School (SRTS): Description: Provides funding for infrastructure improvements, enforcement, tools, safety education, and incentives that promote waling and bicycling to school. Data Source: U.S. Department of Transportation Revenue Total: None

STATE REVENUES

State Transportation Improvement Program (STIP): Description: Overall, the STIP in California represents a sum of the Regional Transportation Improvement Programs (RTIPs) and Interregional Transportation Improvement Programs (ITIPs). The CTC programs an available amount of STIP funds after a "take-down" of the State Highway Account (SHA) for the SHOPP and other programs. The STIP funds are distributed 75 percent to RTIP and 25 percent to ITIP. Data Source: Caltrans. Growth Rate: 1.53%. Assumption Base: Based on six-year average of apportionments. Revenue total: $242,998,994.39

Transportation Bond Formula Funds: Description: California Transportation Bond package includes $19.9 billion for safety improvements and repairs to State highways, upgrades to freeways to reduce congestion, repairs to local streets and roads, improvements to the seismic safety of local bridges, expansion of public transit, reduction of air pollution, and improvements to antiterrorism security at ports. Includes protection of any future Proposition 42 transfers. Formula funding includes local streets and roads, STIP augmentation and Public Transit. Data Source: Caltrans. Growth Rate: N/A. Assumption Base: Based on formula distribution. Revenue total: $27,000,000.00

Transportation Bond Discretionary Funds: Description: California Transportation Bond package includes $19.9 billion for safety improvements and repairs to State highways, upgrades to freeways to reduce congestion, repairs to local streets and roads, improvements to the seismic safety of local bridges, expansion of public transit, reduction of air pollution, and improvements to antiterrorism security at ports. Actual remaining project allocations from the CMIA, TCIF, HRCSA and State Route 99 programs were included in the RTP. Assumptions included for remaining funding programs. Data Source: SJCOG. Growth Rate: N/A. Assumption Base: Discretionary Program. Revenue total: $6,000,000.00

Senate Bill 1 / Gas Tax: Description: Gasoline excise tax subventions that were increased in 2017. Fifty percent of funds will go to the state, and fifty percent of funds will go directly

to local jurisdictions. Two-thirds of all funds are for "fix it first" projects. Data Source: California State Controller. Growth Rate: 2%. Assumption Base: Formula distribution Revenue total: $2,160,245,763.61

Senate Bill 1 Competitive Programs: Description: Gasoline excise tax subventions that were increased in 2017. $750 million per year Statewide is available through the Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Account. Data Source: California State Controller. Growth Rate: None assumed. Assumption Base: Formula distribution Revenue total: $251,243,362.10

Senate Bill 132: Description: $400 million is assigned to the San Joaquin Regional Rail Commission for the purpose of extending the Altamont Corridor Express into Stanislaus and Merced Counties. Data Source: California State Controller, San Joaquin Regional Rail Commission. Growth Rate: None assumed. Assumption Base: Project cost estimates. Revenue total: $53,869,100.00

Active Transportation Program (ATP): Description: The ATP provides funding for projects that create a benefit for pedestrian and bicycle travel. Data Source: California Transportation Commission. Growth Rate: 0.5% Assumption Base: Based apportionments available through the first four program cycles. Revenue total: $65,437,039.89

State Highway Operation and Protection Program (SHOPP): Description: Funds state highway maintenance and operations projects. Data Source: Caltrans. Growth Rate: None. Assumption Base: Based on a six-year historical average of the SHOPP program. Revenue total: $1,551,414,750.00

Future State Discretionary Programs: Description: Discretionary program, revenue estimate is based on the historical receipt of funds from state programs such as the Traffic Congestion Relief Program (TCRP) and Proposition 1B Transportation Bond Program. Recognizes potential for additional funds to be received from cost savings from current programs within the Proposition 1B Transportation Bond Program Data Source: SJCOG. Growth Rate: Discretionary program. Assumption Base: Historical average. Revenue total: $260,000,000.00

Low Carbon Transit Operations Program (LCTOP): Description: State program with goals to improve air quality through public transit improvements. Data Source: Caltrans. Growth Rate: 2.05%. Assumption Base: Apportionments available through the first three years of the program. Revenue total: $46,813,763.48

State Transit Assistance (STA): Description: STA is a portion of the Transportation Development Act (TDA) dollars derived from the statewide sales tax on diesel fuel and are available only for transportation planning and mass transportation purposes. STA funds are deemed state as they are subject to state appropriation. Data Source: SJCOG. Rate: 3.83%. Assumption Base: United States Energy Information Administration estimates. Revenue total:

Alameda State Transit Assistance (STA) contribution: Description: Funds received from Alameda County's STA portion to the San Joaquin Regional Rail Commission. Data Source: SJRRC. Growth Rate: $6,000 per year. Assumption Base: Based on $187,000 annual contribution. Revenue total: $6,720,000.00

State Aid to Airports: Description: Funding from California Aid to Airports. Data Source: Survey of San Joaquin County airports. Growth Rate: none assumed. Assumption Base: Based on historical average of average receipt. Revenue total: $5,000,000.00

Public Utilities Commission: Description: The Public Utilities Commission regulates privately owned electric, telecommunications, natural gas, water and transportation companies, in addition to household goods movers and rail safety. Funds received from the Public Utilities Commission to contribute Railroad Crossing Safety projects. Data Source: SJCOG. Growth Rate: N/A. Assumption Base: Based on 10% contribution to specific Railroad Crossing Safety Projects and historical receipts. Revenue total: $25,000,000.00

Revenue Sources	Amount
Local	
Local Transportation Fund	$ 2,172,724,086.16
Private Railraod Contribution	$ 22,686,170.09
Local General Fund/ Development Contribution	$ 823,623,212.83
Bus Fares & Miscellaneous	$ 323,819,849.19
Altamont Rail Fare Revenue	$ 302,293,749.19
Alameda/ Santa Clara Contribution for ACE	$ 165,903,780.61
Total	$ 3,811,050,848.08
Regional	
Measure K Sales Tax Program	$ 1,770,989,883.86
Regional Transportation Impact Fee	$ 399,317,688.58
Total	$ 2,170,307,572.44
State	
State Highway Operations and Protection Program (SHOPP)	$ 1,551,414,750.00
State Transportation Improvement Program (STIP)	$ 242,998,994.39
Senate Bill 1 / Gas Tax	$ 2,160,245,763.61
Senate Bill 1 / Competitive Programs	$ 251,243,362.10
Senat Bill 132	$ 53,869,100.00
Active Transportation Program	$ 65,437,039.89
State Transportation Bond / Formula	$ 27,000,000.00
State Transportation Bond / Discretionary	$ 6,000,000.00
Future State Discretionary Programs	$ 260,000,000.00
Low Carbon Transit Operating Program (LCTOP)	$ 46,813,763.48
State Transit Assistance (STA)	$ 279,125,743.36
STA Contribution from Alameda County	$ 6,720,000.00
State Aid to Airports	$ 5,000,000.00
Public Utilities Commision	$ 25,000,000.00
Total	$ 4,980,868,516.82
Federal Transit	
Urbanized Area Formula Program (5307)	$ 483,572,242.20
Nonurbanized Area Formula Program (5311)	$ 10,879,800.00
Seniors and Persons with Disabilities fromula Program (5310)	$ 10,615,760.29
State of Good Repair (5337)	$ 134,495,915.30
Bus and Bus Facilities (5339)	$ 21,429,262.47
New Starts Capital Investment Grants (5309)	$ 40,000,000.00
Total	$ 700,992,980.27
Federal Highway	
Congestion Management and Air Quality	$ 271,783,159.36
Surface Transportation Program (Regional)	$ 265,817,261.91
Highway Bridge Replacement and Rehabilitation Program	$ 57,541,950.50
Highway Safety Improvement Program (MAP-21)	$ 48,910,657.92
Rail/ Highway Grade Crossing Protection (USC Section 130)	$ 55,107,483.36
Minor Construction Prorgam	$ 51,787,755.45
Emergency Relief	$ 7,967,346.99
Federal Demonstration / Earmarks	$ 132,693,448.69
Federal Aid to Airports	$ 115,577,852.00
Total	$ 1,007,186,916.18
Revenue Total	$ 12,670,406,833.78

APPENDIX H

Project Delivery Policy

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

January 2011
SJCOG Board

STAFF REPORT

SUBJECT: Update of Federal Aid and STIP Project Delivery Guidelines

RECOMMENDED ACTION: Motion to Adopt the Revised Federal Aid and STIP Project Delivery Guidelines

DISCUSSION:

In February 2007 the SJCOG Board adopted local project delivery policies for federal aid and State Transportation Improvement Program (STIP) funded projects including the establishment of programming procedures, project delivery milestones, and a Local Project Delivery Subcommittee. The purpose of these policies has been to ensure the appropriate management and use of state and federal funds that are made available to the SJCOG region and that are subject to loss if not used according to defined state and federal policies. The SJCOG Board adopted the local project delivery policies for a term of four years consistent with the 2007 Regional Transportation Plan.

In recognition of the need for the SJCOG Board to re-adopt local project delivery policies prior to February 2011, SJCOG staff has worked with the Local Project Delivery Subcommittee over the months of September, October, and November. This included a review of both existing project delivery policies and relative recent experiences in the federal aid/STIP project delivery process with the Caltrans and FHWA. SJCOG staff has used this effort as an opportunity to reassess the current policies and future project programming to better promote the delivery of federal-aid projects. Additionally, SJCOG staff is reclassifying these policies as guidelines with recognition of the need for some flexibility to address unforeseen circumstances in project delivery. The recommended revised federal aid and STIP project delivery programming procedures and milestones calendar is presented in Attachment 1. As identified in the attachment, separate procedures and milestones have been established for roadway and transit projects. SJCOG staff is also stressing the importance and expectation of each local agency's participation in this effort through the Local Project Delivery Subcommittee.

PRIOR COMMITTEE ACTION

The Technical Advisory Committee unanimously approved the revised federal aid and STIP project delivery guidelines at their January meeting upon support from the Local Project Delivery Subcommittee.

RECOMMENDATION

SJCOG staff recommends that the SJCOG Board adopt the revised federal aid and STIP project delivery guidelines.

ATTACHMENTS

1) January 2011 Revised Programming Procedures and Milestones Calendar

Prepared By: Wil Ridder, Senior Regional Planner
M:\STAFFRPT\2011\January\Board\Update of Federal and STIP Project Delivery Guidelines.doc

ATTACHMENT 1

Programming Procedures and Milestones Calendar
January 2011

State Transportation Improvement Program (STIP)

July 1 — Local Jurisdiction deadline for current Fiscal Year Allocation Plan information.
- 3 months prior to CTC meeting, project sponsors prepare allocation request.
- 2 months prior to CTC meeting, paperwork is due to CT Local Assistance.

January 1 — Local Jurisdiction deadline to submit STIP Amendment requests to SJCOG for STIP projects programmed in future fiscal years (if needed).

February 1 — SJCOG deadline to submit STIP Amendment requests to Caltrans Local Assistance for projects in future fiscal years.
- STIP Amendments would be noticed at the April CTC mtg and voted in May.

April 1 — Local Jurisdiction and SJCOG deadline to submit Allocation or Extension Requests to Caltrans for the June CTC meeting.
- This is the last opportunity in the fiscal year to request a project allocation or extension.

Surface Transportation Program (STP) & Congestion Mitigation/Air Quality Program (CMAQ: Roadway

October — Local Jurisdiction one-on-one project review with Caltrans Local Assistance to assess project status and/or development requirements.

November 1 — Local Jurisdiction deadline to complete and deliver funding requests for authorization packages for preliminary engineering (PE) to Caltrans Local Assistance. After this date, the project loses its priority for that fiscal year OA, and the available PE obligational authority (OA) is distributed according to the OA Prioritization indicated below.

November — SJCOG will process a FTIP amendment to modify construction projects per the project review with Caltrans Local Assistance or reprogram PE projects according to the OA Prioritization indicated below.

March 1 — Local Jurisdiction deadline to complete and deliver funding requests for authorization (RFA) and/or FTA Transfer Request packages for construction to Caltrans Local Assistance. After this date, the project loses its priority for that fiscal year OA, and the available construction OA is distributed according to the OA Prioritization indicated below.

March	SJCOG will process a FTIP amendment to reprogram construction projects as necessary according to the OA Prioritization indicated below.
June 1	Unobligated projects lose their OA guarantee in the current fiscal year and are considered for re-programming for future fiscal years. • SJCOG staff assesses status of regional OA. Any unused OA is redirected to a project that can obligate the funds by the end of the fiscal year.

Surface Transportation Program (STP) & Congestion Mitigation/Air Quality Program (CMAQ): Transit

March/ Publication of Federal Register	SJCOG will process an FTIP amendment to reconcile FTA's Annual Appropriations and Apportionments Federal Register publication with projects programmed in the applicable fiscal year by March or after the publication of the federal register by FTA, whichever is later.
April 1	Local Transit Operators deadline to submit request(s) for transfer of funds to Caltrans Local Assistance April 1 or one month after publication of federal register by FTA, whichever is later.
May 1	Local Transit Operators deadline to submit request for concurrence letter(s) to SJCOG May 1 or one week after FTIP amendment approval whichever is later. SJCOG staff will alert each local transit operator upon approval of any applicable FTIP amendment.
June 1	Deadline to submit grant applications in FTA TEAM system

**Please note: all transit deadlines are subject to the timing of the publication of the annual Appropriations and Apportionments Federal Register by FTA*

Federal Transit Administration Grant Programs

Local Jurisdiction deadline to submit FTA Grant-related FTIP amendments for projects seeking federal obligation by September 30th. The deadline to submit FTIP amendments will be set by SJCOG staff, and will be no greater than 30 days after the Federal Register is published.

Obligational Authority (OA) Prioritization

Due to limited OA, projects will receive OA in the following order of priority:

1. Local jurisdiction compliance with Disadvantaged Business Enterprises (DBE) requirements
2. Projects programmed in the federally approved TIP
3. Projects listed in the Annual Obligation Plan
4. Projects that meet applicable Project Delivery Milestones

5. Projects requesting Advance Construction Authority/Pre-Award Authority conversions (see below)
6. Projects requesting advances from future years if:
    - The project qualifies under the Expedited Project Selection Procedures,
    - The project has advance construction authorization or pre-award authority
    - Surplus OA is available (see March 1st milestone deadline)

Advance Construction Authorization/Pre-award Authority (ACA/PA)

When there is limited regional OA to deliver projects in the Annual Obligation Plan, projects may proceed under Advance Construction Authorization (ACA)/Pre-award Authority (PA) requirements. Conversion requests for ACA/PA will receive priority for obligation against available OA after March 1.

APPENDIX I

Project Cost Estimate Template

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

San Joaquin Council of Governments

SHORT FORM PRELIMINARY PROJECT COST ESTIMATE TEMPLATE

Lead Agency:
MPO ID:
RTP Tier:
Contact Name:
Contact Number:

Project Name:

Project Description:

Limits:

Proposed Improvement: (Scope)

SUMMARY OF PROJECT COST ESTIMATE

PRELIMINARY ENGINEERING (3% of Construction)	3%	$0
PROJECT APPROVAL & ENVIRONMENTAL STUDIES (4% of Construction)	4%	$0
DESIGN PHASE (PS &E) (12% of Construction)	12%	$0
CONSTRUCTION COSTS		$0
CONSTRUCTION SUPPORT AND ADMINISTRATION (10%CM + 2% Admin)	12%	$0

ENGINEERING AND CONSTRUCTION COSTS IN 2022 **DOLLARS** **$0**

year

MIDPOINT OF CONSTRUCTION 2022 year ESCALATION RATE PER ANNUM 3%

E and C COSTS ESCALATED TO MIDPOINT OF CONSTRUCTION **$ 0**

RIGHT OF WAY		$0
Anticipated Date of Acquisition:	1/0/00	
RIGHT OF WAY SUPPORT		$0
FINANCING COSTS		
UNALLOCATED CONTINGENCY (10% of costs)	0%	$0

TOTAL ESCALATED PROJECT COSTS $0

All costs are escalated to midpoint of construction with the exception of ROW, which is escalated to point of acquisition in "ROW Items" Tab, and "Financing Costs", which is provided by Financial Consultant

Reviewed by _____

Name (Phone) (Date)

Approved by SJCOG _____ Name (Phone) (Date)

San Joaquin Council of Governments

Lead Agency: _____
MPO ID: _____
RTP Tier: ____
Contact Name: _____
Contact Number: _____

ROADWAY

Description of Roadway Section

Attach reference sketch in Sketches and Pictures tab

	Roadway Length (in miles)	Number of Lanes	Cost per Lane Mile	
ROADWAY ITEMS			$100,000	$0
MINOR ITEMS (10% of Roadway Items)			10%	$0
SUPPLEMENTAL WORK (10% of Roadway Items plus Minor Items			10%	$0
MOBILIZATION (10% of Roadway, Supplemental and Minor Items			10%	$0
			Subtotal	$0
CONTINGENCY**			25%	$0
			GRAND TOTAL ROADWAY	**$0**

** Always use at least 45% contingency when Short Form is used

Estimate Prepared By: _____
Name (Phone) (Date)

Estimate Checked By: _____
Name (Phone) (Date)

Lead Agency: _____
MPO ID: _____
RTP Tier: ____
Contact Name: _____
Contact Number: _____

BRIDGES AND RAILROAD ITEMS

BRIDGES

	Structure 1	Structure 2	Structure 3
Bridge Name			
Structure Type			
Width (out to out) - in feet			
Span Length in feet			
Total Area - in square feet			
Footing Type (pile/spread)			
Cost per square foot			
Construction cost:	$0	$0	$0
Mobilization @ 10%	$0	$0	$0
Contingency: 35%	$0	$0	$0
Total Cost Per Structure	$0	$0	$0

SUBTOTAL BRIDGE ITEMS $0

RAILROAD RELATED COSTS

Item	Description	Cost
1		
2		
3		
4		
5		

Construction cost: $0

Contingency: 35% $0

SUBTOTAL RAILROAD ITEMS $0

TOTAL BRIDGES AND RAILROAD ITEMS $0

COMMENTS:

Estimate Prepared By: _____
(Print Name) (Phone) (Date)

BUS SHELTERS AND STATIONS

Description* Three bus shelters, 20 ft long, with architectural roof and wind screens

* Attach reference sketch showing typical layout plan and elevation of shelter or station

	Quantity	Unit of Measure	Unit Price	Cost
Sitework				$ 0
Superstructure		SQ. FT.		$ 0
Architectural Finishes		LS		$ 0
Signage		LS		$ 0
Fire protection		LS		$ 0
Utilities				$ 0
Water				$ 0
Sewer				$ 0
Electrical				$ 0
Communications				$ 0
Station Furniture				$ 0
Landscaping				$ 0
Security				$ 0
				$ 0
			Total Per Station	$ 0
Number of Stations			Total all Stations	$ 0
			Contingency 35%	$ 0
			GRAND TOTAL STATIONS	**$ 0**

BICYCLE PATHS

Path Description* 20 miles of two-way blacktop bicycle path, with painted median, five rest stops and vista points

* Attach reference sketch showing typical pavement structural section elements of the path

Path Length in miles	Cost per mile
	$ 1,500,000

Total path	$ 0
Contingency 25%	$ 0

When addressing cost per path mile make sure to consider rolling surface, drainage, footbridges striping, signage barriers, furniture, landscaping, and security

TOTAL BICYCLE PATH	**$ 0**

Estimate Prepared By: _____

(Print Name) (Phone) (Date)

Lead Agency: _____
MPO ID: _____
RTP Tier: ____
Contact Name: _____
Contact Number: _____

RIGHT OF WAY ITEMS

Enter All Parcel Data on ROW Worksheet

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value	
ROW Acquisition, including excess lands, damages to remainders, and good will	$0	3.50%	$0	
TOTAL RIGHT OF WAY				$0
Utility Relocation (Agency Share)		3.00%	$0	
Relocation Assistance		3.00%	$0	
Clearance / Demolition		3.00%	$0	
ROW Services - Title and Escrow Fees	$0	2.00%	$0	
Temporary Easement		3.00%	$0	
Condemnation Costs		3.00%	$0	
TOTAL RIGHT OF WAY SUPPORT				$0
		TOTAL RIGHT OF WAY ITEMS		$0

Date of Valuation: 1/0/00

Anticipated Date of Right of Way Certification (Date to which Values are Escalated): _____ Delta Dates (yrs): 0.00

Construction Contract Work

Brief Description of Work

(Costs Included in Roadway and/or Structures Items of Work as Appropriate)

Estimate Prepared By: _____
(Print Name) (Phone) (Date)

INVENTORY OF ALL POTENTIAL ROW TAKES

DATE OF MOST RECENT UPDATE:

In Order, from South to North or West to East

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition.
Acquisition costs should include excess lands, damages to remainders, and good will. Enter current values.

INCLUDE PARCELS REQUIRED FOR BICYCLE PATHS, STATIONS, BUS SHELTERS, ETC.

Parcel ID	Address	Zoning	Improvements	Use	Size	Percent take	Relocation needed	Demolition required	Assessor's parcel number	Estimated value	Source of estimate	Date of estimate	Comments

Total Parcels Affected 0

Total Value of all Takes $0

Prepared By: _____

(Print Name) (Phone) (Date)

SKETCHES AND PICTURES

Use this sheet for importing drawings and sketches that help define items of work and pictures of ROW items

APPENDIX J

Public Participation Plan

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

SAN JOAQUIN COUNCIL OF GOVERNMENTS

PUBLIC PARTICIPATION PLAN

ADOPTED DECEMBER 15, 2016

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SJCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that prohibit discrimination on the grounds of race, color, national origin, sex, age or disability in its hiring or employment activities and in its admission to or operations of its programs, services, or activities.

SJCOG provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All SJCOG meetings are wheelchair accessible. For all inquiries on Title VI and/or American Disabilities Act, contact Rebecca Calija at 209-235-0600 or calija@sjcog.org.

CONTACT US

San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
(209) 235-0600
(209) 235-0438 fax
www.sjcog.org

FORWARD

Set in the heart of California, the San Joaquin region connects the San Francisco Bay Area and Sacramento to the Central Valley and the Sierra Mountains. Because of its strategic location, San Joaquin County is one of the fastest growing counties in California. The people who live, work, and play here have varying transportation needs and priorities, and their voices must be heard if we are to develop planning policies that truly meet the needs of the region.

Among its many roles, the San Joaquin Council of Governments serves as the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA), and Local Transportation Sales Tax Authority for San Joaquin County. Public participation is essential to the integrated approach to regional transportation, land use, and environmental planning led by the agency. We are committed to conducting robust public outreach and engagement.

The Public Participation Plan will ensure that SJCOG effectively seeks early and ongoing input from people and organizations throughout the region to address the ever evolving transportation needs of the San Joaquin region now and for generations to come.

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I. INTRODUCTION

The San Joaquin Council of Governments (SJCOG) recognizes that the opportunity to actively participate and provide input in the regional planning process is essential for the development of regional plans that truly enhance the overall quality of life in the San Joaquin region.

To that end, this Public Participation Plan (PPP) is intended to provide guidance for the public outreach process with the goal of reaching as many people as possible, whether they live, work or play in the region or are affiliated with a partnering agency or local jurisdiction who engage in the regional transportation planning process.

Good public participation rests on several basic premises--that there is open and timely sharing of information about choices before decisions are made, that the information is complete and clear, and that the agencies and the public are able to openly and honestly discuss the issues.

The preparagion and implementation of this plan will ensure that SJCOG continues to improve on the way we provide information and to ensure that we provide a venue for the public to openly discuss transportation related issues.

SJCOG PUBLIC INVOLVEMENT PROCEDURES ARE BUILT ON THE FOLLOWING PRINCIPLES:

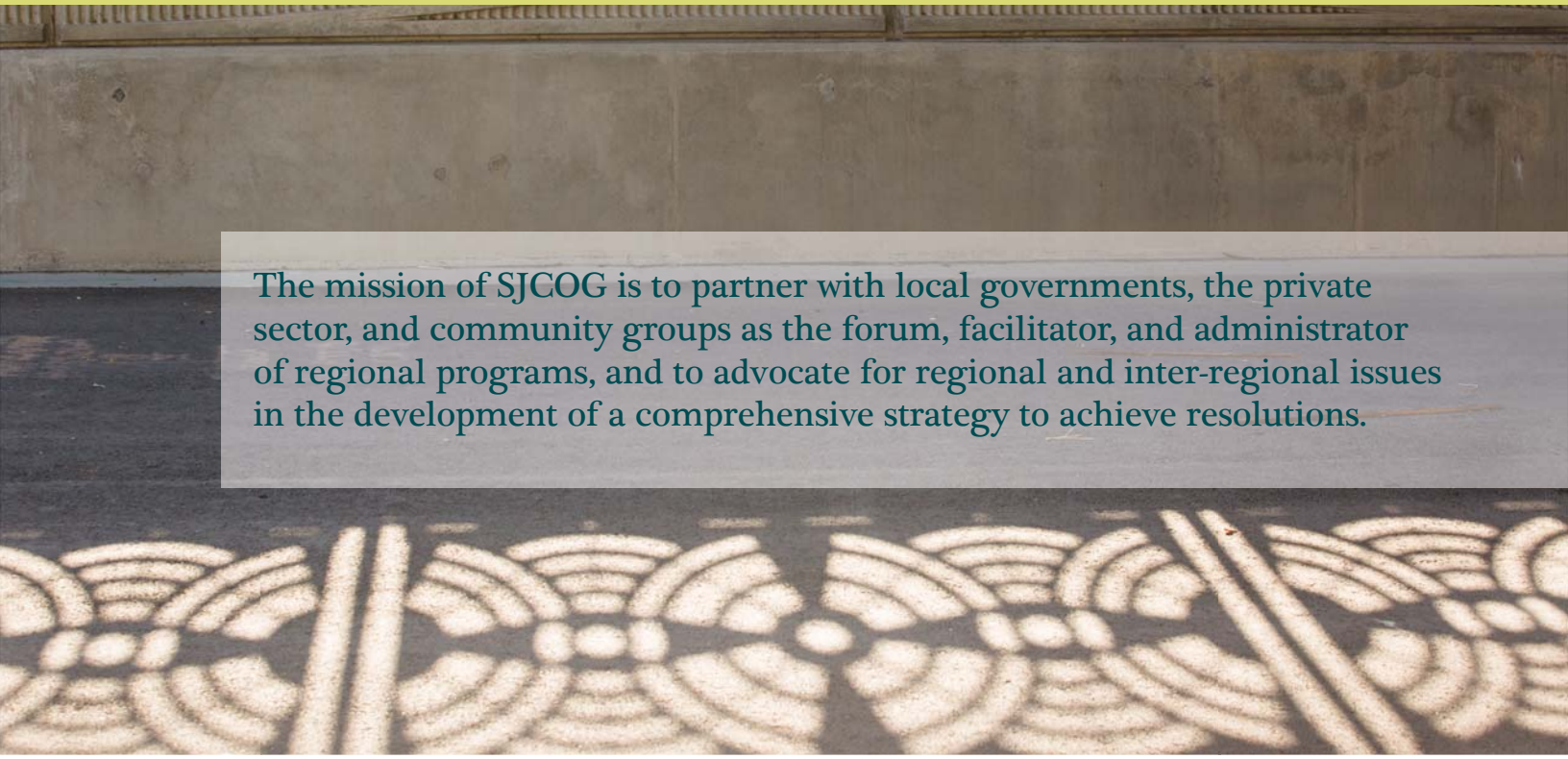
1. Public participation is a dynamic activity that requires teamwork and commitment at all levels of the organization.
2. One size does not fit all-- input from diverse perspectives enhances the process. Effective public participation strategies must be tailored to fit the audience and the issue.
3. Effective public outreach and involvement requires relationship building -- with local governments, with stakeholders and advisory groups, and with all members of the public.
4. Engaging interested persons in countywide transportation issues is challenging, yet possible, by making it relevant, removing barriers to participation, and saying it simply.
5. An open and transparent public participation process empowers low-income communities and communities of color to participate in decision making that affects them.

WHAT IS SJCOG?

Created in 1968, 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. The role of SJCOG is to foster intergovernmental coordination, both within San Joaquin County, as well as with neighboring jurisdictions, the other regional agencies for the San Joaquin Valley, the State of California and various Federal agencies. The specific roles of the Council of Governments are described in this section.

A fifteen-member Board comprised of twelve locally elected officials and three ex-officio members directs the Council of Governments. The Board has three members of the San Joaquin County Board of Supervisors, three members of the Stockton City Council and one member from each of the County's six other cities. The ex-officio members are a Port of Stockton Commissioner, a San Joaquin Regional Transit District Board member, and the Caltrans District 10 Director. Under the direction of the Executive Director, a professional staff carries out the activities of the Council of Governments.

MAP OF SAN JOAQUIN COUNTY



The mission of SJCOG is to partner with local governments, the private sector, and community groups as the forum, facilitator, and administrator of regional programs, and to advocate for regional and inter-regional issues in the development of a comprehensive strategy to achieve resolutions.

SJCOG CORE FUNCTIONS

1

ESTABLISH A SETTING

Provides a fair and impartial setting for regional decision making regarding transportation planning.

2

DEVELOP & MAINTAIN REGIONAL TRANSPORTATION PLAN

Develops and updates a multimodal RTP for the Metropolitan Planning Area, covering a planning horizon of at least twenty (20) years.

3

DEVELOP & MAINTAIN TRANSPORTATION IMPROVEMENT PROGRAM

Develops a program based on the RTP that is designed to serve the area's goals in a fiscally constrained manner.

4

INVOLVE THE PUBLIC

Involves the general public and all significantly affected groups in activities and services.

SPECIFIC ROLES OF SJCOG

Since 1969, the Council of Governments has filled a variety of niches for its member jurisdictions. A short description of each of these roles is contained below.

A METROPOLITAN PLANNING ORGANIZATION (MPO)

SJCOG is the Metropolitan Planning Organization for the San Joaquin region. The MPO is a federal designation identifying the SJCOG as the agency responsible for carrying out federal guidelines, regulations, and statutes for planning and coordination. SJCOG's region is designated as a Transportation Management Area and SJCOG is carrying out state and federal Congestion Management functions.

B REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)

In 1973, SJCOG was recognized by the state as the Regional Transportation Planning Agency for San Joaquin County. Initially the designation related solely to the administration and allocation of Transportation Development Act funds for public transit and possible road and street projects. However, over time the RTPA designation has expanded such that SJCOG is the agency responsible for adopting a Regional Transportation Plan and a Regional Transportation Improvement Program that programs state and federal funds within the region's boundaries. In addition, the designation gives SJCOG planning and coordination responsibilities over most federal and state funding programs for transportation administration by the State of California.

C ADDITIONAL ROLES OF SJCOG

ROLES	DESCRIPTION
AIRPORTS	State law requires all counties with public use airports to establish an Airport Land Use Commission. SJCOG serves the region as the Airport Land Use Commission to assure that surrounding land uses are compatible with airports, based on the Federal Aviation Administration's recommended height, noise and safety rules.
CENSUS DATA AND STATISTICS	SJCOG serves as the Census Data Center for San Joaquin County. The agency receives, compiles, and dispenses the latest information on population, employment, business, and income characteristics.
COLLABORATIVE DECISION-MAKING	SJCOG brings together the community through forums, retreats legislative trips, and public meetings to tackle priority issues for the region.
COMMUTE CONNECTION	To help commuters make the transition from driving alone to a convenient ride-share option, the SJCOG operates Commute Connection. The program offers commuter matching and employer outreach services and promotes carpooling, bicycling, van-pooling and public transit.
FREEWAY SERVICE PATROL	Operated by SJCOG with Caltrans and the California Highway Patrol, the program offers free motorist assistance on Interstate 205. SJCOG currently is providing FSP during the construction of highway projects on Interstate 5 and Highway 99. Tow trucks patrol these routes, assisting disabled vehicles in order to reduce congestion and increase traffic safety.
FUNDING	Working closely with its member agencies, SJCOG makes funding decisions to design and build transportation projects throughout the region.
HABITAT	This is a plan to protect, preserve, and promote the region. SJCOG oversees the habitat and open space conservation plan for San Joaquin County. SJCOG brings together interested parties to examine issues related to development, agriculture, public plans and endangered species.
MEASURE K	SJCOG administers local transportation sales tax program, better known as Measure K. San Joaquin voters approved the 1/2 cent sales tax to finance a specific list of transportation improvement projects/programs which cover a wide range of maintenance, roadway improvement, bicycle/pedestrian, and transit needs.
REGIONAL TRANSPORTATION	Regional transportation planning is a major function of SJCOG. As a state-designated Regional Transportation Planning Agency and the federally-designated Metropolitan Planning Agency, SJCOG prepares regional plans, programs, applications, and studies.

SJCOG MAJOR ACTIVITIES

SJCOG is responsible for three major transportation planning programs, the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Overall Work Program (OWP). SJCOG is also responsible for the creation of the Public Participation Plan (PPP) and conducting special transportation studies on as needed basis.

REGIONAL TRANSPORTATION PLAN

The RTP is a fiscally constrained document that guides the decision-making process for the selection and implementation of transportation projects in the San Joaquin Metropolitan Planning Area. It outlines the policies, long-range and short-range actions that support an integrated and intermodal transportation system for the effective and efficient movement of people and goods. The RTP's planning horizon is at least 20 years. The document is reviewed and updated every four years. (23 CFR 450.322)

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The FTIP is a document that lists each transportation project planned in the Metropolitan Planning Area within a four-year time frame. All FTIP projects stem from the RTP. The FTIP's primary purpose is to serve as the financial programming document for SJCOG. The FTIP has funding committed for the projects scheduled in the first two (2) years and is fiscally constrained. Projects may include transit, highway, local roadway, bicycle and pedestrian investments. (23 CFR 450.324)

OVERALL WORK PROGRAM

The OWP identifies proposed transportation planning activities for the upcoming fiscal year. The OWP also includes work elements that address state and federal planning requirements and address and resolve local transportation planning issues. The OWP is updated annually. (23 CFR 450.308)

PUBLIC PARTICIPATION PLAN

SJCOG continuously seeks to create opportunities for public to participate in planning, reviewing, and implementing its transportation projects and programs. To draw attention to this effort, SJCOG outlines its plan of action in the PPP, which is updated on an as needed basis. (23 CFR 450.316)

SJCOG ORGANIZATIONAL STRUCTURE

The San Joaquin Council of Governments is truly a coordinating agency and has developed a review process that is inclusive and comprehensive. While this structure deals primarily with transportation isues, it also is used for housing, air quality, and airport land use planning issues as well. The primary committees are listed below; however, various advisory committees or task forces are also created to deal with specific issues or projects.

The **Board of Directors (Board)** is responsible for setting policy for SJCOG and is vested with decision making responsibilities for major transportation planning and programming within the MPO's jurisdicition (San Joaquin County). The Board consists of elected officials representing the 7 cities in the San Joaquin region, as well as representatives from the County of San Joaquin. Supplementing these voting members are advisory representatives from Caltrans District 10, San Joaquin Regional District (RTD), and the Port of Stockton.

The **Technical Advisory Committee (TAC)** is comprised of local community development and public works staff, staff from RTD, Caltrans, San Joaquin Valley Air Pollution Control District, Port of Stockton, and the Stockton Metropolitan Airport. The TAC meets monthly and functions in an advisory role to the Board as well as to SJCOG staff.

The **Management and Finance Committee (M&F)** is comprised of the City Manager from each of the 7 cities, the County Administrator, the San Joaquin Regional Transit District General Manager, and the San Joaquin Regional Rail Commission Executive Director. M&F meets monthly and their role is to advise the board on administrative and financial decisions with a comprehensive look at all local government functions.

The **Executive Committee (EC)** is comprised of five Board members and generally reviews seclected agenda items and submits a recommendation to the SJCOG Board. In addition, the Board may delegate certain responsibilities and authority to the EC to facilitate activities of SJCOG.

The **Citizens Advisory Committee (CAC)** is comprised of sixteen residents of San Joaquin County who represent each jurisdiction, as well as various special interest groups, transit providers, and the business community. The CAC's primary function is to advise the Board in its role as the Local Transportation Authority and to provide community input on project priorities and other matters pertaining to the Measure K program.

The **Social Service Transportation Advisory Committee (SSTAC)** is comprised of citizens and staff from various agencies and each jurisdiction. The SSTAC's purpose is to advise the Board on issues relating to transit and to monitor and promote improvements to public transportation serves for people traditionally under-represented and underserved populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, Native American/ Alaskan Native, and Pacific Islander) community groups. The committee, created to meet requirements in state law, includes representatives of the elderly, the poor, the disabled, and social service agencies that serve these and other transit dependent persons.

The **Interagency Transit Committee (ITC)** is comprised of public transit operators from throughout San Joaquin County. The ITC focuses on transit planning, programming, and financial activities of common interest to the operators as well as transit capital project delivery. It is the first committee to formulate proposals concerning regional transit programming and financial matters. The ITC also serves as an information exchange concerning transit operational coordination items.

The **Project Delivery Committee (PDC)** is comprised of five Board members. The purpose of the PDC is to recommend policies for implementing transportation programming recommendations, monitor project delivery from design through construction, and make recommendations on effective scope, cost, and schedule control of projects utilizing Measure K funds.

The **Habitat Technical Advisory Committee (HTAC)** is comprised of fifteen stakeholders in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), including representatives from each jurisdiction, US Fish and Wildlife Service, California Department of Fish and Game, Building Industries Association, Agricultural Commission, US Cooperative Extension, Conservation Community, and the Agriculrural Community. The HTAC reviews and makes recommendations to the Board regarding the implementation of the Habitat Plan including alternative habitat preserve acquisition methods.

The **Goods Movement Task Force (GMTF)** is comprised of representatives from member agencies, State Department of Transportation, Port of Stockton, California Highway Patrol, California Trucking Association, Railroad Operators, and other private/public stakeholders with interest in Goods Movement. As an advisory committee, the GMTF meets on an as needed basis to focus specifically on goods movement issues (e.g., STAA Terminal Access, Port Access, safety) and related studies from a regional and interregional focus.

More information about each of SJCOG's current committees, subcommittees, and working groups may be found on the SJCOG website at www.sjcog.org/committees.

VALLEY COORDINATION

SJCOG works closely with its counterpart agencies in adjacent regions and frequently coordinates joint efforts. SJCOG has an agreement with eight San Joaquin Valley MPOs over responsibilities related to transportation conformity.

SJCOG is a member of the San Joaquin Valley Regional Planning Agencies (RTPAs), which was established to discuss and bring regional consensus on issues of Valley importance. As such, SJCOG participates in two valley coordination committees.

COG PLANNING DIRECTOR'S COMMITTEE

The directors' committee is comprised of the eight executive directors of each of the MPOs / RTPAs in the San Joaquin Valley. This includes the Stanislaus Council of Governments, Council of Fresno County Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, and Tulare County Association of Governments.

The directors' committee provides a forum for the executive directors of the eight valley MPOs / RTPAs to discuss and collaborate on issues of regional importance, and that impact the entire region such as transportation, air quality, and advocacy efforts. The directors' committee works on the staff level at building consensus between the eight MPOs on items that, when implemented by individual Regional Planning Agencies, results in a single vision for the entire San Joaquin Valley. The directors' committee meetings are held regularly in alternative locations in the valley. These meetings are open to the public and there is an opportunity on every agenda for the public to offer comments.

REGIONAL POLICY COUNCIL

This sixteen-member Regional Policy Council was established to discuss and build regional consensus on issues of valley importance. The council consists of two elected officials and one alternate appointed from each of the regional planning agencies' policy boards. The council is positioned to have a unique and potentially pivotal position in further Valley collaborative efforts and improveing the quality of life for all valley residents.

The policy council provides guidance on common inter-regional policy issues and also represents the San Joaquin Valley at public forums such as the California Transportation Commission, the governor and his administration, as well as state and federal legislative bodies that require a common voice from the San Joaquin Valley.

In addition, SJCOG has collaborated and worked with Sacramento and the Bay Area over issues of mutual interest, such as high speed rail plans for regional rail service.

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II. FEDERAL & STATE REQUIREMENTS FOR PUBLIC PARTICIPATION PLANS

As the state-designated MPO for the San Joaquin region, SJCOG is responsible under federal and state transportation planning law to satisfy statutory and regulatory guidelines in the structuring and implementation of all planning efforts.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act (HR 22) was signed into law in December 2015 and supersedes the previous law, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act underscores the need for public involvement and requires metropolitan planning agencies such as SJCOG to provide "interested parties" such as citizens, affected public agencies, representatives of public transportation employees, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and others with reasonable opportunity to comment on transportation plans and programs within the San Joaquin region. The law also requires SJCOG to coordinate transportation plans with the regional growth forecast, travel demand model, and other related planning activities when developing and updating major planning documents such as our RTP/SCS and FTIP for the region.

TITLE VI OF THE CIVIL RIGHTS AT OF 1964 AND ENVIRONMENTAL JUSTICE

Title VI of the Civil rights act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The Civil Rights Restoration Act of 1987 extended Title VI's applicability to all programs sponsored by federally-aided agencies, regardless of the program's specific funding sources.

The concept of environmental justice emerged from these two regulations, and is founded on the principles of:

1. Avoiding, minimizing, or mitgating disproportionately high and adverse health or environmental effects on minority or low income populations;
2. Ensuring that all affected communities have the ability to participate fully in transportation decision making processes; and
3. Preventing the denial, reduction, or delay of receiving benefits by minority populations and low income communities.

Federal laws and regulations guide the public participation efforts of SJCOG and ensure that input into various planning and programming activities is received.

EXECUTIVE ORDERS

An Executive Order is an order given by the President to federal agencies. As a recipient of federal revenues, SJCOG assists federal transportation agencies in complying with these orders.

EXECUTIVE ORDER	DESCRIPTION
EXECUTIVE ORDER 12372	***Intergovernmental Review of Fedral Programs*** Calls for intergovernmental review of projects to ensure that federally funded or asssisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not repalce public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.
EXECUTIVE ORDER 12898	***Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*** Adopted in 2011, this order provides for the intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. This order also requires every agency to incorporate environmental justice goals as part of its mission by addressing and identifying the disproportionately high and adverse human health or environmental effects of the agency's programs and policies on disadvantaged communities.
EXECUTIVE ORDER 13166	***Improving Access to Services for Persons with Limited English Proficiency*** States that people who, as a result of national origin, are limited in their English proficiency, should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services. SJCOG's Limited English Proficiency (LEP) plan can be found in English and Spanish on SJCOG's website at www.sjcog.org/LEP.
EXECUTIVE ORDER 13175	***Consultation and Coordination with Indian Tribal Governments*** Establishes regular and meaningful consultation and collaboration with federally recognized tribal governments in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian Tribes. In San Joaquin County, the California Valley Miwok Tribe is the only federally recognized tribe, however, staff does notify and collaborate with the local offices of Northern California Native American tribal governments.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) & NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Both CEQA and NEPA define the minimum standards for reasonable public access to decision-making process for transportation 'projects'. A project is defined as the whole of an action which has the potential for resulting in either direct or indirect physical changes in the environment. The California Environmental Quality Act (CEQA) (CPRC § 21000 et seq) requires transportation plans and programs developed by SJCOG to undergo an extensive environmental review process. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) requires approval by governing bodies, and as such, SJCOG must prepare and Environmental Impact Report (EIR) that evaluates the significant environmental impacts of the proposed projects and determine ways to mitigate the impacts to below significance. In addition, specific projects may undergo individual EIR processes depending on their scope or inclusion in the long range transportation plan EIR.

2008 CALIFORNIA LEGISLATION

State law (SB 375, Steinburg, Chapter 728, 2008 Statutes) calls on SJCOG to develop a Sustainable Communities Strategy - as part of the Regional Transportation Plan - to integrate planning for growth and housing with long-range transportation investments, to strive to reduce greenhouse gas emissions for cars and light trucks. The law also calls for a separate Public Participation Plan for development of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Appendix A contains the Public Participation Plan for SJCOG's RTP/SCS.

CODE OF FEDERAL REGULATIONS

The Code of Federal Regulations (C.F.R.) is an annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. 23 C.F.R. 450.316 outlines public participation requirements for MPO's such as SJCOG and these requirements are carefully considered and addressed throughout this PPP.

The Federal definition of "interested parties" includes citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. (23 U.S.C. 134 and 135, and 49 U.S.C. 5304)

OTHER REQUIREMENTS

A number of other federal and state laws require SJCOG to involve and notify the public in its decisions. SJCOG complies with all other public notification requirements of the California Public Records Act, Americans with Disabilities Act of 1990 (ADA), the Ralph M Brown Act, and other applicable laws.

RESOURCE AGENCIES

SJCOG engages resource agencies in the development of all plans, and specifically the RTP/SCS, to elicit their input into the planning process. SJCOG will distribute notifications to state, local, and tribal agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation and historic preservation. A state and federal resource agencies listing is maintained by the California State Department of Transportation, Division of Transportation Planning and updated periodically. SJCOG has also developed working relationships with other agencies and distributes information to local organizations and contacts.

III. PUBLIC PARTICIPATION PROCESS FOR SJCOG

SJCOG, through guidance from Federal agencies and Caltrans, believes that continued interaction with the entire community builds support and ensures that the public has the opportunity to help shape the substance of plans and projects. SJCOG strives to enhance the impact of participation on transportation decision-making.

PUBLIC PARITICIPATION GUIDELINES

All guidelines are derived from federal regulations [23 CFR 450.316] and recommendations from the SJCOG committees, peer review, and public. The PPP, at minimum, describes explicit procedures, strategies and desired outcomes to:

- A Provide adequate public notice of activities, particularly as it relates to the RTP and the FTIP
- B Provide timely notice and reasonable access to information regarding issues and process
- C Incorporate innovative visualization techniques in the planning process for the RTP and FTIP
- D Provide information in electronic formats for easy accessibility
- E Schedule public meetings at convenient and accessible locations and times
- F Allow for open consideration and response to public input regarding the RTP and FTIP
- G Seek out and consider the needs of those that are traditionally underserved
- H Allow for public comment regarding significant changes to the RTP and FTIP
- I Coordinate with the statewide transportation planning public involvement and consultation processes and periodically review the PPP for effectiveness

The PPP is SJCOG's official policy on involving the public in the transportation planning process.

PRINCIPLES FOR PUBLIC PARTICIPATION

Given the long list of planning and coordinating roles fulfilled by SJCOG in the San Joaquin region, it is important for the agency to share information with the public; to make clear the technical aspects of regional issues; and to listen to the thoughts and ideas of residents and stakeholders affected by existing and future transportation facilities and services provided throughout San Joaquin County.

Effective public participation rests on several basic premises--that there is open and timely sharing of information about choices before decisions are made, that the information is complete and clear, and that affected agencies and the public are able to access and provide input on key planning and programming decisions. Specifically, SJCOG believes that the public participation process should involve the following principles.

1

EDUCATION

Efforts to encourage public participation must include educating and informing the public about transportation planning projects, and issues within their communities and the region as a whole. This includes making information relevant and easier to understand.

2

ACCESSIBILITY

An open and transparent public participation process empowers residents and stakeholders to take part in the decision-making that affects them. Additionally, removing barriers to participation are a critical component to designing processes that are welcoming to people who live with disabilities, are limited English proficient, or may experience other obstacles.

3

ENVIRONMENTAL JUSTICE & CIVIL RIGHTS

Input from diverse perspectives enhances the decision-making process. Engaging the San Joaquin region's historically underrepresented and underserved communities requires relationship building and a tailored approach to access and education. By prioritizing environmental justice and civil rights in the public participation, this ensures a more inclusive regional transportation planning process. For additional information see Appendix C.

4

EVALUATION

As the San Joaquin region continues to grow and transportation needs evolve, so must public participation and engagement practices. In order to improve effectiveness, SJCOG must periodically assess the performance of its public participation strategies, incorporate new technologies, and implement emerging best practices.

PUBLIC PARTICIPATION IN PRACTICE

SJCOG is committed to an active public involvement process that provides comprehensive information, timely public notice, and full public access to key planning and programming decisions. SJCOG provides the public with opportunities for continuing involvement in the work of the agency, through the following specific strategies and procedures.

STRATEGY 1: INVOLVEMENT

SJCOG strives to promote a culture of dialogue and partnership among residents, stakeholders, property owners, the business community, and public officials so that a wide range of perspectives will be heard.

Procedures

- Conduct regular meetings to ensure public and stakeholder input is considered at the staff, advisor, and policy levels.
- Provide notice of all public meetings on the SJCOG website and in the SJCOG lobby.
- Provide a contact list for all interested members of the public who would like to be notified when new information is available.
- Provide auxiliary aide or assistance to persons wishing to participate in meetings (at least 24 hour notice).
- Hold all public meetings at convenient and accessible locations.
- Utilize visualization techniques to describe planning and programming concepts in a simple yet comprehensive manner.

STRATEGY 2: OPPORTUNITY

SJCOG strives to provide varied opportunities for public review and input in the transportation planning process, including involving underserved communities and local community groups that may be underrepresented in the transportation planning process.

Procedures

- Engage with partner agencies, committees, working groups, and the public to obtain comments and suggestions during the development of planning documents.
- Engage the local community groups by attending their regularly scheduled meetings and provide opportunities to discuss and debate issues of concern.
- Acknowledge the value of all input and treat all members of the public fairly.
- Use visualization techniques including maps, charts, and photographs to illustrate trends, choices being debated, etc.
- Avoid overly complex or technical terms and write in clear, compelling language in a style appropriate to the intended audience.
- Translate vital documents including certain news releases, brochures, etc. into Spanish upon request.
- Tailor county-based public participation activities to reflect a diverse population.
- Review prior experiences with LEP populations to determine the types of language services that are needed.
- Consult with the SJCOG Citizens Advisory Committee, which includes appointed representatives from diverse communities, including LEP populations.
- Use personal interviews or audio recording devices to obtain oral comments at key public workshops/meetings.
- Contract with a language translation firm for on-call assistance (for example, interpreters for public meetings or translating documents). Establish competency of translators; have translators available at meetings as requested.

STRATEGY 3: ENGAGEMENT

SJCOG strives to provide access to accurate, understandable, pertinent and timely policy, program, and technical information to facilitate effective public participation. Staff will provide opportunities for the public and individual stakeholders across the region to engage in meaningful dialogue during the decision-making process.

Methods to Implement

- Work with community-based organizations to co-sponsor meetings or workshops
- Collaborate with local news media to distribute targeted news releases
- Provide options for public comment through website surveys, virtual workshops

STRATEGY 4: COMMUNICATION

SJCOG strives to provide communications and agency reports that are clear, timely, and broadly distributed.

Methods to Implement

- Provide Google translation tool on SJCOG website for Limited English Proficiency citizens.
- Provide language translation for Spanish, and if requested, Tagalog and Khmer.

STRATEGY 5: EVALUATION

SJCOG measuresand engages the public in evaluating its public participation and planning activities to be in compliance with federal requirements and to ensure that public and stakeholder concerns and issues are directly considered in the alternatives and solutions developed and to provide feedback on how the public influenced SJCOG mission.

REQUIRED ACTIVITIES FOR PUBLIC PARTICIPATION INPUT

- ☑ Define Purpose and Objectives for Public Involvement
- ☑ Consultation and Coordination with Other Agencies
- ☑ Identify Stakeholders and Target Audience
- ☑ Hold Optional Public Hearings
- ☑ Consult with Advisory Committees
- ☑ Provide Visualization Techniques and Public Access to Information
- ☑ Distribute Final Documents
- ☑ Respond to Public Input
- ☑ Review Public Involvement Process
- ☑ Comply with The Brown Act
- ☑ Comply with the Americans with Disabilities Act
- ☑ Inform and Involve Native American Indian Tribal Governments
- ☑ Meet Requirements of Executive Order 12989--Environmental Justice

OPTIONAL ACTIVITIES FOR PUBLIC PARTICIPATION INPUT

- ☐ Public Meetings, Workshops, and Open Houses
- ☐ Special Advisory Comittees
- ☐ Focus Groups
- ☐ Media Strategies
- ☐ Newsletters
- ☐ Information via Internet
- ☐ Speakers Bureau
- ☐ Public Attitude Surveys
- ☐ Miscellaneous Activities

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IV. PUBLIC PARTICIPATION TOOL BOX

To raise public awareness and encourage public participation in the regional transportation planning process, SJCOG pulls from a menu of approaches, as well as new suggestions we heard from the public while developing this plan. Combinations of the following tools and techniques are used by SJCOG, depending on the objectives of the various planning activities of the agency.

SHARING INFORMATION & GATHERING INPUT

PUBLIC MEETINGS/WORKSHOPS

- Participate in or speak at meetings of existing agencies/community groups
- Co-host workshops with community groups, business associations, etc.
- Host Open Houses
- Faciltated discussions
- Question-And-Answer sessions with planners and policy board members
- Break-out sessions for smaller group discussions on multiple topics
- Customized presentations
- Vary time of day for workshops (day/evening)

VISUALIZATION & INTERACTIVE ENGAGEMENT TECHNIQUES

- Interactive and educational exercises, such as participatory budgeting or bean counting
- Maps
- Charts, graphs, illustrations, photographs
- Table-top displays and models
- Web content and interactive games
- Electronic voting
- PowerPoint slide shows and videos
- Polls/surveys
- Statistically valid telephone polls
- Electronic surveys via Web
- Intercept interviews where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

FOCUS GROUPS

- Participants recruited randomply from telephone polls
- Participants recruited by interest area

PRINTED MATERIALS

- User-friendly documents, including use of executive summaries and simplified or translated language
- Post cards
- Maps, charts, photographs, and other visual means of displaying information

TARGETED MAILERS/FLYERS

- Work with community-based organizations to hand deliver flyers
- Mail to targeted database lists--either COG's, outside agencies, or purchased
- Distribute "Take-One" flyers to key community organizations
- Place notices on board transit vehicles and transit hubs
- Bill stuffers, or informational flyers included with monthly utility bill

ELECTRONIC ACCESS TO INFORMATION

- Website with updated content, simplified layouts, and translation readily available
- Electronic duplication of open house/workshop materials
- Interactive Web with surveys, visuals and opportunity to comment
- Access to maps, charts, plans
- Provide information in advance of public meeting
- Post event/meeting information on online news sites, calendars, community, and discussion websites

NOTIFY PUBLIC VIA

- Blast e-mails and e-newsletters
- Notice widely disseminated through new partnerships with community-based and interest organizations
- Social Media accounts on Facebook, Instagram, WordPress, LinkedIn, and Twitter
- Printed materials
- Electronic access to information
- Local Media
- Notices placed on board transit vehicles and at transit hubs
- Targeted mailings/flyers

NEWSLETTERS

- SJCOG Board e-newsletter "COG in Motion"
- Project specific email and print pieces
- Measure K Annual Report

TECHNIQUES FOR REPORTING ON IMPACT OF PUBLIC COMMENTS

- Summarize key themes of public comments in staff reports to SJCOG standing committees
- Direct mail and email to participants from meetings, surveys, etc. to report final outcomes
- Newsletter articles
- Updated and interactive web content

GENERAL OUTREACH

- Information/comment tables, kiosks, or booths at community events and public gathering spaces
- Form project working group during plan development to review documents for readability
- Form a public outreach committee with representatives from each member agency as well as community groups

INVOLVING ENVIRONMENTAL JUSTICE COMMUNITIES[1]

- Partner with community-based organizations in low-income and minority communities for targeted outreach
- Grants to community-based organizations to organize and tailor meetings, customize presentation materials, provide incentives and remove barriers to participation in their communities
- "Take One" flyers on transit vehicles and transit hubs
- Outreach in the community (flea markets, churches, health centers, employer sponsored events, etc.)
- partner with other agencies to reach the public at scheduled meetings/events
- Convert materials going out to the general public to an appropriate reading level
- Translate materials; provide interpreters at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Provide access to and use of information and data that is comparable to the access to and use of the information and data by such members of the public who are not individuals with disabilities
- Robust use of visualization techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities
- When conductin public outreach on regional plans/projects, develop explanations of the impacts to each city or local area involved

[1] For additional information, see Appendix C.

DEVELOPING REGIONAL PLANS & PROGRAMS

SJCOG develops regional plans and programs in collaboration with the public and stakeholders; circulates the draft versions of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), Overal Work Program (OWP), and other regional intiatives; and provides time for public and stakeholder review and comment prior to finalization of the documents.

Written information about SJCOG activities is available on an ongoing basis. Interested individuals are encouraged to attend SJCOG committee and Board meetings to express their views. Items on the Board agenda usually come in the form of recommendations from the standing Committees.

All SJCOG meetings are open to the public. Agenda packets for all SJCOG standing committees and the Board are posted on the website at least 72 business hours prior to each meeting. Interested individuals can sign up to be notified when agenda packets are available for each of the various committees by going to www.sjcog.org/notifyme.

» Sign up to receive agenda packets: www.sjcog.org/notifyme

ENGAGING LOCAL MEDIA

SJCOG maintains an open and cooperative relationship with the local media to help improve the community's awareness of SJCOG programs and ongoing work activities. Under direction of the Executive Director, SJCOG staff prepares press releases highlighting SJCOG's projects and programs. News releases encouraging involvement will continue to be published to address key decision-making points. When possible, the briefing of reporters and editorial boards of both newspaper and broadcast media with in-depth background on a project or program shall occur. This will assist them to understand SJCOG's approach, issues and challenges and foster objective and accurate reporting. SJCOG promptly returns all phone messages from reporters and other media representatives.

Techniques for working with local media

- Distribute news releases
- Submit human interest stories that center around SJCOG projects
- Invite reporters to news briefings
- Meet with editorial staff
- Opinion pieces/commentaries
- Negotiate inserts into local printed media
- Visit minority media outlets to encourage use of SJCOG news releases
- Public Service Announcements on radio and TV

PUBLIC NOTICE & REVIEW

It is important for the public to know when SJCOG is seeking their input. For this reason, public notices for public meetings, hearings, or workshops are issued in the daily and weekly papers where the project is located or meeting is being held. Examples include: Stockton Record, Lodi News Sentinel, and Manteca Bulletin.

WEBSITE

SJCOG maintains a website at www.sjcog.org that offers important information about the agency, its programs, projects, meetings and events. The site is consistently updated to provide the public with the most up-to-date information available. The latest documents being reviewed or updated are posted for comment, public notices and public hearings are listed, and all public meeting agenda packages are downloadable.

SJCOG also maintains a website at www.measure-k.com that offers important information about major construction projects funded through the one-half cent sales tax measure dedicated to transportation projects in San Joaquin County-- Measure K.

EMAIL NOTIFICATIONS

As appropriate, staff shares with various sub-groups of the SJCOG stakeholders database pertinent information related to trainings, grant opportunities, meetings, events and activities, and to encourage their involvment in the transportation planning process.

» Sign up for email notifications: www.sjcog.org/notifyme

SOCIAL MEDIA

SJCOG social media is integrated into public outreach efforts. It does not replace, but rather enhances ongoing communication and outreach work. SJCOG optimzes community involvement and public participation utilizing cost-effective social media tools to create opportunities for meaningful public engagement. In today's ever changing media landscape with decreasing coverage from the news media and rapidly growing social networking sites, it is crucial to be where the public is. Through our efforts to provide informed content, SJCOG wants the public to know that we are part of the community and invite you to engage with us on our various online networks.

» Connect with SJCOG on social media:

@sanjoaquinCOG

@sjcog

@sanjoaquincog

@sjcogvideo

San Joaquin Council of Governments

SJCOG Newsroom

BRINGING PEOPLE TOGETHER

SJCOG participates in a variet of community-based events throughout the region. Participants are encouraged to view exhibits, ask questions, consider the information, and give comments. Events create interest in a plan, program, or project through visualized information and interactive activities. Several examples include these events below.

BIKE TO WORK WEEK

SJCOG takes part in activities to promote the annual Bike to Work Week. SJCOG's Commute Connection staff partner with local agencies and employers throuhout the San Joauqin, Stanislaus, and Merced regions to host these events. Active transportation information is provided at each event. SJCOG also works with local cycling groups on related events throuhout the region to encourage the public to bike instad of drive when possible.

RIDESHARE WEEK

SJCOG participates in an annual campaign that encourages the public to rideshare. During Rideshare Week, presentations are given at area businesses to encourage modes of transportation that will assist in the reduction of greenhouse gas emissions. Information is also provided about SJCOG's Commute Connection program. Commute Connection is an employer-based Travel Demand Management (TDM) program designed to help commuters make the transition from driving alone to a ridesharing option such as carpooling, vanpooling, bicycling/walking, or riding transit.

VALLEY VOICE & SAN JOAQUIN ONE VOICE®

SJCOG promotes San Joaquin County priorities in Sacramento and Washington, D.C. through the San Joaquin One Voice® and Valley Voice efforts. The San Joaquin One Voice® is a delegation of policymakers, governmental officials, and business leaders from San Joaquin County who call upon leaders in the Administration and Congress in Washington D.C. to discuss specific policy issues and projects of importance to our region. Each year the SJCOG Board of Directors formally adopts specific regional priority projects or issues the San Joaquin One Voice® group presents to our federal funding partners.

The San Joaquin Valley Regional Policy Council travels to Washington, D.C., and Sacramento, each year, to deliver a united message to state and federal elected officials and agencies on issues and projects of regional significance. All eight counties advocate together as the Valley Voice which strengthens the region's presence and influence in the policy making process.

PUBLIC MEETINGS/WORKSHOPS

Regularly scheduled public meetings are held monthly for standing committees and the SJCOG Board. The agendas are posted online and at the SJCOG offices. The opportunity for the public to provide comments on issues of importance to them is outlined on every agenda.

SPEAKERS BUREAU

SJCOG provides speaking presentations about its programs, projects, and activities to a variety of businesses, civic, community, and faith-based organizations to involve them in the planning process, and to get their feedback on issues of importance in an interactive format. To request a speaker, contact SJCOG at 209-235-0600.

» Request a speaker, contact us: 209-235-0600

ADDRESSING SPANISH AND OTHER LANGUAGE NEEDS

Executive Order 13166 directs Federal agencies, recipients and sub-recipients of federal financial assistance to examine services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide services so LEP persons have meaningful access to them.

To develop a Limited English Proficiency Plan (LEP Plan), SJCOG undertook the Department of Transportation's four-factor LEP analysis. An analysis of San Joaquin County demographics identified one language--Spanish--as significant in the region to require translation of vital documents. As a result, SJCOG regularly sends media releases and posts notices in Spanish language newspapers, including Bilingual Weekly and Latino Times, which serve San Joaquin County. SJCOG also translates key chapters of documents such as the RTP/SCS and FTIP into Spanish. Public meetings and workshops are advertised in English and Spanish. In addition, SJCOG offers Spanish translation services upon request for all public meetings.

Translation may also be required upon request for Tagalog (Filipino) and Khmer (Cambodian) speakers. According to the American Community Survey, 1% of the county population speeks Tagalog and identify as limited English proficient, while 0.75% speaks Khmer and identify as limited English proficient.

For major planning efforts, SJCOG partners with and conducts outreach to community-based organizations that serve LEP populations to support outreach and participation. These orgnaizations can assist in tailoring presentations and meeting materials to meet the language needs of local participants.

Lastly, the SJCOG website has the capability of being translated in over 30 languages using a tool called Google Translate. By clicking on a particular language, the web page is refreshed into the selected language. Google Translate is useful for basic translation of the website, but SJCOG recognizes there may be limitations to the tool and can provide more accurate translation on a case by case basis.

» View SJCOG LEP Plan:
See Appendix E or download at
www.sjcog.org/LEP

PUBLICATIONS, NEWSLETTERS, & ANNUAL REPORTS

SJCOG partners with the University of Pacific Business Forecasting Center to produce two publications for the San Joaquin region. The *Regional Spotlight* is published quarterly and provides data and analysis of a variety of socioeconomic issues relevant to San Joaquin County. The *Regional Analyst* is produced semi-annually and provides a more in-depth analysis of issues covered in the *Regional Spotlight*.

COG in Motion is a newsletter that offers a brief summary of important action and discussion items by SJCOG Board at monthly meetings.

The *Measure K Annual Report*, distributed by SJCOG, documents yearly progress on projects funded by Measure K, the half-cent sales tax approved by voters to improve transportation in San Joaquin County.

Copies of these and other reports can be viewed on the SJCOG website at www.sjcog.org/publications or at the SJCOG office.

» View SJCOG Publications, visit:
www.sjcog.org/publications

V. MAJOR ACTIVITIES SUBJECT TO PUBLIC PARTICIPATION REQUIREMENTS

SJCOG has two key initiatives that are specifically called out in federal law as needing early and continuing opportunities for public participation-- development of the Regional Transportation Plan/Sustainable Communities Strategy and the Federal Transportation Improvement Plan. These two documents are linked. The following is a description of each document.

REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a fiscally constrained, region-specific, multimodal plan that guides the decision making process for the selection and implementation of transportation projects in the San Joaquin region through the year 2040. SCS is a newly required element of the RTP which integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets.

It is critical that the public, including individual residents and public agencies, have access to the development of the RTP/SCS. It is a long term vision for a community and there must be opportunities for influence early on in the planning stages. There is comparatively less value for separate public participation in the FTIP, which is a programming document that identifies funding for only those programs and projects that are already included in the RTP/SCS.

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is a long-range plan that prioritizes and guides San Joaquin County transportation development over a minimum of 25 years. The RTP is the comprehensive roadmap for transportation investment-- transit, highway, local roads, bicycle and pedestrian projects--and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much money is available to address critical transportation needs and setting the policy on how projected revenues are to be spent.

The RTP is generally updated every four years, with a limited number of amendments as needed. Because of its comprehensive, long-term vision, the RTP provides the earliest and best opportunity for interested residents and public agencies to influence SJCOG policy and investment priorities for San Joaquin County transportation. It is at this early RTP development stage where investment priorities and major planning-level project design concepts are established, and broad, regional impacts of transportation on the environment are addressed.

Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes), the RTP must include a Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportaiton investments, including goals for reducing greenhouse gas emissions for cars and light trucks.

The law also requires each MPO to adopt a Public Participation Plan for the development of the SCS. Appendix A outlines SJCOG public outreach strategies for the RTP/SCS planning process.

ACHIEVEMENTS OF THE RTP/SCS

UPDATING & AMENDING THE REGIONAL TRANSPORTATION PLAN

A complete update of an existing regional transportation plan is required at least once every four years. The RTP also may be amended in between major updates under certain circumstances, as described in the narrative and tables below.

» RTP Update

SJCOG adopts an RTP update every four years. The RTP update reflects reaffirmed, or new planning priorities and changing projections of growth and travel demand based on a reasonable forecast of future revenues available to the region.

SJCOG prepares two technical companion documents for the RTP update. Certain revisions to the RTP may warrant a revision or update to these technical documents:

- ✓ A program-level Environmental Impact Report per California Environmental Quality Act (CEQA) guidelines, and
- ✓ A transortation air quality conformity analyses per Federal Clean Air Act requirements, in order to ensure clean air mandates are met.

Appendix A includes the SJCOG RTP/SCS Public Participation Plan, detailing the strategies the agency will use to communicate with non-traditional as well as traditional audiences to include them in the transportation planning process. The plan will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the RTP planning process.

» RTP Amendment

An amendment is a major revision to the RTP, including adding or deleting a regionally significant project (as defined by federal law), major changes in project costs, schedule, and/or design concept and scope (e.g., changing project locations, open to traffic dates, or number of through traffic lanes).

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates.

Amendmentsthat require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures. Changes to projects that are included in the financially unconstrained portion of the RTP (as information only) do not require an amendment.

» RTP Administrative Modification

An administration modification is used for minor changes to the RTP regarding project/project phase costs, or funding sources. An administrative modification does not require public review and comment, demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As such, the public participation process for RTP amendments follows the requirements as outlined for the FTIP, as applicable.

REQUIREMENTS FOR UPDATING & REVISING THE REGIONAL TRANSPORTATION PLAN

PUBLIC PARTICIPATION FOR AN RTP UPDATE	
1	Prepare an extensive public participation plan developed and executed over many months to provide early and continuing opportunities to comment. Review public outreach and involvement program with stakeholders and advisory groups.
2	Launch public outreach program with such activities as: • Numerous targeted workshops with local governemnts, partner agencies, stakeholder groups, advisory groups • Opportunities to participate via the web, surveys, etc. • Posting draft documents to the web for public review and comment • Documents available for viewing at the San Joaquin County Public Library
3	Notify the public of opportunities to participate using such methods as local media outlets, mailings and electronic-mailings to stakeholder and advocacy groups, as well as web postings.
4	Conduct inter-governmental consultation, as appropriate.
5	Conduct interagency consultation.
6	Release Draft Plan for at least a 55-day public review period. • Hold at least two formal public hearings • Respond to significant comments
7	Adoption by SJCOG Board at a public meeting that has been noticed in local media, online postings, and through SJCOG committees.
PUBLIC PARTICIPATION FOR AN RTP AMENDEMENT	
	RTP Amendments are generally triggered by a project-specific need to be consistent either with the project's environmental document or the Federal Transportation Improvement Program (FTIP). As such, the public participation process for RTP amendments follow the requirements as outlined for the FTIP.
PUBLIC PARTICIPATION FOR RTP ADMINISTRATIVE MODIFICATION	
	The public participation process for RTP Administrative Modification follow the FTIP requirements as outlined on page ## of this plan.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The Federal Transportation Improvement Program (FTIP) implements the policy and investment priorities expressed by the public and adopted by SJCOG in the Regional Transportation Plan (RTP). In this way, public comments made as part of the RTP are reflected in the TIP as well. The FTIP covers a four- or five-year timeframe, and all projects included in the FTIP must be consistent with the RTP. The FTIP is a comprehensive listing of San Joaquin County surface transportation projects-- including transit, highway, local roadway, bicycle and pedestrian investments-- that:

- Receive federal funds, or are
- Subject to a federally required action, or are
- Regionally significant, for federal air quality conformity purposes.

The FTIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or "programmed") to the projects are available to implement the projects or project phases. Adoption of the FTIP also requires a finding of conformity with federal transportation air quality conformity mandates.

UPDATING & AMENDING THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that the FTIP be updated at least once every four years. SJCOG adopts a new FTIP every two years and revises it periodically to keep projects current.

In addition to a FTIP update, revisions to the FTIP may occur as Amendments, Administrative Modifications, or Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal legislation, specifically Title 23, CFR part 450.104. The Federal Highway Administration, Federal Transit Administration, and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the FTIP. These procedures are posted online at: www.sjcog.org/DocumentCenter/View/1421

Further explanation about FTP updates, and how the types of amendments are processed are shown in the narrative and tables that follow.

Outside of FTIP updates and revisions, Expedited Project Selection Procedures (EPSP) allow eligible projects to be moved between FTIP fiscal years as long as the project cost and scope do not change. SJCOG staff is federally authorized to utilize EPSP without additional state or federal approval action. SCJOG does not require a formal public participation process for EPSP actions. A more detailed description of the EPSP is available from SJCOG staff upon request

» FTIP Update

SJCOG adopts a new FTIP every two years. As part of the adoption, SJCOG removes two prior years and adds two additional years of funding. The FTIP is accompanied by either a new air quality conformity determination and analysis, or a determination that relies on a previous analysis. FTIP updates will be subject to the conformity and interagency consultation procedure.

» FTIP Technical Correction

Technical corrections may be made by SJCOG staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as:

✓ Changes to information and projects that are included only for illustrative purposes;
✓ Changes to information outside of the FTIP period;
✓ Changes to information not required to be included in the FTIP per federal regulations; or
✓ Changes to correct simple errors or omissions including data entry errors.

These technical corrections cannot significantly impact the cost, scope, or schedule within the FTIP period, nor will they be subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

» FTIP Amendment Type 1: Adminisitrative Modifications

Administrative modifications include minor changes to project cost, schedule, or funding sources. Admininstrative modifications do not require published public notices, public review and comment or a public hearing, with the exception of certain types of Federal Transit Administration Projects which must go through a formal amendment process. Administrative modifications only require approval by SJCOG.[2] State and federal agencies are notified, but do not take approval action on administrative modifications. Administrative modifications do not require re-demonstration of fiscal constraint or conformity determination. These modifications are posted on the SJCOG website at the time of action, and are later posted on the Caltrans website.

» FTIP Amendment Type 2: Formal Amendment - Funding Changes

Type 2 amendments primarily include project cost changes that are greater than minor changes identified under administrative modification procedures. The projects in a Type 2 amendment do not change in design concept or scope, and the conformity analysis years, as assumed for the regional analysis of the currently conforming RTP/SCS and the FTIP, remain unchanged.

[2] Consistent with the Federal Highway Administration (FHWA) and Federal transit Administration (FTA) letter dated June 7, 2011, SJCOG has the discretion to delegate authority to the Executive Director to approve FTIP Administratiev Modifications to the Federal State Transportation Improvement Program (STIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures. Such delegation of authority was granted as part of SJCOG Resolution No. 2011-25 which was reaffirmed on April 26, 2012 and approved by Caltrans on May 22, 2012. the following procedures apply to this delegation of authority: SJCOG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once the administrative modification is approved by SJCOG, the administrative modifciation will be deemed part of the Federal State Transportation Improvement Program (FSTIP). SJCOG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of SJCOG's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

Type 2 amendments do not require published public noticies or a public hearing, with the exception of certain types of Federal Transit Administration Projects. Type 2 formal amendments require approval by SJCOG, Caltrans, and FHWA/FTA. Publicly accessible notification of a Type 2 formal amendment is posted on the SJCOG website at least 7 days prior to action, and distriuted to local agency partners through SJCOG standing committees. SJCOG will consider public comments on the amendment prior to approval action.

» FTIP Amendment Type 3: Formal Amendment - Exempt Projects

Type 3 amendments significantly revise, add or delete exempt or non-regionally sigificant projects or project phases to/from the FTIP. Type 3 amendments require approval by SJCOG, Caltrans, and FHWA/FTA. Public notification of a Type 3 formal amendment is posted on the SJCOG website at least 7 days prior to action, and distributed to local agency partners through SJCOG standing committees. Type 3 amendments do not require published public notices, or a public hearing, with the exception of certain types of Federal Transit Administration Projects. SJCOG will consider public comments on the amendment prior to approval action.

» FTIP Amendment Type 4: Formal Amendment - Confirmity Determination that Relies on a Previous Regional Emissions Analysis

Type 4 amendments primarily include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the adopted RTP/SCS. In this case, the federal approving agencies can use a previous analysis of the project's impact on air quality for apporval purposes. Type 4 amendments may be accompanied by an RTP/SCS amendment to maintain consistency. The FTIP amendment and RTP/SCS Amendment (if applicable) follow the same public process. Type 4 amendments require approval by SJCOG, Caltrans, and FHWA/FTA.

Public notification of a Type 4 formal amendment includes:

✓ Legally noticed 30-day public comment period;
✓ Legally noticed public hearing;
✓ Posting of amendment information on the SJCOG website during public comment period;
✓ Publishing amendment information as part of the following publicly available SJCOG agendas: TAC, M&F, CAC, and SJCOG Board, and
✓ Consideration and response to public comments received during comment period.

» FTIP Amendment Type 5: Formal Amendment - Confirmity Determination and New Regional Emissions Analysis

Type 5 amendments are the highest level amendment and primarily involve adding or deleting new projects that must be modeled for their air quality purposes as part of the RTP/SCS. Type 5 amendments require an Air Quality Conformity Document that demonstrates conformity with applicable air quality requirements and a new regional emissions analysis. This type of amendment is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis. The FTIP amendment, Air Quality Conformity Document, and RTP Amendment (if applicable) follow the same public process. Type 5 amendments require approval action by SJCOG, Caltrans, and FHWA.

Public notification of a Type 5 formal amendment includes:

✓ Legally noticed 30-day public comment period;
✓ Legally noticed public hearing;
✓ Posting of amendment information on the SJCOG website during public comment period;
✓ Publishing amendment information as part of the following publicly available SJCOG agendas: TAC, M&F, CAC, and SJCOG Board, and
✓ Consideration and response to public comments received during comment period.

REQUIREMENTS FOR UPDATING & REVISING THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT TYPE	PUBLIC REVIEW PERIOD (# OF DAYS)*	PUBLIC HEARING REQUIREMENTS	APPROVAL AUTHORITY**
Type 1: Administrative Modification	n/a	n/a	✓ SJCOG Executive Director
Type 2: Formal Amendment - Funding Changes	14	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 3: Formal Amendment - Exempt Projects	14	n/a	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 4: Formal Amendment - Conformity Determination that relies on a Previous Regional Emissions Analysis	30	Yes***	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA
Type 5: Formal Amendement - Conformity Determination and New Regional Emissions Analysis	30	Yes***	✓ SJCOG Board ✓ Caltrans ✓ FHWA/FTA

* All amendments are posted to the SJCOG Website. Hardcopies available upon request.
** Prior to approval action, all amendments are circulated through SJCOG's Technical Advisory Committee, Management & Finance Committee, Citizens Advisory Committee, and SJCOG Board.
*** Notice of Public Hearing published in regional English and Spanish newspapers, as part of the SJCOG Board agenda packet, and on the SJCOG Website.

FEDERAL TRANSIT ADMINISTRATION PROGRAM OF PROJECTS PUBLIC PARTICIPATION REQUIREMENTS

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a Metropolitan Planning Organization (MPO) to include the public and solicit comment when the MPO develops its Regional Transportation Plan (RTP) and its Federal Transportation Improvement Program (FTIP). FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet (e.g. City of Lodi, City of Manteca, City of Tracy, San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, and any recipients which become eligible for the receipt of Section 5307 funding as recognized by FTA).

This Public Participation Plan follows the procedures for public involvement associated with FTIP development and therefore satisfies public participation requirements for the POP. All public notices of public participation activities and times established for public review and comment on the FTIP will state that they satisfy the POP requirements of the Section 5307 Program for the following recipients: San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, City of Lodi, City of Tracy, and City of Manteca and any recipients which become eligible for the receipt of Section 5307 funding as recognized by FTA.

ANNUAL LISTING OF OBLIGATED PROJECTS

By federal requirement, SJCOG publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from the SJCOG website: www.sjcog.org/FTIP. Hard copies are available upon request by contacting the SJCOG office at 209-235-0600.

CONGESTION MANAGEMENT PROCESS

Under the new FAST Act legislation, SJCOG acts as the designated Congestion Management Agency (CMA) for San Joaquin County, and is required to maintain the CMP for San Joaquin County. The SJCOG CMP is a regional process as stipulated by the Measure K Renewal Ordinance, approved by San Joaquin County Voters in November 2006 and referred hereafter as the Regional CMP (RCMP). The SJCOG RCMP targets reducing SOV travel demand while increasing multimodal travel, improving traffic operational management and prioritizing local and regional system management. Every two years, SJCOG updates and adopts a RCMP at an open-public hearing, and this resulting technical evaluation is used to inform program and investment priority decisions contained in regional policy documents like the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SJCOG's most recent CMP was released in March 2016 and copies of this report may be obtained from the SJCOG website: www.sjcog-rcmp.org. See Appendix B for more information.

AIR QUALITY CONFORMITY & INTERAGENCY CONSULTATION

SJCOG provides opportunity for early coordination with appropriate agencies and the public in determining the type of environmental review documents in action requires, the scope of the document, the level of analysis, and related environmental requirements. This involves an exchange of information from the inception of a proposal for action to preparation of the environmental review documents.

A dialogue between agencies over transportation-air quality conformity considerations must take place in certain instances prior to adoption of its RTP/SCS or FTIP. These consultations are conducted through the San Joaquin Valley Interagency Consultation Group. This group includes representatives from the following:

- U.S. Environmental Protection Agency,
- Federal Highway Administration (FHWA),
- Federal Transit Administration (FTA),
- California Air Resources Board (CARB),
- Caltrans,
- San Joaquin Valley Unified Air Pollution Control District, and
- the 8 San Joaquin Valley MPOs.

These agencies review updates and, in certain instances, amendments to the RTP and FTIP to ensure they conform to federal transportation conformity regulations via transportation-air quality conformity analysis.

INTERGOVERNMENTAL REVIEW VIA REGIONAL & STATE INFORMATION CLEARINGHOUSES

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in San Joaquin County with programs/projects for intergovernmental review may submit documentation to SJCOG and/or the State Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouse in Sacramento, which are responsible for coordinating state and local review of applications for federal grants or loans under state-selected programs. In this capacity, it is also the function of the Clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities, and federal environmental documents. The purpose of the clearinghouses is to afford state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

TRIBAL GOVERNMENT CONSULTATION

The California Valley Miwok Tribe is the only federally recognized Native American tribe in the San Joaquin region. SJCOG lays the groundwork for consultation early in the process of developing the Regional Transportation Plan (RTP) and generally includes a California Valley Miwok Tribal representative in the technical working group for the RTP. In addition, staff notifies and consults with the California Tribal TANF Partnership to conduct government-to-government consultation throughout the regional planning process. SJCOG expresses to each tribe a willingness to conduct individual meetings at the tribe's convenience, which may include attendance at meetings of the tribal council or committees.

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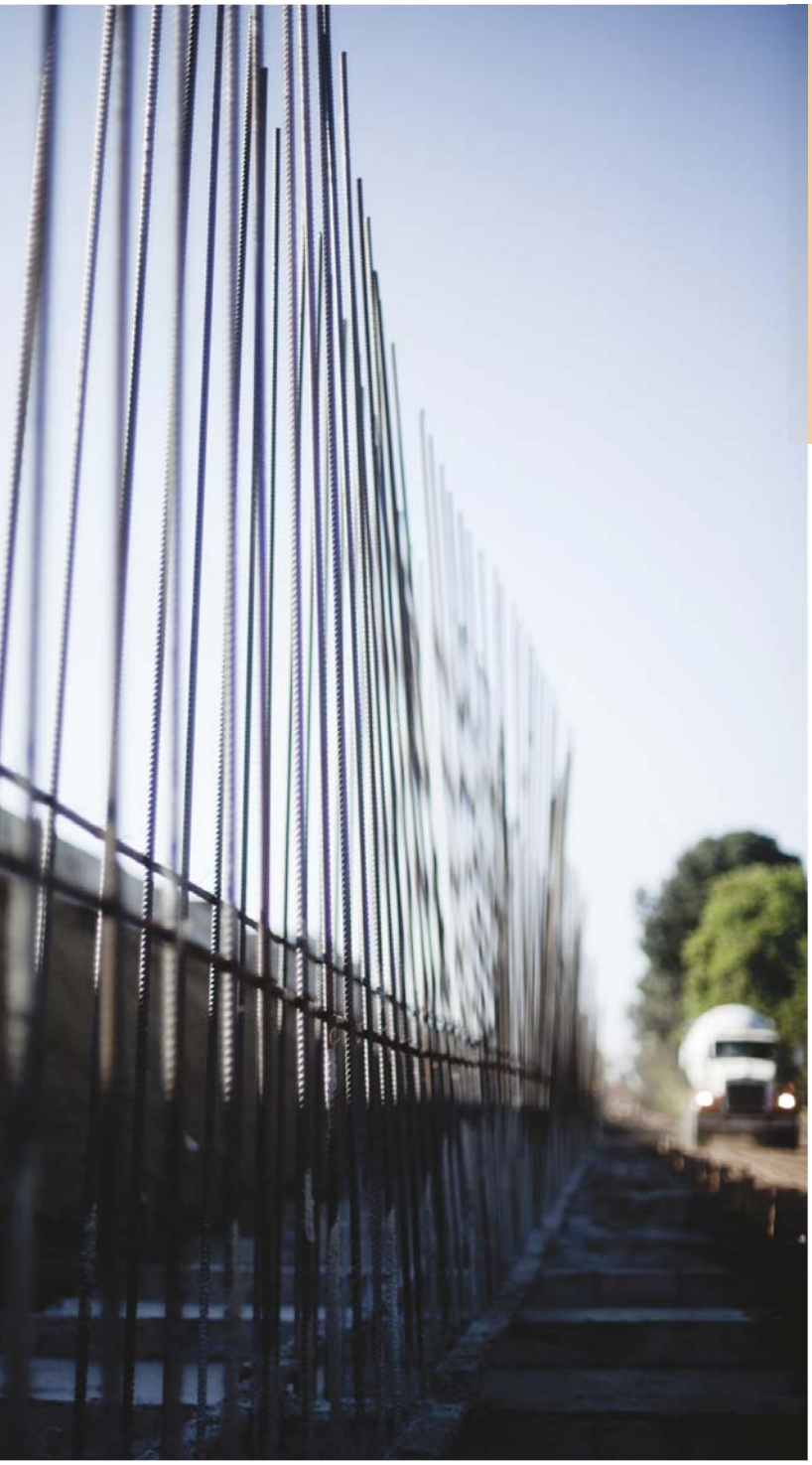
VI. EVALUATION & UPDATE OF THE PUBLIC PARTICIPATION PLAN



SJCOG's Public Participation Plan is not a static document, but an on-going strategy that will be periodically reviewed and updated based on our experiences, changes in legislation, and the changing circumstances of the agency and the transportation community it serves.

As part of every public outreach and involvement program developed for the regional transportation plan, SJCOG will set performance measures for the effectiveness of the participation program and report on the results. These performance reports will serve to inform and improve future outreach and involvement programs, including future updates to this Public Participation Plan.

Additionally, SJCOG will periodically evaluate various components of the items identified under Section IV. Public Participation Tool Box, which form the core of SJCOG's public involvement activities.

This Public Participation Plan may be subject to minor changes from time to time. Any major updates will include a review by SJCOG advisory committees, a 45-day public comment period with wide release and notification of the public about the proposed changes, review by and approval by the SJCOG Board.

SJCOG PUBLIC PARTICIPATION EVALUATION METHODS

PUBLIC PARTICIPATION TOOL	EVALUATION METHOD
Public Participation Plan	To be reviewed on an ongoing basis and as required; evaluated via survey and public comment.
SJCOG Website	Number of hits
SJCOG Newsroom	Analytics; distribution list size
Project Specific Meetings & Workshop	Number of attendees; number of comments received; press mentions
Legal Notices & Advertisements	No measure required
Press Releases	Distribution; press mentions, number of calls; comments
Public Hearings	Number of attendees; number of comments
Surveys	Distribution; number of responses received; number of comments received
Flyers	Distribution; number of comments received
Social Media	Number of shares; comments received; number of likes

SAN JOAQUIN COUNCIL OF GOVERNMENTS

APPENDICES

PUBLIC PARTICIPATION PLAN
OCTOBER 2016

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APPENDIX A
RTP/SCS PUBLIC PARTICIPATION PLAN

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REGIONAL TRANSPORTATION PLAN /
SUSTAINABLE COMMUNITIES STRATEGY

PUBLIC PARTICIPATION PLAN

SAN JOAQUIN COUNCIL OF GOVERNMENTS
DECEMBER 2016

CONTACT US

San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
(209) 235-0600
(209) 235-0438 fax
www.sjcog.org

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A COMPREHENSIVE PUBLIC INVOLVEMENT PROGRAM IS AN IMPORTANT COMPONENT FOR DEVELOPING THE REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY.

1 INTRODUCTION

Federal regulation (Title 23 USC Section 134) and State legislation (Government Code Section 65080 et seq.) require SJCOG, as the Metropolitan Planning Organization (MPO), and Regional Planning Agency (RTPA) to prepare a long-range Regional Transportation Plan, or RTP. The purpose of the RTP is to combine transportation policies and projects to lay out the blueprint for San Joaquin County's transportation network and how it can best handle the needs of the future. The RTP coordinates a balanced regional transportation system, identifies adequate funding for transportation projects, and meets federal air quality requirements. The plan is developed in cooperation with Caltrans; the cities of Escalon, Lathrop, Lodi, Ripon, Stockton, and Tracy; and other local and regional stakeholders.

In addition, California Senate Bill 375 (2008) requires SJCOG and other MPOs to reduce greenhouse gas emissions through development of a Sustainable Communities Strategy, or SCS, which integrates transportation and land-use planning. In addition to seeking to achieve a greenhouse gas target, the San Joaquin County region must also continue to work to accommodate anticipated population growth while keeping the region affordable for our residents, preserve open spaces, protect our environment, and get our residents where they need to go, when they need to get there.

A comprehensive public involvement program is an important component for developing the RTP/SCS. As SJCOG undertakes the development of the 2018 RTP/SCS, a major goal of the public outreach effort is to communicate with non-traditional as well as traditional audiences through outreach efforts and a series of workshops and public hearings. This program will help ensure that environmental justice issues are addressed and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the RTP development process.

» THE REGIONAL TRANSPORTATION PLAN (RTP) COORDINATES A BALANCED REGIONAL TRANSPORTATION SYSTEM, IDENTIFIES ADEQUATE FUNDING FOR TRANSPORTATION PROJECTS, AND MEETS FEDERAL AIR QUALITY REQUIREMENTS.

Bike
Work

II SUMMARY OF RTP PUBLIC PARTICIPATION

A RTP PUBLIC PARTICIPATION REQUIREMENTS

TITLE 23 CFR PART 450.316(A) OUTLINES THE FOLLOWING CONCERNING PARTICIPATION AND CONSULTATION

"The MPO shall develop and use a documented participation plan that defines a process for providing:

- individuals,
- affected public agencies,
- representatives of public transportation employees,
- public ports,
- freight shippers,
- providers of freight transportation services,
- private providers of transportation (including intercity bus operators, employer-based commuting programs, shuttle program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program),
- representatives of users of public transportation,
- representatives of users of pedestrian walkways and bicycle transportation facilities,
- representatives of the disabled, and
- other interested parties

with reasonable opportunities to be involved in the metropolitan transportation planning process."

- When significant written and oral comments are received on the draft RTP and as a result of the participation process or the interagency consultation process a summary, analysis, and report of the proposed comments shall be made as part of the final RTP.
- The public participation plan should be prepared prior to the development of the RTP. The public participation plan should have public input during its preparation and have a 45-day comment period before the MPOs/RTPAs board adopts it.
- Tital 23 CFR part 450.316(a)(1)(iii) requires the participation plan to use visualization techniques to describe the RTP. Visualization techniques range from a simple line drawing or hand written chart to technologically complex web cast public meetings and GIS modeling and computer generated maps. The specific type of visualization technique is determined by the MPO/RTPA.
- The public participation plan and both the draft and adopted RTP shall be posted on the MPO/RTPA's website to the maximum extent practicable and for the life of the RTP.
- It is also recommended MPOs/RTPAs place hard copies of the draft and adopted copies of RTPs in local libraries and/or other locations where the public would have access to them.
- The MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies. Non-MPO public participation efforts shall at minimum develop a documented process that outlines roles, responsibilities and provides outreach efforts to all sectors of the local community.
- MPO's and RTPA's are also encouraged to involve the media, including ethnic media as appropriate, as a tool to promote public participation in the RTP development, review and commenting process.

B ADDITIONAL SCS PUBLIC PARTICIPATION REQUIREMENTS

Public participation and consultation for the development of the RTP remains an essential element of the overall RTP process. Mapping and visualization tools should be used, to the extent practicable, to create visual representations of proposed scenarios, the SCS. Use of the tools will help facilitate more effective and meaningful public involvement in development and refinement of the SCS. A Public Participation Plan includes public outreach, public awareness, and public input beginning with the planning stage.

» THE MPO SHALL ADOPT A PUBLIC PARTICIPATION PLAN IN ADVANCE OF DEVELOPING AN SCS.

The MPO shall adopt a Public Participation Plan in advance of developing an SCS and/or APS to include:

1. Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Public Participation Plan. This includes, but is not limited to:
   - affordable housing advocates
   - transportation advocates
   - neighborhood and community groups
   - environmental advocates
   - home builder representatives
   - broad-based business organizations
   - landowners
   - commercial property interests
   - homeowner associations
2. Consultation with congestion management agencies, transportation agencies, and transportation commissions.
3. Regional public workshops with information and tools providing a clear understanding of policy choices and issues. To the extent practicable, each workshop shall include urban simulation computer modeling to create visual representations of the SCS.
4. Preparation and circulation of a draft SCS not less than 55 days before adoption of a final RTP.
5. For a single county MPO (such as SJCOG), at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.
6. A process enabling the public to provide a single request to receive notices, information and updates.

This (SCS) public participation plan is not required to be reviewed or approved by any state agency and is not necessary to be included as part of the RTP. However, the MPO should maintain a record of its public participation efforts relative to the SCS and APS if applicable, and therefore, it is recommended these additional requirements should be included in the federally required plan.

CONSULTATION WITH LOCAL ELECTED OFFICIALS

During the development of the SCS, the MPO must conduct at least two informational meetings in each county for members of the board of supervisors and city councils. Only one informational meeting is needed in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of that county. The purpose of this meeting (or meetings) shall be to present a draft of SCS, to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

» U.S. DOT DEFINES CONSULTATION AS:

ONE OR MORE PARTIES CONFER WITH OTHER IDENTIFIED PARITIES IN ACCORDANCE WITH AN ESTABLISHED PROCESS AND, PRIOR TO TAKING ACTION(S), CONSIDERS THE VIEWS OF THE OTHER PARTIES AND PERIODICALLY INFORMS THEM ABOUT ACTION(S) TAKEN.

Continuing with a collaborative transportation planning process, MPOs work and consult with local elected officials as key stakeholders in the regional transportation system. While local elected officials serve on regional agency boards, expanded consultation is required pursuant to Government Code Section 65080(b)(2)(E) and (F) to provide outreach to all local elected officials and their member jurisdictions affected by the SCS (and APS if applicable).

Pursuant to Government Code Section 65080(b)(2)(G), in preparing an SCS, the MPO shall consider spheres of influence that have been adopted by Local Agency Formation Commissions (LAFCOs) within the region. MPOs should also consult with LAFCOs regarding special districts within the region that provide property-related services such as water or wastewater services, and should consult with these regional special districts, as appropriate, during development of an SCS.

Additionally, MPOs should consider consultation with school districts within their region during development of the RTP. School-related trips constitute a significant protion of all vehicle trips.

INTERAGENCY COORDINATION

As the MPO works on RTP development and approval, interagency coordination with both federal and state agencies provides necessary information for the RTP, and nofication to all interested parties. Advanced and continuos coordination with all appropriate agencies is highly recommended. MPO development of the RTP should include interagency coordination with, but not limited to, the following entities:

1. Federal agencies including: Federal Highways Administration (FHWA), Environmental Protection Agency (EPA), and Federal Transit Administration (FTA)
2. California Department of Housing and Community Development (HCD)
3. California Air Resources Board (ARB)
4. California Department of Transportation (Caltrans)
5. Appropriate Resources Agencies (see list in Section 4.9)
6. Adjacent MPOs and RTPAs with which the MPO shares a significant amount of interregional travel.

MPOs are also encouraged to work with HCD to incorporate the appropriate Regional Housing Needs Allocation (RHNA) within their RTPs.

C OTHER CONSULTATION & COORDINATION REQUIREMENTS

PRIVATE SECTOR INVOLVEMENT

Federal regulations require private sector involvement as a component of the regional transportation planning process. Title 23 USC Part 134 (g)(4), Title 23 USC Section 135(e) and Title 23 CRF Part 450.316 (a) require the transportation planning process include input from the goods movement industry and other transportation organizations.

CONSULTATION WITH INTERESTED PARTIES

Consulting with interested parties on plans, programs and projects shall include individuals or organizations that are mentioned in Title 23 CFR Part 450.316(a). Title 23 CFR Part 450.316(d) requires MPOs to consult with federal land use management agencies as appropriate during the development of RTP. RTPAs shall comply as well. Title 23 CFR part 450.322(g) states that MPOs shall consult as appropriate with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during the development of their RTP. RTPAs shall comply with this as well.

» U.S. DOT EXPANDED DEFINITION OF INTERESTED PARTIES NOW INCLUDES:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of people with disabilities
- Providers of freight transportation services
- Other interested parties.

The MPO/RTPA shall provide these interested parties with reasonable opportunity to comment on the proposed RTP.

NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION & COORDINATION

Title 23 CFR part 450.316(c) requires MPOs to involve the federally recognized Nativ American Tribal Government in the development of the RTP. RTPAs shall comply as well. Title 23 CFR part 450.316 (a)(1), the participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes. The requirement of including interested parties in the development of the participation plan and the RTP would include federally recognized or non-federally recognized tribes.

CONSULTATION WITH RESOURCE AGENCIES

Title 23 CFR part 450.322(g)(1) & (g)(2) requires that the MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the 2010 RTP Guidelines 74 development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available. In addition, the discussion of mitigation activities required by SAFETEA-LU Section 450.322(f)(7) (and described more fully in Section 5.3) shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

STATE OF CALIFORNIA

California Environmental Quality Act (CEQA), consultation with agencies, governments or individuals that could potentially be impacted by transportation projects in the RTP. Government Code Section 65080(b)(2)(B)(v) requires that MPOs develop a sustainable communities strategy (which is part of the RTP) that shall gather and consider the best practically available scientific information regarding "resource areas" and "farmland" as defined in subdivisions (a) and (b) of Government Code Section 65080.01.

SJCOG WILL INCORPORATE TRADITIONAL & GRASSROOTS METHODS FOR PUBLIC OUTREACH IN AN EFFORT TO ENSURE PUBLIC INPUT AND INVOLVEMENT IS COMPREHENSIVE AND REFLECTIVE OF THE REGION'S DEMOGRAPHICS.

III RTP/SCS STAKEHOLDERS & TARGET AUDIENCE

SJCOG strongly encourages public involvement from individuals and groups of individuals who reside, have interest, or do business in a given area that may be affected by transportation decisions. They are the following:

TRANSPORTATION SERVICE PROVIDERS

Private and public providers of transportation services, including, but not limited to, the trucking and rail freight industries, rail passenger industry, transit operators, taxi cap operators, ports and airports.

SPECIALIZED TRANSPORTATION SERVICE PROVIDERS

Specialized transportation service operators, including schools and social service agencies providing transportation for seniors, and persons with disabilities.

NON-MOTORIZED TRANSPORTATION USERS

Those persons who utilize non-motorized modes of transportation such as bicyclists and pedestrians.

HISTORICALLY UNDERSERVED POPULATIONS

Those persons traditional underserved by existing transportation systems, such as low-income and/or minority households, who may face challenges accessing employment. Although these groups may be difficult to reach due to possible communication barriers, they should be explicitly encouraged to participate in the public involvment process.

ADVOCATES, ORGANIZATIONS, AND SPECIAL INTERESTS

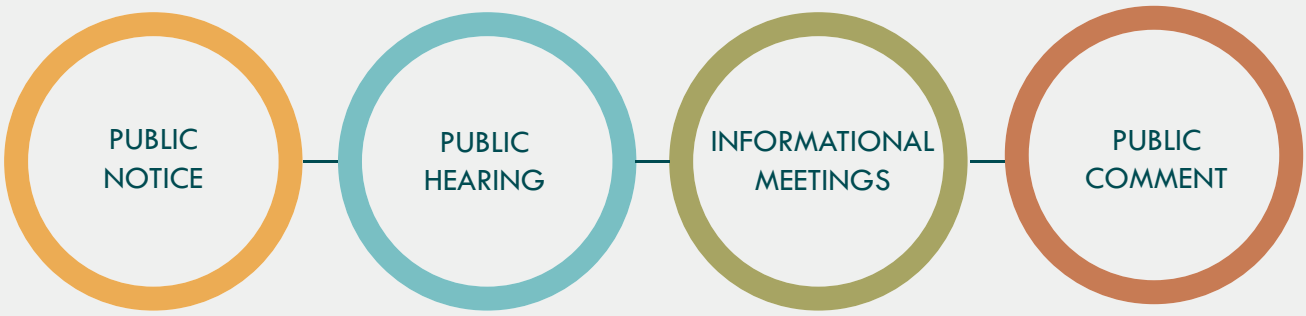
Affordable housing advocates, neighborhood groups, transit and active transportation advocates, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, home owner associations and public health organizations.

As appropriate, SJCOG will incorporate traditional and grassroots methods for public outreach in an effort to ensure public input and involvement is comprehensive and reflective of the region's demographics. SJCOG staff will work in conjunction with member jurisdictions in the region to coordinate communications and public involvement efforts with community-based organizations and individuals, including list sharing and developing public outreach efforts and documents together. SJCOG staff is responsible for developing and maintaining a mailing list with names of interested individuals and groups. The mailing list can be sorted by specific categories according to SJCOG sub regions.

PUBLIC HEARINGS & PUBLIC INFORMATION MEETINGS

A public hearing is a formal way to gather resident comments and positions for public record and input into the decision-making process. Decision-makers and leaders hear directly from the public prior to a decision point. SJCOG will hold public hearings as appropriate based on the actions required.

ELEMENTS OF A PUBLIC HEARING PROCESS



PUBLIC NOTICES

Public notices are used to inform the general public and media of public hearings. SJCOG will publish a public hearing notice in a general circulation newspaper and provide media releases to non-English media in the region citing the time, date, and location of the hearing as well as topics which will be discussed. Public notices will also be sent out to affected individuals and interested parties whose names are in the agency's mailing list, as well as public libraries. SJCOG's goal for mailing public hearing notices will be at least fifteen days in advance of the meeting, unless otherwise required by statute. SJCOG recognizes that the public notice period is effectively shortened for those who request formatted or translated materials. SJCOG's goal for completion of formatted or translated materials is five days from the time the request is received.

PUBLIC HEARINGS

Public hearings will occur during noted SJCOG meetings and will be held in accessible buildings as close as possible to public transportation. In addition, the time of the hearing can be critical in determining the success of the public input process. SJCOG will hold at least one evening public hearing on the RTP/SCS in order to give the public more opportunity to provide their input. To the extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation.

INFORMATIONAL MEETINGS

SJCOG may conduct one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the popualtions in the incorporated areas of that county. The purpose of the meeting shall be to present a draft RTP/SCS to the members of the board of supervisors and the city council to solicit and consider their input and recommendations.

PUBLIC COMMENT PERIOD

SJCOG will accept prepared comments from the public during the period between the notice and hearing dates. Comments received in languages other than English will be translated if possible. All comments will be considered part of the public record. Also during this period, SJCOG will accept questions and provide clarification on issues raised by the public. The public comment period for the RTP/SCS will be in accordance with 23 CFR 450.

ADVISORY COMMITTEES

» THROUGH ITS STANDING AND AD HOC COMMITTEES, SJCOG ENCOURAGES PARTICIPATION OF ALL INTERESTED GROUPS AND RESIDENTS IN THE REGION, AS WELL AS REPRESENTATIVES FROM MEMBER JURISDICTIONS, LOCAL AGENCIES, AND THE PRIVATE SECTOR.

The SJCOG Board has established a number of advisory committees as a means of obtaining advice from residents and key interests in the community on a variety of subjects. Through its standing and ad hoc committees, SJCOG encourages the participation of all interest groups and residents in the region as well as representatives from member jurisdictions, local agencies, and the private sector. Advisory committee members are selected by the SJCOG Board, with staff providing recommendations. Staff uses SJCOG's public outreach processes to identify interested parties, specifically with an interest in creating and maintaining diversity on these committees. SJCOG staff presents plans, data, and proposed programs to representative groups of the community for input and feedback early in the planning process. These committees are augmented, restructured, added to, or discharged from time to time based upon the issues and concerns faced by the Board.

The current federal transportation act, Fixing America's Surface Transportation (FAST), provides that residents, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation faciltiies, representatives of the disabled, and other interested parties be provided with reasonable opportunities to be involved in the metropolitan transportation planning process, with regard to the RTP/SCS. Many of SJCOG's advisory committees include representatives of these groups.

In regards to public participation, staff will provide appropriate standing and ad hoc advisory committees with Public Participation Plans for review and comment. Advisory committee members can offer invaluable information, strategies, and community contacts to increase participation in SJCOG programs. SJCOG staff will meet with the technical advisory committee that assisted with the development of the Public Participation Plan on an as-needed basis to address the plan's effectiveness and periodic update. All SJCOG advisory committee meetings are open to the public.

Membership lists, committee terms, vacancies, and meeting times and locations will be made available on the SJCOG website. Similarly, each advisory committee will have a designated SJCOG staff person who will be identified on the website and in committee materials. The Brown Act requires at least 72 hours public notice citing the time, date, and location before regular meetings. SJCOG policy for posting notices for advisory committee meetings will be at least three days in advance of the meeting. The current committee list along with the name of the SJCOG staff person assigned to each committee is listed on the SJCOG website at www.sjcog.org/committees.

for a VIBRANT
future
Sustainable Communities Strategy
Active Transportation Investments
Reduced Greenhouse Gases
-23.9% by 2020
-34.8% by 2035
from 2005 baseline
Enhancing the Environment
Preserving Efficiency of Transportation System
Maximizing Mobility & Accessibility
Supporting Economic Vitality
Increasing Safety & Security
Improving Public Health & Building Communities
45,000 few
solo auto trips daily
San Joaquin County

IV RTP/SCS PUBLIC OUTREACH OBJECTIVES

The SJCOG Public Participation Plan calls for setting and measuring progress on involving the public in SJCOG's Regional Transportation Plan/Sustainable Communities Strategy.

A OBJECTIVES

1. SOLICIT PARTICIPATION FROM A BROAD RANGE OF GROUPS AND INDIVIDUALS IN THE RTP/SCS DECISION-MAKING PROCESS

2. RAISE AWARENESS AND OFFER OPPORTUNITIES FOR PUBLIC INPUT ABOUT THE RTP/SCS

3. STIMULATE DIALOGUE ABOUT THE TRANSPORTATION CHALLENGES FACING THE SAN JOAQUIN COUNTY REGION

4. PROVIDE INFORMATION TO THE RESIDENTS IN THE SAN JOAQUIN COUNTY REGION AND OTHER STAKEHOLDERS

5. DEVELOP AND INCORPORATE INTO THE RTP/SCS UPDATE REALISTIC SOLUTIONS THAT ADDRESS THE DIVERSE MOBILITY NEEDS OF THE REGION'S RESIDENTS, VISITORS AND BUSINESSES

6. BUILD PUBLIC SUPPORT FOR, AND UNDERSTANDING OF, THE TRANSPORATION IMPROVEMENTS OUTLINED IN THE RTP/SCS

B PERFORMANCE MEASURES

DIVERSITY

Participants must represent a range of socioeconomic, ethnic and cultural, geographic and user (mode) groups. They must also include a range of people with varying interests: social service, business, environment, social justice/equity, etc.

» Targeted groups include all those listed under "Summary of Outreach Requirements," including additional SJCOG contacts
» Participating citizens represent a cross-section of people of various interests, places of residence and primary modes of travel, as reported on surveys and comments or other communications received throughout the update process.

REACH

The program should make every effort to include the greatest number of people possible. Different levels of participation will make it more inviting for people with a range of involvement preferences to join the discussion. The success of the program will be measured by the following:

» Number of comments received
» Number of individuals who actively participated in the SJCOG RTP/SCS Public Outreach Program, as measured by survey responses, focus group attendance, comments received and community outreach involvement (excluding repeat attendance).
» Number of visits or "views" to the SJCOG RTP page on the website and/or requests for information during active periods of the public outreach and involvement program
» Number of online/electronic survey respondents

ACCESSIBILITY

Every effort should be made to ensure that anyone who wants to participate can do so. This goal can be met by taking the participation activities to where people are already located, whenever possible. It can also be met by providing ways to participate, regardless of individuals' language or ability to attend a meeting, access to the web, etc.

» Meetings are held in communities and during existing meeting dates/times whenever possible
» 100 percent of meeting locations are accessible by transit with the exception of rural unincorporated communities and other town pockets that lack the public transportation needed to access all viable meeting locations in the area.
» Meetings are linguistically accessible to 100 percent of participants, with 3 working days' advance request for translation. Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services. At public workshops SJCOG will provide translators and Spanish language materials as requested.
» All meetings are accessible under the requirements of the Americans with Disabilities Act (ADA).

» EVERY EFFORT SHOULD BE MADE TO ENSURE THAT ANYONE WHO WANTS TO PARTICIPATE CAN DO SO.

IMPACT

The feedback received through this Plan should be analyzed and provided to the SJCOG Policy Board wherever appropriate. Interested participants should be informed of Board's actions. Decisions to not incorporate recommendations should be noted, with a rationale provided and ready to be discussed.

» 100 percent of written comments received are logged, analyzed, summarized and communicated in time for consideration by staff and the SJCOG Board
» 100 percent of written comments are acknowledged in the form received, so that the person making them knows whether his or her comment is reflected in the outcome of a Board action or, conversely, why the Board acted differently.

EDUCATION

This outreach program is an opportunity for SJCOG to inform a wide range of people about transportation issues in the San Joaquin County region, as well as the link to climate change and sustainable growth, among other issues. Each step of the process should include an educational element, whether it is about San Joaquin County area transportation in general, specific projects being considered for inclusion in the long-range plan or background on the outreach results to date.

PARTICIPANT SATISFACTION

People who take the time and energy to participate should feel it was worth their while to join in the discussion and debate. The following targeted performance measures are associated with each of the goal topics.

» Majority of participants rate the SJCOG RTP/SCS Outreach Program as Excellent or Good on each of the following performance dimensions (or other specific features to be determined):
  - Accessibility (meeting locations, materials presented in appropriate languages for targeted audiences, etc.)
  - Adequate notice
  - Sufficient opportunity to comment
  - Clear understanding of items that are established policy versus those that are open to public influence
  - Clear information at an appropriate level of detail
  - Educational value of presentations and materials
  - Responsiveness to comments received
  - Understanding of other perspectives and differing priorities
  - Quality of the dicussion

PLANning
for a VIBRANT
future

Scenario Development Process
Sustainable Communities Strategy
San Joaquin Council of Governments

THESE STRATEGIES ARE DESIGNED TO NOT ONLY ADHERE TO REQUIRED PUBLIC ENGAGEMENT ACTIVITIES, BUT TO RUN A TRULY INCLUSIVE OUTREACH PROCESS THAT ENGAGES ALL INTERESTED STAKEHOLDERS, PARTICULARLY THOSE TRADITIONALLY UNDERREPRESENTED AND UNDERSERVED IN THE PLANNING PROCESS.

V IMPLEMENTATION OF RTP/SCS PUBLIC PARTICIPATION PLAN & OUTREACH STRATEGIES

Under state law (SB 375, Steinberg, Chapter 728, 2008 Statutes), SJCOG must develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law also calls for a Public Participation Plan that addresses outreach for developing the RTP/SCS. Other statutory State, as well as Federal consultation and coordination requirements are further covered in Chapter 4 of the current Regional Transportation Plan Guidelines for Metropolitan Planning Organizations. These guidelines identify required actions, recommended actions, and best practices to be considered to achieve extensive, broad-based, and meaningful public engagement.

Below is a list of strategies that SJCOG intends to implement throughout the development of the RTP/SCS. These strategies are designed to not only adhere to required public engagement activities, but to run a truly inclusive outreach process that engages all interested stakeholders, particularly those traditionally underrepresented and underserved in the planning process.

» LOOK FOR THE GREEN BOX!

The side bars highlight how members of the public and other interested groups may participate in the transportation planning process.

1 RTP/SCS IMPLEMENTATION WORKING GROUP

The purpose of the RTP/SCS Implementation Working Group is to support SJCOG staff and standing committees in the development, preparation, and subsequent implementation of the RTP/SCS. The Working Group is vital to the success of the process as members consider key issues in the development of the long-range transportation plan. The Working Group members are responsible for providing technical assistance and subject area expertise with the goal of achieving community-based consensus and support for the final RTP/SCS.

The current RTP/SCS Implementation Working Group is comprised of representation from the following areas:

- Affordable housing advocates,
- Transportation advocates,
- Environmental advocates,
- Home Builder representatives,
- Infill Builder representatives,
- Broad-based business organizations,
- Landowners,
- Commercial Property Interests,
- Local Government Representatives,
- Environmental Justice Representatives, and
- Public Health Agencies

SJCOG will be expanding representation on the working group to include additional representation from community groups, walking and bicycling representatives, non-governmental organizations, the Native American community, other private sector interests (trucking, large employers, business organizations) and others identified in the future as not already represented through other committees or ad hoc groups.

The RTP/SCS Working Group will meet regularly, at a time determined by a poll of members. All meetings will be open to the public. SJCOG will post the application for open seats on its website and on standing committee agendas. The notice will also be included in SJCOG blog posts and email lists. To receive updates from the SJCOG Newsroom, visit www.sjcognewsroom.wordpress to sign up. To receive email notices of scheduled meetings, please visit www.sjcog.org/notifyme.

» JOIN THE RTP/SCS IMPLMENETATION WORKING GROUP:

- Open seats will be announced on the SJCOG website and on standing committee agendas.
- To sign up for email notifications, please visit www.sjcog.org/notifyme.

2 SJCOG BOARD OF DIRECTORS & STANDING COMMITTEES

Along with the SJCOG Board of Directors, the following list of SJCOG Standing Committees will be involved in the development of the RTP/SCS as scheduled below.

SJCOG Board of Directors and Standing Committees usually meet monthly and will be provided regular updates and consultation opportunities during the RTP/SCS development process. Meeting agendas and packet materials are available on the SJCOG website. All meetings are open to the public. To view the agenda, packets, or access additional information, please visit www.sjcog.org.

» DOWNLOAD AGENDAS:

- Visit the Agenda Center at www.sjcog.org

COMMITTEE	DESCRIPTION	MEETINGS	TIME	LOCATION
Board of Directors	The Board of Directors is composed of city council members and county supervisors, appointed by the member jurisdictions.	Fourth Thursday of every month	5pm	SJCOG 555 E Weber Ave Stockton 95202
Citizens Advisory Committee (CAC)	The CAC primarily provides community input on project priorities and other matters pertaining to the Measure K program.	Third Wednesday of every month	6pm	SJCOG
Executive Committee	The Executive Committee is made up of five SJCOG Board members and generally reviews selected agenda items and submits a recommendation to the Board of Directors.	Third Friday of every month	12pm	SJCOG
Habitat Technical Advisory Committee (HTAC)	The HTAC is responsible for verifying that the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan is implemented correctly and for solving any issues that arise during implementation.	Second Wednesday of every month	9:30am	SJCOG
Interagency Transit Committee (ITC)	The ITC was created to improve communication and coordination among the transit agencies within the San Joaquin County.	Monthly on Monday before Board Meeting	3pm	SJCOG
Management & Finance Advisory Committee (M&F)	M&F guides administrative and financial decisions of SJCOG as the Local Transportation Authroity and is composed of city managers and the county administrator.	Third Wednesday of every month	12pm	Earnie's Food & Spirits 1351 N. Main St Manteca 95336
Project Delivery Committee (PDC)	The PDC is a subcommittee of the Board of Directors and guides policies, transportation programming recommendations, and monitors project delivery.	Second Monday of every month	4:30pm	SJCOG
SCS Advisory Committee (SCSAC)	The SCSAC meets monthly to discuss a county wide strategy to meet community goals for coordinated transportation and land use.	Third Thursday of each month	2pm	SJCOG
Social Services Transportation Advisory Committee (SSTAC)	The SSTAC monitors and promotes improvements to public transportation services for persons with disabilities and seniors residing in San Joaquin County.	First Wednesday of every other month	3pm	SJRTD 421 E Weber Ave Stockton 95202
Technical Advisory Committee (TAC)	The TAC advises the SJCOG Board on regional transportation planning and programming matters.	Second Thursday of every month	10am	SJCOG

3 STAKEHOLDER FOCUS GROUPS

To consult and coordinate the development of the RTP/SCS with stakeholders specifically interested or involved with plans or projects identified in individual work elements, focus groups will be organized topically as needed during the planning process. These groups may be a sub-set of an existing SJCOG committee or group. These groups will be organized on an ad hoc basis depending on identified topics or issues reuireing more in-depth focus than can be provided by existing committees or working groups.

4 ONLINE PUBLIC ENGAGEMENT

SJCOG will work with a firm specializing in online public engagement to develop an interactive web-based platform to supplement in-person outreach activities. This will include a web-based survey that will be made available in English and Spanish. While participation in the survey will be voluntary, SJCOG staff has the ability to monitor input in real time to ensure that participants are reflective of the county's demographics. Following the close of the survey, SJCOG staff will be responsible for preparing a detailed list of findings that assess the values and priorities of communities throughout the region. These survey findings will feed directly into RTP/SCS development.

Once the survey is ready for launch, SJCOG will:

- Post a notice on the website and via social media;
- Work with the RTP/SCS Working Group, community partners, and "champions" (see Item 6) to distribute the surveys; and/or
- Utilize additional marketing strategies to ensure broad participation across San Joaquin County.

5 EMAILS

Regular updates regarding RTP/SCS development will be included in the "San Joaquin COG in Motion" e-newsletters. Additional emails will be sent to government and other stakeholder agencies seeking their involvement and coordination as required by the Guidance document.

If you would like to submit a single request to receive all notices, information and updates regarding the 2018 RTP/SCS development you may do so, or you may be added to specific email lists only.

» SIGN UP FOR EMAIL UPDATES:

- Go to www.sjcog.org/notifyme

6 COMMUNITY-BASED OUTREACH PROGRAM

To help ensure diverse and direct input from all populations, SJCOG will develop a community-based outreach program to empower community leaders and organizations to become "champions" of the RTP/SCS planning process. The focus of the Champions Outreach Program is to conduct outreach in communities not typically involved in the regional transportation planning process. Volunteer organizations and individuals will be provided training and technical assistance to conduct outreach activities in their communities and among populations served by their organization. Champions will be key in engaging communties in the planning processes, generating feedback, and maintaining communication with communities regarding the RTP/SCS process.

Additionally, SJCOG staff is actively exploring a mini-grant program in order to supplement outreach efforts and provide potential funding for community-based organizations and grassroots groups who demonstrate reach and impact in underserved, underrepresented, and disadvantaged communities throughout the region.

To receive information to participate as a "champion," please contact Christine Corrales, Assistant Regional Planner for SJCOG at (209) 235-0128 or corrales@sjcog.org. Information to participate in the Champions Outreach Program will also be posted on the SJCOG website, social media, and emailed.

» BECOME A CHAMPION:

- Contact Christine Corrales at (209) 235-0128 or corrales@sjcog.org

7 SOCIAL MEDIA

Updates, events, workshops and meeting announcements, as well as any other opportunities to participate will be posted to SJCOG social media platforms.

» FOLLOW THE RTP/SCS PROCESS ON SOCIAL MEDIA:

@sanjoaquinCOG

@sjcogvideo

@sjcog

San Joaquin Council of Governments

@sanjoaquincog

SJCOG Newsroom

8 WEBSITE

Notices regarding 2018 RTP/SCS public meetings and workshops, agenda packets, and other public comment/participation opportunities will be available and accessible in the following areas of the SJCOG website:

- Homepage
- Events Calendar
- Community Info > Get Involved
- Planning & Funding > RTP/SCS

» VISIT & BOOKMARK US:

- Go to www.sjcog.org

9 INTERAGENCY CONSULTATION & COORDINATION

» CONSULTATION WITH INTERESTED PARTIES

SJCOG is required by federal law to consult with federal land-use management, natural resources, environmental protection, conservation and historic preservation agencies during RTP development. Other interested parties for which a reasonable opportunity to comment on the document must be provided include public health agencies, public transportation employees, public ports, freight shippers, private transportation providers, users of walkway and bicycle transportation facilities, people with disabilities, and freight transport services. To the extent that any of these

groups are not involved in the RTP/SCS development process through other working groups or committees, SJCOG will offer individual formal consultation opportunities.

» CONSULTATION WITH LOCAL ELECTED OFFICIALS

SJCOG will consult with local elected officials and member jurisdictions that are potentially affected by the RTP/SCS. Additionally, SJCOG will consult with the San Joaquin Local Agency Formation Commission (LAFCO), and other regional specific districts (such as water/wastewater service providers, school districts).

» INTERAGENCY COORDINATION

SJCOG will provide advanced on-going coordination with Federal and State Agencies with plans or programs providing necessary information for the RTP/SCS. Interagency Coordination activities will include, but is not necessarily limited to the following:

- Federal agencies, including: Federal Highways Administration (FHWA), Environmental Protection Agency (EPA), and Federal Transit Administration (FTA)
- California Department of Housing and Community Development (HCD)
- California Air Resources Board (ARB)
- California Department of Transportation (Caltrans)
- Resources Agencies (such as land use management, environmental protection, conservation, and historic preservation)
- Adjacent MPOs

» SAN JOAQUIN VALLEY COORDINATION

SJCOG has a long history of coordination with the other seven Metrpolitan Planning Organizations in the San Joaquin Valley. The following is a list of current valleywide committees, groups, and programs that will be consulted during RTP/SCS development:

- Model Coordinating Committee
- Program Coordination Group
- San Joaquin Valley Greenprint Committee
- San Joaquin Valley Regional Planning Agencies - Regional Policy Council
- San Joaquin Valley Regional Planning Agencies - Executive Directors Committee
- Valley Blueprint Planners Network

10 COMMUNITY MEETINGS

SJCOG staff will make presentations at existing community meetings for organizations and community groups or associations as requested, and as available through additional channels.

» REQUEST A PRESENTATION:

- Contact Kim Anderson at (209) 235-0565 or anderson@sjcog.org.

11 PUBLIC OUTREACH VIA MEMBER JURISDICTIONS

SJCOG staff will work with Board members and their staff from each local jurisdiction to promote workshops and create interest among constitutents about the RTP/SCS process. Some potential opportunities for cross promotion activities may include:

- Utilizing member agency call systems, email distribution lists, social media, and websites for posting and disseminating information
- Collaborating on informational meetings or coordinating an outreach table at local community events and gatherings

If your organization, business, or agency has another method of communication we may utilize for sharing information, please contact Kim Anderson, Senior Regional Planner for SJCOG at (209) 235-0565 or anderson@sjcog.org.

12 ADDITIONAL RTP/SCS WORKSHOPS

» RTP/SCS COMMUNITY KICK-OFF MEETING

SJCOG is planning to host a kick-off meeting or workshop for the RTP/SCS development in late 2016. The goal of the meeting/workshop will be to gather member agencies, and community stakeholders to begin talking about the RTP/SCS timeline and process, chapters, layout, lessons learned and public outreach opportunities.

» RTP/SCS INTRODUCTORY WORKSHOP

SJCOG will host a workshop for those who apply for representation on the RTP Roundtable, as well as individuals and organizations interested in participating as part of the Champions Outreach Program. All prospective Roundtable members and Champions will be given an overview of what the RTP/SCS is, what is required of SJCOG during the RTP/SCS development, a timeline of the process, and what their role will be in the development of the RTP/SCS.

» MEMBER AGENCY CONSULTATION & WORKSHOPS

SJCOG staff will provide regular updates for the SJCOG Board of Directors, Standing Committees, and Member Agencies throughout the RTP/SCS development. An overview of what will be expected of them and their local agency as SJCOG staff updates the RTP/SCS will be provided, as well as detailed background information on the SCS scenario planning process. Workshops will be scheduled as needed to delve deeper into key issues.

» SENATE BILL 375 PUBLIC PARTICIPATION REQUIREMENTS

- Senate Bill 375 (SB 375) requires that at least three regional public workshops are conducted to provide the public with clear information on policy choices and issues in the Draft RTP/SCS. These workshops will be held throughout San Joaquin County during the RTP/SCS process.
- One informational meeting is required in each county if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of that county. The purpose of this meeting (or meetings) shall be to present a Draft RTP/SCS to the members of the board of supervisors and the city council members to solicit and consider their input and recommendations.
- At least two public hearings shall be held on the Draft RTP/SCS. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

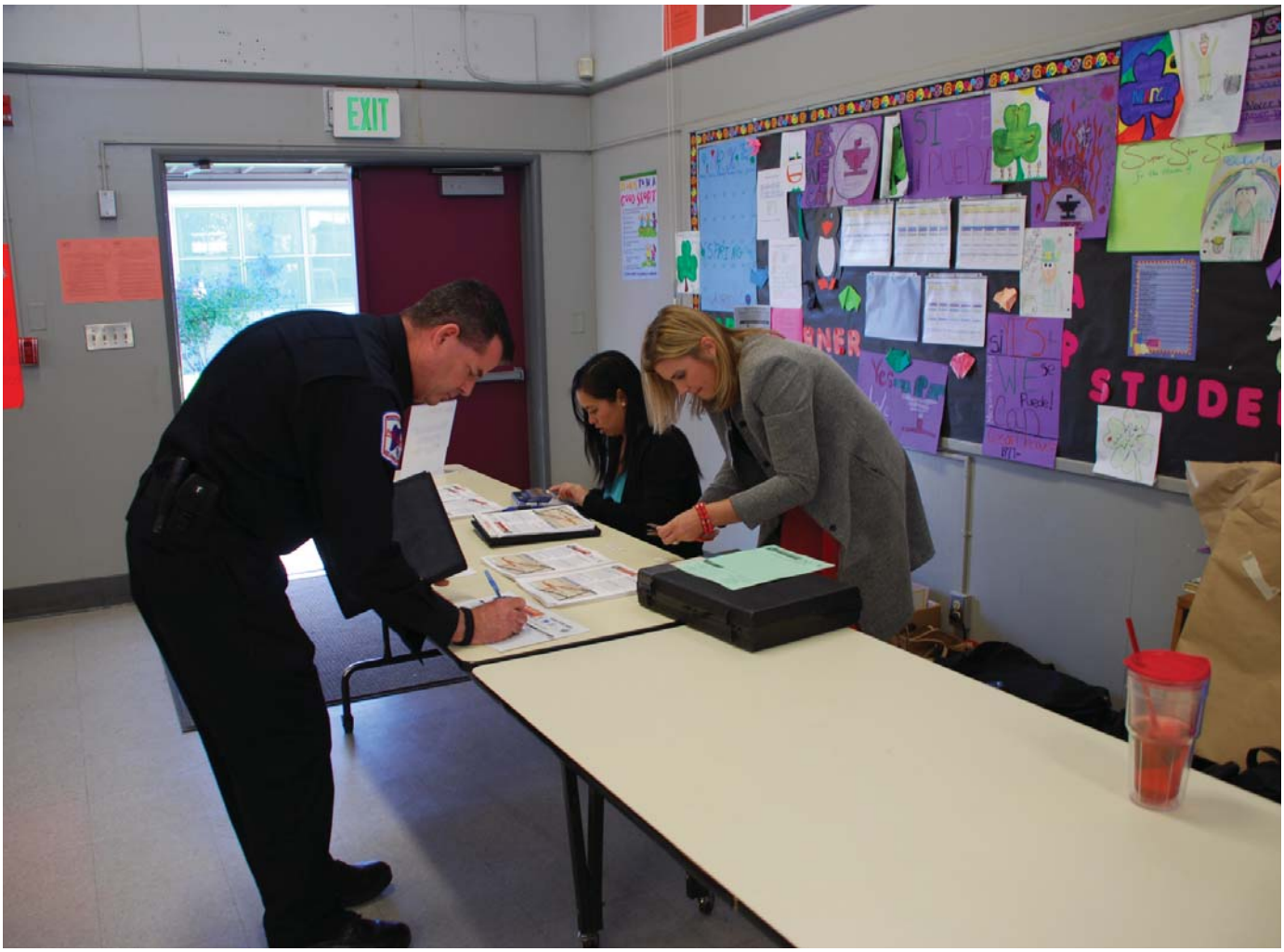
All workshop, meeting, and hearing announcements will be announced via websites, email, meeting agenda items for various committees and through other strategies available as listed above. SJCOG staff will also utilize the media for some announcements provided funds are available.

13 ADDITIONAL TASKS

As appropriate and effective opportunities arise during the RTP/SCS development process, each opportunity will be evaluated and discussed. If a viable approach to providing public education or receiving public input into the planning process is available, and if it is financially feasible, it will be strongly considered for implementation.

» HAVE A SUGGESTION? LET US KNOW!

- Contact Kim Anderson at (209) 235-0565 or anderson@sjcog.org.



CONTACT US

San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
(209) 235-0600
(209) 235-0438 fax
www.sjcog.org

APPENDIX B
OWP, UTN, MK, & OTHER PROGRAMS

Strategies, Procedures and Techniques for Public Participation Related to the Overall Work Program, Unmet Transit Needs Process, Measure K Ordinance and Expenditure Plan, Airport Land Use Plan, Regional Housing Needs Assessment, Regional Transportation Impact Fee Program, and Congestion Management Program

This Appendix "B" to the adopted Public Participation Plan provides more explicit details as to SJCOG's strategies, procedures and techniques for public participation on the OWP, UTN, RHNA, Measure K Program, RTIF, CMP, and RTIP. The interrelated goals identified in the Plan suggest that a coordinated approach to public outreach is best in seeking to spread a consistent message and increase public awareness of SJCOG's planning efforts. SJCOG seeks the public's feedback, active participation and input in developing its plans and programs.

OVERALL WORK PROGRAM (OWP)

The Overall Work Program (OWP) is the primary document guiding the work effort of SJCOG. In effect, the OWP constitutes a set of instructions for the planning and programming work carried out by staff or consultants each year.

The OWP is developed each year, and details the agency's planning and budgetary priorities for the following fiscal year. SJCOG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SJCOG's OWP each year before it takes effect.

Throughout the course of each year, SJCOG staff works with local agencies, Caltrans, other transportation planning agencies, other public and private associations and the general public independently and through the standing SJCOG committees to develop the program for the year. A draft OWP is taken through the committees and to the Board, typically around February, to gather public input prior to the adoption of the final OWP.

More information about the agency's OWP is available on the SJCOG website at: http://www.sjcog.org/owp

UNMET TRANSIT NEEDS PROCESS (UTN)

Each year, pursuant to the Transportation Development Act (TDA) statute, SJCOG, as the RTPA and MPO for San Joaquin County, is required to identify any unmet transit needs that may exist in the San Joaquin region. If unmet transit needs are identified, a further analysis must be conducted to determine whether the needs are reasonable to meet.

In accordance with state law, TDA funds must be allocated first to unmet transit needs, which are found reasonable to meet, before any remaining funds can be distributed to local jurisdictions for non-transit purposes such as streets and roads. Also, the addition and/or modification of the existing transit system must be considered in order to resolve an unmet transit need.

The annual UTN assessment requires SJCOG to include, at minimum, the following elements:

1. An annual assessment of the size and location of identifiable groups likely to be transit

dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped, including individuals eligible for paratransit and other special transportation services, and persons of limited means, including, but not limited to, recipients under the CalWORKs program;

2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly owned services; and

3. An analysis of the potential alternative public transportation services and specialized transportation services, including privately and publicly owned services.

To further implement the UTN Assessment process, The SJCOG Board has adopted definitions for both "unmet transit needs" and "reasonable to meet", which are reviewed every five years in compliance with TDA requirements. All unmet transit needs received during the annual UTN process are reviewed by the Social Services Transportation Advisory Council (SSTAC).

Public participation is an important component in the UTN process. The TDA requires SJCOG to hold at least one public hearing for the purpose of receiving public input regarding potential unmet transit needs in the region. Although the TDA requires SJCOG to hold one public hearing, SJCOG goes beyond the minimum requirements by providing public hearings throughout the region as well as to make presentations about the UTN process to community groups, legislative bodies of local jurisdictions, and transit hubs. Public notice of the hearings, including date, time, location, and specific purpose is provided at least 30-days in advance through publication in one or more newspapers of general circulation, including a Spanish language publication. Written notification is also provided to those persons and organizations that have indicated an interest in the UTN process, including private social service agencies and public transit operators that are represented on the SSTAC.

Public hearings are held to give members of the public the opportunity to identify potential unmet transit needs in the region. After the conclusion of a hearing(s), a report is prepared that addresses the three required UTN Assessment elements listed above, analyzes any identified unmet transit need for "reasonable to meet", and provides a recommended finding for the Board to adopt. Any new comments received after the public hearing, or during the Board meeting to adopt the UTN finding, are assessed during the subsequent year's UTN Assessment process.

SB375 mandates that MPO's must meet certain greenhouse gas reductions standards set by the Air Resources Board. SJCOG, along with other MPO's in the valley have worked diligently on meeting those targets through the use an integrated land use, transportation, and housing plan. The goal is to have greenhouse gas emissions reduced to 2012 levels by 2040. Air quality conformity findings are distributed for a 30-day public comment period, and a public hearing is held by the SJCOG Board to elicit public input. All applicable posting requirements will be followed.

If a documented unmet transit need is revealed within a specific jurisdiction that meets the test of reasonable to meet, the following will occur:

- The jurisdiction's TDA Local Transportation Funds (LTF) must be used to rectify an unmet transit need prior to using these funds for non-transit purposes such as maintenance of streets and roads; and,
- The addition and/or modification of the existing transit system(s) must be considered in order to resolve an unmet transit need.

More information about the agency's UTN process is available on the SJCOG website at: http://www.sjcog.org/utn

MEASURE K ORDINANCE & EXPENDITURE PLAN/STRATEGIC PLAN

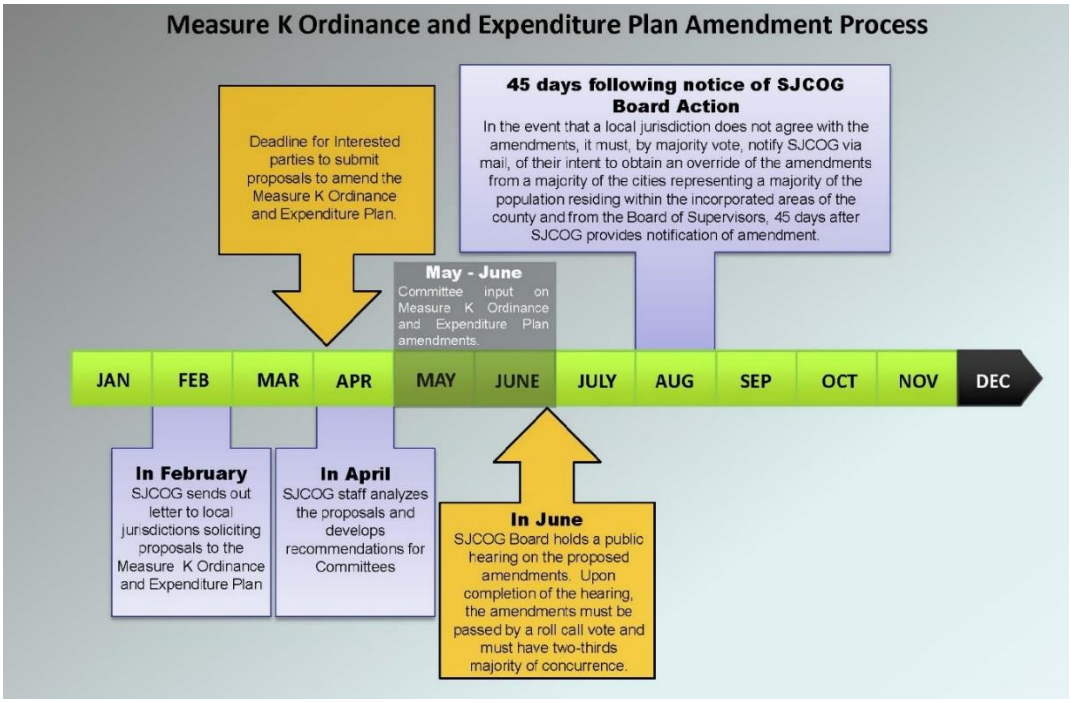
The Measure K program is administered by SJCOG as the local transportation authority for San Joaquin County. SJCOG was established as the local transportation authority when San Joaquin County voters approved the enactment of the Measure K program in 1990. A local transportation authority is a public agency designation authorized by California state law that enables SJCOG to collect the half-cent sales tax and use the money to fund a specific list of transportation projects and programs as outlined in the Measure K Expenditure Plan.

The Measure K Expenditure Plan identifies the countywide transportation facility and service improvements to be delivered by the extension of the existing half-cent sales tax in San Joaquin County from 2011 to 2041. These improvements include highway, public transit, railroad grade crossing, passenger rail, smart growth, and bicycle projects. Additionally, the Expenditure Plan outlines the distribution of all categorical allocations between the local jurisdictions within the county.

Updating and Revising the Ordinance and Expenditure Plan

A complete update of the Expenditure Plan is required at least once every ten years the sales tax is in effect. The Ordinance and Expenditure Plan also has language that requires SJCOG to have an annual process to consider amendments to the Measure K Ordinance or Expenditure Plan. Such proposed amendments may include, but not limited to, changes in language of the Measure K Ordinance, changes to the Measure K Program of Projects, and changes to funding categories identified in the Measure K Expenditure Plan.

The amendment process is described below in the graphic and narrative:



As part of the amendment process, the following must occur:

- The affected SJCOG committee(s), established pursuant to the Measure K Ordinance, must participate in the development of the proposed amendment(s).

- The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062. - The amendment must be passed by a two-thirds majority of the SJCOG Board by a roll call vote, following a noticed public hearing. (Notice of the public hearing shall be published pursuant to Government Code section 6062)

- The Board of Supervisors, the City Council of each city in the county must be notified and SJCOG will provide each entity with a copy of the proposed amendment(s).

- Pursuant to Public Utilities Code 180207, the proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, SJCOG is required to hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.

- In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify SJCOG of its intent, in writing by registered mail, to obtain an override of the amendment(s). The appealing jurisdiction will have 45 days from the date SJCOG adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If

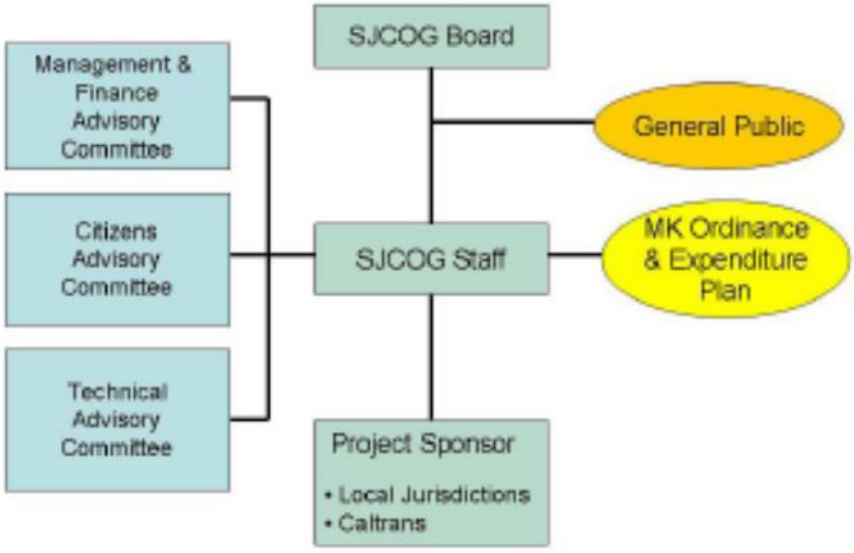
the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

MEASURE K STRATEGIC PLAN

The **Measure K Strategic Plan** serves as the programming document for local sales tax revenue generated by the Measure K Program and is the master document for delivery of the Measure K Expenditure Plan projects. The Strategic Plan is prepared every two years, and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as annual budget

Updates of the Measure K Strategic Plan are conducted in consultation with the SJCOG Board of Directors, the SJCOG standing committees, members of public agencies and transit operators, and the public. The Strategic Plan continues the guidelines identified in the 2007 Strategic Plan and the 2011 update that, in general, the local jurisdictions (e.g., cities, the County of San Joaquin, SJRTD and the Rail Commission) and Caltrans would update their previously submitted lists of projects to SJCOG for potential funding or amendment. Each project and its accompanying scope, schedule and budget is then be reviewed by the SJCOG's standing committees for consistency with the adopted priorities for programming and current Measure K Ordinance and Expenditure Plan. Based on this committee review, agency staff will recommend to the SJCOG Board for review and approval projects for program funding or amendment.



AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

As the ALUC for San Joaquin County, SJCOG is responsible for preparing and enforcing an Airport Land Use Compatibility Plan (ALUCP) around each public access airport in San Joaquin County. The purpose of the ALUCP is to maximize public safety and long term effectiveness of airports by eliminating the use of conflicting land uses. The most recent update of the ALUCP was completed in May 2016.

Project Review and Determination Process

Receipt and review of proposed actions submitted to the ALUC for review shall be in accordance with the current adopted *Airport Land Use Commission Project Review and Process Guidelines*.

Public Hearings

a) Public hearings of the ALUC shall be scheduled to consider adoption of amendment to the ALUC Policy Plan or ALUCP and to hear an appeal of a determination of land use consistency or inconsistency. Public hearings may be held for other items which would benefit from a public hearing.

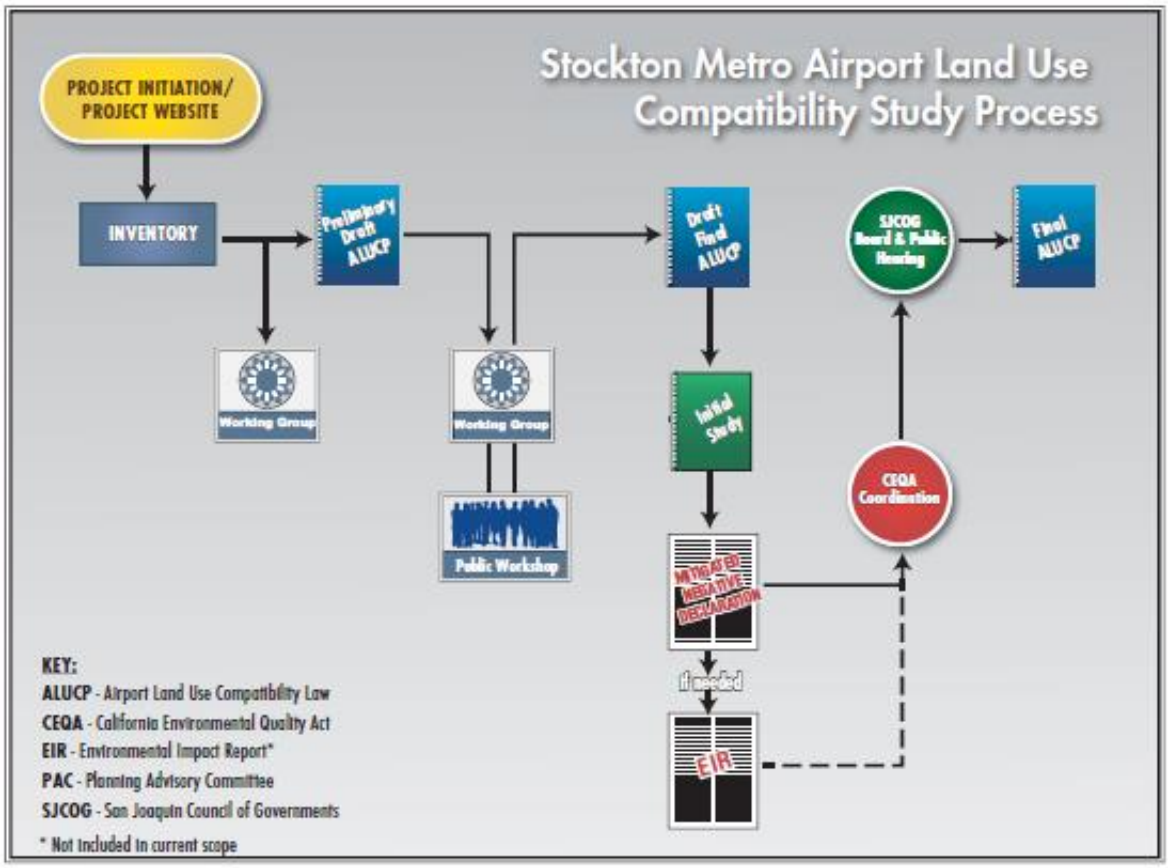
b) The Executive Officer shall give notice of each public hearing by the ALUC. Such notices shall be given at least ten (10) days prior to the hearing by publication in a newspaper of general circulation in the territory in which the airport is located and by mailings to the requestor, the affected local agency, the affected airport, and any other person or agency deemed by the Executive Officer as requiring notice. The Executive Officer shall also give notice by such other notice requirements as may be required by statute.

c) Public hearings of the ALUC may be continued. The ALUC shall adopt a resolution making its decision concerning a public hearing item within thirty-five (35) days from the conclusion of the public hearing.

Amendment to Rules and Procedures

a) The ALUC may amend these Rules and Procedures. Written notice of proposed amendments shall be sent to each local agency and each airport under ALUC jurisdiction at least three (3) weeks prior to the vote by the Commission on the proposed amendment.

b) Approval of proposed amendments to these Rules and Procedures shall require the affirmative vote of at least two-thirds (2/3) of the total votes of the ALUC.



REGIONAL HOUSING NEEDS ALLOCATION (RHNA)

California's Housing Element Law (Government Code, §§ 65580 et seq.) mandates that SJCOG develop and approve a RHNA for the region. It is SJCOG's responsibility to coordinate with HCD prior to its determination of the regional housing need. Once SJCOG receives the regional determination, including the overall need number and the income category distribution, it must adopt a methodology for distributing the regional growth number throughout the region. The methodology is the basis for the final RHNA that SJCOG ultimately adopts.

State law governing the RHNA process states that "public participation and access shall be required in the development of the methodology and in the process of drafting and adopting the allocation of the regional housing needs." SJCOG's public participation for RHNA includes a technical advisory committee comprised of the representatives from each San Joaquin County jurisdiction's community development department. Additionally, the RHNA process and methodology is presented to and discussed by the RTP / SCS Advisory Committee (a multi-disciplinary committee serving in an advisory capacity to the SJCOG board), the SJCOG standing committees and Board of Directors, and the public via public hearing during the mandated 60-day review period. More information can be found at www.sjcog.org/rhna.

REGIONAL TRANPSORTATION IMPACT FEE (RTIF)
The RTIF is a county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County. San Joaquin County and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy are responsible for implementing the RTIF program and collecting the fees. SJCOG administers the program from a regional perspective and updates the program every five years (as required by the Mitigation Fee Act). These updates reexamine anticipated growth, eligible projects, the link (nexus) between the growth and the fee being charged, sets a maximum fee, and provides an opportunity to address any needed administrative changes.

More information can be found at www.sjcog.org/rtif

CONGESTION MANAGEMENT PROGRAM (CMP) SJCOG adopted its first Congestion Management Program (CMP) in November of 1991 and continues to implement the Congestion Management Program and the Federal Congestion Management Process. SJCOG is required to monitor all elements of the RCMP (Section 65089.3) and to ensure that the County and cities are conforming to the Regional Congestion Management Program.

The solicitation of public input occurs during the entire Regional Congestion Management Program (RCMP) process from its initial begins of development, bi-annual updates and regional adoption to its capital improvement implementation and traffic mitigation performance evaluation.

According to California Law (Title 7 Division 1 Chapter 2.6 Section 65089), the RCMP is developed in coordination and in cooperation with a range of public agencies and local organizations which include local transportation agencies and providers, local government departments and commissions, and jurisdictional city councils representing the population in the incorporated area of the county. Ultimately, the RCMP shall be adopted at a notice of a public hearing of the [congestion management] agency generally allowing for public comment periods and possible informational discussions.

The RCMP tasks include (1) preparation of plan and updates, (2) data collection (traffic counts of network roadways and intersections), (3) land use analysis program, (4) Travel Demand Management (TDM) Program (Tier I or II), (5) Performance Measure Element, (6) Capital Improvement Program (CIP), (7) CMP Compliance Analysis, and (8) Deficiency Plans.

Many of the RCMP tasks require the Congestion Management Agency (SJCOG for San Joaquin County) hold noticed public hearings within an appropriate timeframe (60 days) for adoption of associated RCMP task element for instance the local adoption of a jurisdiction's Deficiency Plan

requires this by law. Finally, SJOCG's 2012 RCMP Update included the construction of the RCMP Website for all Congestion Management-related information.

Implementation Responsibilities
RCMP implementation responsibilities for each agency in San Joaquin County are summarized in the table below.

RCMP Task	CMA – SJCOG	Jurisdictions	SJV APCD	Caltrans	Public
Prepare Plan/Updates	Lead Agency	Technical Support/ Concurrence	Concurrence	Concurrence	Input
Data Collection	Lead Agency	Input	Input	Input	Input
	Lead Agency	Technical Support	Concurrence	Concurrence	Input
Land Use Analysis Program	Technical Support/ Concurrence	Lead Agency	Input	Technical Support	Input
TDM Program (Tier I or II)	Lead Agency	Lead Agency	Lead Agency	Concurrence	Input
Performance Element	Lead Agency	Technical Support	Concurrence	Input	Input
Cap. Improvement	Lead Agency	Input	Concurrence	Concurrence	Input
RCMP Compliance	Lead Agency	Input	Input	Input	Input
Deficiency Plans	Technical Support/ Concurrence	Lead Agency	Concurrence	Concurrence	Input

More information can be found at www.sjcog-rcmp.org.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

Under the role of Regional Transportation Planning (RTPA), SJCOG is responsible for developing the region's funding priorities for the State Transportation Improvement Program (STIP) and for submitting the projects to the California Transportation Commission (CTC) by way of the Regional Transportation Improvement Program (RTIP).

The RTIP, which is updated every two years, spans five years and includes a list of highway, local road, transit, and active transportation projects the San Joaquin region proposes for funding.

The primary purpose of the RTIP is to help implement the San Joaquin region's adopted long range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which guides the region's transportation investments over a 20 to 25 year period. The RTP/SCS is developed through an extensive public participation process and reflects the unique mobility, sustainability, and air quality needs of the San Joaquin region.

The projects contained within the 2016 RTIP will help enhance the environment for existing and future generations; maximize mobility and accessibility; increase safety and security; preserve the efficiency of the existing transportation system, support economic vitality; maximize cost effectiveness; and improve the quality of life for residents.

The 2016 RTIP was adopted by the SJCOG Board on November 19, 2015 and revised on February 28, 2016. For more information, please visit www.sjcog.org.

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APPENDIX C
INCLUSION OF UNDERSERVED COMMUNITIES

CIVIL RIGHTS, ENVIRONMENTAL JUSTICE, & INCLUSION OF UNDERSERVED COMMUNITIES

The San Joaquin Council of Governments (SJCOG) seeks to engage the region's diverse public, to connect public input to decisions, and to effectively implement public engagement and planning outcomes that respect civil rights, advance environmental justice, and ensure the inclusion of the region's historically underserved communities.

The SJCOG Public Participation Plan identifies civil rights and environmental justice as core principles of the public participation process. This document provides additional information about the statutory obligation placed on SJCOG as a recipient of federal funds to ensure nondiscrimination, as well as the agency's role in achieving the overarching objective of environmental justice. Included in the document are findings from a series of focus interviews conducted by SJCOG with key informants serving underserved communities in the San Joaquin region, as well as a list of supplemental tools and techniques for engaging underserved communities.

Title VI of the Civil Rights Act of 1964

According to the law, "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity that receives Federal financial assistance."

The rights of women, the elderly, and the disabled are also protected under Related Statutes. Additionally, Presidential Executive Orders 12898 and 13166 address environmental justice in minority and low-income communities, as well as access to services for those who are limited English proficient, respectively. Together, the Related Statutes and Presidential Executive Orders fall under the umbrella of Title VI.

As a recipient of federal funds, SJCOG is committed to ensuring that all policies and programs of the agency do not violate civil rights and that no one is denied the opportunity to participate in the transportation planning process because of race, color, national origin, income, sex/gender, age, or disability.

Environmental Justice

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of transportation laws, regulations and policies.

Similar to protecting civil rights, SJCOG is committed to advancing environmental justice in the region by following three fundamental principles as outlined by the U.S. Department of Transportation (DOT) and the Federal Transit Administration Authority (FTA):

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

Therefore, SJCOG considers these goals throughout transportation planning and project development, and through all public outreach and participation efforts conducted by the agency. As a result, SJCOG continues to strive for meaningful involvement of potentially affected communities. Throughout the transportation planning process, SJCOG will pay special attention to social equity impacts of transportation plans, as well as develop partnerships with groups and individuals that advocate for and represent the interests of minority and low income communities.

How Title VI and Environmental Justice Work Together

Title VI and environmental justice are often paired together since the policies ensure that federal agencies promote and enforce nondiscrimination as a way of achieving a fair distribution of the benefits and burdens associated with federal programs, policies, and activities. As a result, environmental justice principles are often confused with the requirements of Title VI. However, it is important to recognize that Title VI imposes statutory and regulatory requirements that are broader in scope than environmental justice. While Executive Order 12898 is not a statute or law, Title VI is one of the tools used by federal agencies to implement the environmental justice directive.

Below is a summary of the key differences between environmental justice and Title VI.

Key aspects of the authorities	Title VI	Environmental Justice
What is the authority?	Title VI is a federal statue enacted as part of the Civil Rights Act of 1964.	Executive Order 12898 is a Presidential executive order signed in 1994. It is not a statute or law.
What does it say?	Title VI prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance.	EO 12898 calls on federal agencies to achieve "environmental justice… by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations…"
What is the purpose?	Title VI ensures that federal funds are not being used for discriminatory purposes.	EO 12898 focuses federal attention on the environmental and human health conditions in minority and low-income communities.
To who does the authority apply?	Title VI applies to recipients of federal financial assistance.	EO 12898 applies to federal agencies.
What is required?	Title VI requires federal agencies to monitor their recipients and ensure their compliance.	EO 12898 requires federal agencies to create environmental justice strategies.

	Title VI requires recipients of federal financial assistance to not discriminate on the basis of race, color, or national origin. discrimination based on race, color, or national origin.	
How is it enforced?	Individuals alleging intentional discrimination may file suit in federal court or a complaint with the federal funding agency. If a program or activity has a discriminatory effect, individuals may file an administrative complaint with the federal funding agency. Federal agencies have the authority to conduct compliance reviews of recipients to ensure activities do not violate Title VI.	EO 12898 is not enforceable in court and does not create any rights or remedies. To accomplish the goals of EO 12898, a federal agency may implement policies that affect their funding activity. Agencies may also utilize their authority under federal various laws such as the Clean Air Act, National Environmental Policy Act, and the Fair Housing Act to achieve the goals EO 12898.

Identifying Underserved Communities in Our Region

SJCOG uses demographic information from the US Census Bureau for identifying geographic areas with concentrations of low income and/or minority populations in the region. An analysis of socioeconomic characteristics will be used to understand transportation needs in the region, as well as focus public outreach and engagement strategies.

Depending on the transportation planning activity, criteria may be developed for identifying affected communities that may be vulnerable to adverse effects because of factors such as race, national origin, income, etc. For example, 2014 RTP/SCS Environmental Justice Area criteria included:

- *Low-Income Communities*: U.S. Census Tracts where 20 percent or more of the population earns at or below the poverty threshold defined by the U.S. Census.
- *Minority Communities*: U.S. Census Block Groups where 60 percent or more of the population is Asian, Pacific Islander, African American, Hispanic, Native American, or other Non-White ethnic group.
- *Additional vulnerability criteria*:
  - Single parent households: Areas with higher percentages than the county average of single parent households with children under 18 years old.
  - Households without access to private vehicles: Areas with higher percentages that the county average of households without access to a car.
  - Linguistic isolation: Areas with higher percentages than the county average of households where English is not the primary language and is not spoken very well.
  - Older population: Areas with higher percentages of population aged 65 or older.

- Housing/transportation cost burden: Percentage of households paying more than 50% of income on housing and transportation costs.
- Educational attainment: Percentage of population 25 years or older with less than a high school degree.

Improving Public Outreach & Engagement in Underserved Communities

In order to evaluate and improve strategies for reaching and engaging underserved communities in the region, SJCOG conducted focus interviews with local leaders to gather their input on how to facilitate a more inclusive transportation planning process. Thus far, SJCOG has engaged leaders and organizations serving the Hispanic/Latino population, transit-dependent population, as well as youth. The table below provides a brief summary of recommendations from these focus interviews. SJCOG will continue to gather input from other groups and determine how they may be included in engagement efforts moving forward.

Group	What was heard
Hispanic/Latino	• Build and strengthen relationships with community leaders, respected organizations, and/or churches • Take meetings outside of government or public facilities, as they are seen as unwelcoming • Make information available in Spanish • Provide childcare or children's activities at public workshops and meetings
Transit-dependent	• Build and strengthen relationships with human and social service agencies that serve low income populations, and people living with disabilities • Locate public workshops and meetings near (frequent service) transit routes • Provide incentives to participate, such as food • Make information available in-language, contract with ethnic communications firms to tailor, translate and disseminate information
Youth	• Build and strengthen relationships with school districts, universities, colleges, public libraries and youth-serving organizations • Make transportation planning information relevant to the everyday lived experience

Public Outreach & Engagement Toolbox

The following list builds upon the strategies included within the SJCOG Public Participation Plan. It is not meant to be exhaustive, but to serve as a starting point for SJCOG to improve its public outreach and engagement among the region's historically underserved communities.

Techniques for Outreach and Engagement in Low Income Communities and Communities of Color

- Build relationships and initiate partnerships with community groups representing low income residents and/or communities of color to target outreach and increase engagement
- Tailor meetings or customize presentation materials for audiences with different needs
- Provide incentives for participation (e.g. transit passes, food, grocery gift cards, etc.)
- Offer childcare or activities for children at public workshops and meetings

- Conduct outreach in centers of community activity, such as places of worship, schools, libraries, health centers, markets, community centers, transit facilities, etc.
- Ensure that all outreach events are near transit routes, as well as accessible by wheelchair, and held at reasonable times for accommodating a variety of schedules
- Align outreach efforts with community groups who are organizing food giveaways, mobile farmers market, etc.
- Include information on meeting notices for requesting communication or language assistance services
- Utilize community and ethnic media outlets to announce public participation opportunities

Techniques for Outreach and Engagement with Limited-English Proficient Populations

- Build relationships and initiate partnerships with community groups that work with limited-English proficient populations, for increased capacity and reach
- Provide in-language information on meeting notices for requesting translation assistance at upcoming public workshops and meetings
- Equip the agency website with appropriate translation tools, and provide translation of important documents and web content regarding key initiatives.
- Utilize "on-call" interpreters for staffing public workshops and meetings and provide language assistance at public meetings and workshops, as requested
- Upon request, provide printed in-language materials at public workshops and meetings, as well as at local libraries and other public locations, including community centers, schools, transit facilities, etc.
- During public review and comment periods, translated summaries of documents will be made available at public libraries.
- Contract with Spanish communications firms to translate, tailor, and disseminate news releases, public notices, flyers, and/or advertisements to community and ethnic media outlets such as Vida en el Valle, Latino Times, and others. Similarly, work with communications firms for major Asian Pacific language groups of the region.

For further guidance on working with limited English proficient populations, refer to the SJCOG LEP Plan at www.sjcog.org/LEP.

Additional Outreach and Engagement Techniques

- Provide cultural and community competency training to staff to improve internal capacity for interacting and engaging with the region's diverse residents and organizations.
- Build relationships with the individuals and organizations that represent the interests of underserved populations throughout the region.
- Develop an advisory committee to assist the organization in developing and coordinating a public outreach and engagement strategy for major transportation planning initiatives.
- Robust use of "visualization" techniques, including maps, charts and graphics to illustrate regional transportation plans, population trends, explain choices under deliberation, etc.
- Increase SJCOG visibility and exposure in underserved communities by sponsoring, exhibiting, or presenting at major community events and gatherings.

- Develop public outreach materials that ensure all residents will have an opportunity to provide input in their preferred language, including comment cards in multiple languages. Also consider providing a voice recorder to submit input, for community members who may be challenged with reading or writing.
- Place Comment Cards/Take-One Cards on-board bus and passenger rail, as well as in public libraries, community centers, or other centers of community activity (e.g. the mall).
- Develop a short public service announcement or video to educate the public about the quality of life impacts of transportation decisions. In order to reach a broad audience, ensure that people in the video reflect the diversity of the region and offer the PSA in multiple languages.
- To help with identifying translation needs, determine which information is most valuable within specific language communities by distributing a questionnaire.

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APPENDIX D
SJCOG PUBLIC PARTICIPATION MATRIX

SJCOG PLANNING ACTIVITY	DESCRIPTION
Air Quality Conformity	As the designated Metropolitan Planning Organization (MPO) in San Joaquin County, SJCOG is responsible for conducting a Conformity Analysis for the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan (RTP).
Airport Land Use Compatibility Plan (ALUCP)	SJCOG is responsible for preparing and enforcing an Airport Land Use Compatibility Plan around each public access airport in San Joaquin County to maximize public safety and long term effectiveness of airports by eliminating conflicting land uses.
Federal Transportation Improvement Plan (FTIP)	FTIP implements the policy and investment priorities expressed by the public and adopted by SJCOG in the RTP/SCS. The FTIP is a comprehensive listing of San Joaquin County surface transportation projects, including transit, highway, local roadway, bicycle and pedestrian investments.In between FTIP updates, revisions may occur as an amendment.
FTIP Amendment, Type 1	Type 1, administrative modifications, include minor changes to project cost, schedule, or funding sources.
FTIP Amendment, Type 2	Type 2, formal amendment -- funding changes. Include project cost changes that are greater than minor changes. Type 2 amendments do not change design concept or scope and air quality conformity is assumed to remain unchanged.
FTIP Amendment, Type 3	Type 3, formal amendment -- exempt projects. Type 3 significantly revises, adds or deletes exempt or non-regionally significant projects or project phases to/from the FTIP.
FTIP Amendment, Type 4	Type 4 amendments, conformity determination relies on previous regional emissions analysis, include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the adopted RTP/SCS.
FTIP Amendment, Type 5	Type 5 amendment, conformity determination and new regional emissions analysis, is the highest level amendment. Type 5 primarily involves adding or deleting new projects that must be modeled for their air quality purposes as part of the RTP/SCS. Therefore an Air Quality Conformity Document must demonstrate conformity with applicable air quality requirements and a new regional emissions analysis. Type 5 is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis.
Measure K (MK) Ordinance & Expenditure Plan	Plan sets forward the eligible uses of MK funds (voter approved 1/2 cent sales tax) and identifies the funding categories for various projects. A required process which solicits proposals to amend the MK Ordinance or Expenditure Plan is issued annually to the public.
Overall Work Plan (OWP)	Management tool that identifies the tasks and products SJCOG will undertake to deliver for a given fiscal year.
Public Participation Plan	Plan establishes process for engaging and obtaining public input on the range of SJCOG's planning work, program and funding allocations.
Regional Congestion Management Program (RCMP)	The RCMP is developed in coordination with a range of public agencies and local organizations. The RCMP outlines the Congestion Management Agency's strategies for managing the performance of the regional transportation system.
Regional Housing Needs Assessment (RHNA)	California's Housing Element Law mandates that SJCOG develop and approve a RHNA for the region.
Regional Transportation Impact Fee (RTIF)	The RTIF is a county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportaiton facilities required to serve new development within the County. The RTIF must be reviewed and updated every five years.
Regional Transportation Improvement Plan (RTIP)	SJCOG is responsible for developing the region's funding priorities for the State Transportation Improvement Program (STIP) and for submitting the projects to the California Transportation Commission (CTC). The RTIP is updated every two years, spans five years, and includes a list of projects the San Joaquin region proposes for funding. The RTIP helps to implement the RTP/SCS.
Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) Plan	The RTP/SCS Plan is the long-range transportation document that is developed and updated by SJCOG every four years.
RTP/SCS Program Environmental Impact Report	A law called the California Environmental Quality Act (CEQA) requires SJCOG to prepare a Program Environmental Impact Report (Program EIR) for the RTP/SCS. The Program EIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the Plan. The Program EIR also includes mitigation measures designed to help avoid or minimize significant environmental impacts.
RTP/SCS Amendment	Between major updates, the RTP may also be amended under certain circumstances, such as major revisions that add or delete a regionally significant project, major changes in project costs, schedule, and/or design concept and scope. The public participation process for RTP amendments follow the requirements as outlined for the FTIP. For further detail, see FTIP Amendment Categories above.
Unmet Transit Needs (UTN)	SJCOG performs an annual UTN public outreach process to ensure that all unmet transit needs that are "reasonable to meet" are met before funds are expended for non-transit uses. This process entails workshops throughout the county to obtain comments regarding unmet transit needs.

Minimum Requirements for Soliciting Public Input

Press Release	Public Workshop	Direct Mail/Email	Public Survey	Legally Noticed (i.e. newspaper)	Public Meeting/ Hearing	Public Scoping Meeting	Document posted to SICOG.org	Advisory Committee Review	14-day Public Review & Comment Period	30-day Public Review & Comment Period	45-day Public Review & Comment Period	Agency Consultation	60-day Public Review & Comment Period	Written Response to Public Comments
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APPENDIX E
SJCOG LEP PLAN

SAN JOAQUIN COUNCIL OF GOVERNMENTS
LIMITED ENGLISH PROFICIENT (LEP) PLAN

The San Joaquin Council of Governments (SJCOG) is the transportation planning, coordinating, and financing agency for the San Joaquin region. SJCOG also is the region's federally designated metropolitan planning organization (MPO). As such, it supports the goals of the U.S. Department of Transportation's (U.S. DOT) Limited English Proficiency Guidance to provide meaningful access to its services, programs and activities to persons with limited English proficiency. This plan for Special Language Services to LEP populations is intended to ensure that SJCOG's language assistance measures reflect the needs of LEP persons across the San Joaquin region.

SJCOG's service area includes San Joaquin county and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, with a population of 648,421 in a range of urban, suburban, and rural settings. The population is increasingly diverse, with a portion speaking a language other than English.

The LEP Plan describes how to identify individuals who may need language assistance, methods to provide such assistance, staff training, and how to provide notification to LEP individuals impacted or encountered during the planning and development process.

The main objective of this plan is to ensure that community members throughout the San Joaquin region have the opportunity to participate in the transportation planning and decision-making process. In addition to this LEP Plan, a separate but related document, SJCOG's Public Participation Plan, also lays out ways in which SJCOG seeks broad public participation in our Regional Transportation Plan/Sustainable Communities Strategy and in other studies and planning work.

Who is a Limited English Proficient (LEP) Individual?
As defined in the 2000 United States Census, individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English are limited English proficient, or ''LEP." This Plan for Special Language Services to LEP Populations is intended to ensure that SJCOG's language assistance measures reflect the needs of LEP persons across the San Joaquin region.

Title VI and Executive Order 13166
Two federal documents provide the foundation for the development of the LEP plan: Title VI of the Civil Rights Act of 1964, and Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency," signed in 2000.

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations state, "No person in the United States shall,on the ground of race, color, or national

origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The Supreme Court, in Lau v. Nichols, 414 U.S. 563 (1974), interpreted Title VI regulations promulgated by the former Department of Health, Education, and Welfare to hold that Title VI prohibits conduct that has a disproportionate effect on LEP individuals because such conduct constitutes national origin discrimination.

In August 2000, President Bill Clinton issued Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," which directs Federal agencies to examine the services they provide to ultimately develop and implement a system by which LEP individuals can meaningfully access those services (see Appendix D: References).

This Executive Order states,
"Each Federal Agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities."

On October 25, 2001, President George W. Bush affirmed his commitment to Executive Order 13166 through a memorandum issued by Assistant Attorney General for Civil Rights, Ralph F. Boyd, Jr. Federal agencies were directed to provide guidance and technical assistance to recipients of Federal funds as to how they can provide meaningful access to limited English proficient individuals of Federal programs.

Policy Guidance from U. S. Department of Transportation
On December 14, 2005, in accordance with Executive Order 13166, the United States Department of Transportation (DOT) issued its Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons. This document states, "Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient(LEP) and that recipients should use the DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP."

Adopting the framework established by the Department of Justice in its August 11, 2000 Guidance, the DOT identifies four factors that should be considered by a recipient of federal funds in assessing the needs of LEP persons and for implementing a plan to address those needs. These four factors consider the following:

FACTOR 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by SJCOG;
FACTOR 2: The frequency with which LEP individuals come in contact with SJCOG's programs, activities, or services.

FACTOR 3: The nature and importance of SJCOG's programs, activities, or services to LEP persons's lives; and
FACTOR 4: The resources available to SJCOG and the costs associated to provide language assistance.

Four Factor LEP Analysis for SJCOG

The following is an assessment of needs in the San Joaquin region in relation to the four factors and the transportation planning process.

1) The number or proportion of LEP persons in the service area.
In order to gain a comprehensive understanding of the profile of individuals that may be participating in the transportation planning process, SJCOG examines the 2014 American Community Survey demographic data for the San Joaquin region. For the purposes of this LEP Plan, individuals that identified themselves during the survey as speaking English "not well" or "not at all" are considered LEP individuals. This LEP Plan addresses only LEP individuals and specifically identifies the three most common languages spoken in the San Joaquin region.

According to data gathered from the Census Bureau's American Community Survey (ACS), 2010-2014 American Community Survey 5-Year Estimates for 2010 Census Bureau Update, 40.1 percent of the county's 648,421 residents spoke a language other than English at home. Approximately 26 percent of those speak Spanish, followed by 2.6 percent Tagalog and 1.4 percent Mon-Khmer, Cambodian. The American Community Survey estimated that between 2010 and 2012, Spanish speakers comprised the biggest limited English speaking group, followed by Tagalog speakers and then Mon-Khmer, Cambodian speakers. Recognizing such a sizeable proportion of residents are Spanish speakers and that on occasion Tagalog or Mon-Khmer, Cambodian speakers will also need assistance, SJCOG has developed processes aimed at improving communication and outreach.

2) The frequency with which LEP individuals come into contact with the programs/activities.
SJCOG oversees numerous projects throughout the community and in various neighborhoods. SJCOG's prior experience with LEP populations has been primarily with Spanish speakers. This is consistent with the identified majority of LEP individuals as Spanish language speakers above. In developing long range transportation plans and other transportation planning activities, SJCOG gathers input from a range of minority and low-income residents from community based organizations. RTP/SCS planning material is often translated into Spanish to actively engage and involve residents who often do not participate in regional government planning activities.

Outreach print materials for RTP workshops, Unmet Transit Needs hearings, and public notices have regularly been translated into Spanish.

3) **The nature and importance of service provided by SJCOG**
SJCOG undertakes a variety of planning and policy initiatives to encourage a more sustainable region now and in the future. To that end, SJCOG assists with regional transportation and land

use planning. Under federal and state mandates, SJCOG is tasked with developing a Regional Transportation Plan (RTP) and a Federal Transportation Improvement Program (FTIP) every four years. Recently with the passage of California's SB 375 into state law, SJCOG has also been given the added responsibility of developing a Sustainable Communities Strategy (SCS) to address greenhouse gas emissions as an element of the RTP. Evaluating the impact of proposed transportation investments on the underserved and underrepresented community groups is a significant step in developing a comprehensive transportation investment plan. As a result, SJCOG takes appropriate steps during the planning and public outreach process to invite all members of the community in the public participation process, including reaching out to the LEP community. This ensures a variety of input from all stakeholders and community members and ensures that every effort is taken to make the planning process as inclusive as possible.

4) The resources available to the recipient of the federal funds to assure meaningful access to the service by LEP persons

In the San Joaquin region SJCOG is committed to including all residents in the transportation and decision-making process, specifically those from the Spanish, Tagalog, or Mon-Khmer, Cambodian speaking communities. As such, a variety of resources and strategies are currently employed to cater to the immediate LEP needs, and to include others who represent LEP interests at regional decision-making tables, on advisory groups, and citizen panels from across the region.

SJCOG provides publicity in Spanish for public hearings/public notices pertaining to the RTP/SCS, Unmet Transit Needs process, Public Participation Plan, and LEP/Title VI documents. Agendas include a statement regarding the availability of language assistance upon request.

A web-based translation tool is available on the SJCOG website, which translates web content into a variety of different languages including Spanish. LEP individuals can request that vital documents or portions thereof be translated into Spanish, Tagalog, or Mon-Khmer, Cambodian.

SJCOG staff works with the El Concilio and Coalition of Mexican American organizations, both large umbrella groups for the Hispanic, Latino, and Spanish speaking communities. SJCOG staff periodically attends monthly meetings of these groups to solicit input and comments on various planning activities/programs. Staff also works with the Asian-American Chamber of Commerce, representing Asian-owned businesses and entrepreneurs, and community service providers such as APSARA and Lao-Khmu, serving Stockton's Cambodian, Khmer-speaking community.

Additionally, staff works regularly with the Latino Times, Bilingual News, and Asian-American News as well news organizations that reach out to LEP communities to make sure stories about the organization's projects and public notices are accessible to those who are limited English proficient. SJCOG has a staff member who is fluent enough in Spanish to help translate some written materials and/or read comments received in Spanish. This staff members also answers calls from the main telephone line that come in in Spanish. Another staff member speaks fluent Chinese. In some cases, outside translation services are procured. However, in most cases, the

cost to implement multiple language programs, especially to provide translated materials or simultaneous translation is significant and unfunded.

Four Factor Analysis Conclusion
SJCOG determined that translation of Vital Documents and access to services should be provided in the Spanish language as a matter of course. Upon request, and subject to available resources, SJCOG will provide translation to Tagalog and Mon-Khmer, Cambodian languages. Based on the Four Factor Analysis findings, SJCOG also developed *Vital Document Guidelines* to advise staff on agency protocol for document translation (see Attachment C).

Current Language Assistance Measures

As part of SJCOG's evaluation of its prior experiences with LEP persons, the agency developed an inventory of language assistance services currently being provided.

SJCOG currently offers a wide range of tools for LEP populations, including written and oral language assistance, as well as community outreach and local media engagement. These language assistance tools and strategies are detailed below:

Written Language Assistance

- Translate selected RTP outreach materials into Spanish language
- Provide RTP Executive Summary in English and Spanish languages
- Translate surveys, public notices, and press releases into Spanish on a routine basis
- Utilize third-party, multi-lingual website translation services (e.g., Google Translate) to translate online content for various SJCOG programs and services
- Advertise notice of availability of Spanish translation for SJCOG meetings
- Advertise key opportunities for public participation in Spanish community newspapers
- Avoid overly complex or technical terms and write in clear, compelling language in a style appropriate to the intended audience

Oral Language Assistance

- Employ a multi-lingual staff member who speak Spanish for on-the-spot interpreter assistance (e.g. to assist callers who speak Spanish)
- Spanish speaking translators available upon request for meetings and workshops
- Develop meaningful partnerships with advocates of LEP persons
- Partner with community non-profits that can assist in tailoring presentations, meeting materials and meeting announcements to meet the language needs of local LEP participants

Media and Public Relations

- Place notices in non-English language community newspapers to announce important opportunities for public participation
- Work with non-English language media outlets (print or electronic media) to place

articles or public service announcements about SJCOG's work or announce participation opportunities

Future Language Assistance Measures

SJCOG has identified additional language assistance services that may be implemented to further provide meaningful access to LEP persons. These suggestions for future language assistance services are based on interviews with community-based organizations and best practices reviews from similar regional MPO agencies. Moreover, these suggestions take into account agency resources and staff time. Future outreach efforts to LEP populations that SJCOG will consider include the following:

- Request public service announcements in non-English language community newspapers, radio stations, or television stations to announce public meetings for the long-range regional transportation plan, major corridor studies, or to announce other important transportation news
- Create mechanisms for SJCOG staff to document LEP participation at SJCOG hosted meetings and events (e.g., sign-in sheets and surveys)
- Expand staff awareness of language assistance guidelines detailing agency protocol on how to interact and provide services to LEP populations
- Increase staff awareness of the availability of translated materials
- Develop a regional glossary of commonly used transportation terms and translate those terms
- Provide financial assistance (in response to competitive requests for proposals) to community-based organizations that work with LEP persons for such activities as co-hosting and conducting meetings in multiple languages and assistance with identifying LEP individuals for participation in community focus groups or public meetings

In addition, SJCOG is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of color, race, national origin, age, gender, or disability may file a Title VI complaint with SJCOG. The Title VI complaint form is available in both English and Spanish (see Attachment B).

Plan Monitoring and Updating

SJCOG will monitor and update its LEP Plan, as needed, to ensure meaningful access to its programs and services by LEP persons. SJCOG will use a combination of qualitative and quantitative approaches to monitor whether the LEP services effectively meets the needs of LEP persons across the San Joaquin region. Every four years, SJCOG will review demographic data of the region's LEP populations and solicit feedback from SJCOG staff, LEP persons and community-based organizations serving LEP individuals to evaluate the effectiveness of its LEP.

By establishing an evaluative review of the LEP Plan, SJCOG can assess whether its language assistance services are effective and have impacted relations with LEP communities. SJCOG will monitor its implementation plan by soliciting regular feedback from staff and third-party contractors, community-based organizations and LEP persons.

In compliance with U.S. DOT guidelines, SJCOG will monitor and evaluate its LEP Plan by reviewing the following information:

- Changes in the number and proportion of LEP persons in the SJCOG service area
- New demographic data from U.S. Census and American Community Survey
- Changes in the frequency of contact with LEP language groups (e.g., translated website page views)
- Nature and importance of programs, services and activities to LEP persons
- Expansion of services and programs
- Changes in the availability of resources, including technological advances and/or identification of additional financial resources
- The effectiveness of current language assistance measures in meeting the needs of LEP persons
- Feedback from LEP persons on the effectiveness of current language assistance services
- Staff knowledge and understanding of the LEP Plan and how to implement the plan
- The effectiveness of staff LEP trainings and agency-wide language assistance protocol (e.g., "Vital Documents Guidelines")

Attachment A: Languages Spoken at Home by Ability to Speak English, 2010-2014

Attachment B: Title VI Complaint Form - English and Spanish

Attachment C: Vital Documents Guidelines

Attachment D: References

B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over
2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	San Joaquin County, California	
	Estimate	Margin of Error
Total:	647,722	*****
Speak only English	388,373	+/-3,664
Spanish or Spanish Creole:	168,999	+/-2,849
Speak English "very well"	92,410	+/-2,444
Speak English less than "very well"	76,589	+/-2,236
French (incl. Patois, Cajun):	870	+/-225
Speak English "very well"	717	+/-177
Speak English less than "very well"	153	+/-84
French Creole:	68	+/-107
Speak English "very well"	68	+/-107
Speak English less than "very well"	0	+/-29
Italian:	913	+/-208
Speak English "very well"	759	+/-200
Speak English less than "very well"	154	+/-68
Portuguese or Portuguese Creole:	2,878	+/-608
Speak English "very well"	1,680	+/-424
Speak English less than "very well"	1,198	+/-322
German:	1,276	+/-267
Speak English "very well"	1,062	+/-258
Speak English less than "very well"	214	+/-82
Yiddish:	10	+/-14
Speak English "very well"	10	+/-14
Speak English less than "very well"	0	+/-29
Other West Germanic languages:	310	+/-128
Speak English "very well"	289	+/-125
Speak English less than "very well"	21	+/-29
Scandinavian languages:	148	+/-81
Speak English "very well"	148	+/-81
Speak English less than "very well"	0	+/-29
Greek:	270	+/-122
Speak English "very well"	172	+/-86
Speak English less than "very well"	98	+/-63
Russian:	570	+/-193
Speak English "very well"	286	+/-142
Speak English less than "very well"	284	+/-140
Polish:	289	+/-125

	San Joaquin County, California	
	Estimate	Margin of Error
Speak English "very well"	199	+/-107
Speak English less than "very well"	90	+/-62
Serbo-Croatian:	318	+/-248
Speak English "very well"	268	+/-237
Speak English less than "very well"	50	+/-37
Other Slavic languages:	106	+/-149
Speak English "very well"	106	+/-149
Speak English less than "very well"	0	+/-29
Armenian:	48	+/-42
Speak English "very well"	38	+/-40
Speak English less than "very well"	10	+/-14
Persian:	2,831	+/-865
Speak English "very well"	1,861	+/-613
Speak English less than "very well"	970	+/-386
Gujarati:	317	+/-170
Speak English "very well"	251	+/-159
Speak English less than "very well"	66	+/-61
Hindi:	2,926	+/-552
Speak English "very well"	2,090	+/-464
Speak English less than "very well"	836	+/-311
Urdu:	2,308	+/-696
Speak English "very well"	1,290	+/-498
Speak English less than "very well"	1,018	+/-318
Other Indic languages:	11,583	+/-1,997
Speak English "very well"	6,342	+/-1,242
Speak English less than "very well"	5,241	+/-1,079
Other Indo-European languages:	1,331	+/-477
Speak English "very well"	653	+/-265
Speak English less than "very well"	678	+/-284
Chinese:	7,119	+/-1,065
Speak English "very well"	2,530	+/-428
Speak English less than "very well"	4,589	+/-789
Japanese:	982	+/-323
Speak English "very well"	699	+/-301
Speak English less than "very well"	283	+/-101
Korean:	1,053	+/-393
Speak English "very well"	475	+/-197
Speak English less than "very well"	578	+/-276
Mon-Khmer, Cambodian:	9,282	+/-1,196
Speak English "very well"	4,340	+/-823
Speak English less than "very well"	4,942	+/-660
Hmong:	6,996	+/-1,303
Speak English "very well"	3,261	+/-767
Speak English less than "very well"	3,735	+/-757
Thai:	333	+/-241
Speak English "very well"	141	+/-103
Speak English less than "very well"	192	+/-176
Laotian:	2,281	+/-521
Speak English "very well"	1,240	+/-361
Speak English less than "very well"	1,041	+/-283
Vietnamese:	6,274	+/-1,145
Speak English "very well"	2,622	+/-552
Speak English less than "very well"	3,652	+/-730
Other Asian languages:	1,759	+/-530
Speak English "very well"	1,250	+/-369
Speak English less than "very well"	509	+/-229
Tagalog:	17,409	+/-1,284
Speak English "very well"	9,999	+/-936
Speak English less than "very well"	7,410	+/-845

	San Joaquin County, California	
	Estimate	Margin of Error
Other Pacific Island languages:	4,001	+/-668
Speak English "very well"	2,197	+/-457
Speak English less than "very well"	1,804	+/-389
Navajo:	15	+/-23
Speak English "very well"	15	+/-23
Speak English less than "very well"	0	+/-29
Other Native North American languages:	113	+/-107
Speak English "very well"	113	+/-107
Speak English less than "very well"	0	+/-29
Hungarian:	71	+/-94
Speak English "very well"	32	+/-39
Speak English less than "very well"	39	+/-58
Arabic:	2,114	+/-599
Speak English "very well"	1,355	+/-399
Speak English less than "very well"	759	+/-246
Hebrew:	31	+/-31
Speak English "very well"	21	+/-24
Speak English less than "very well"	10	+/-20
African languages:	893	+/-375
Speak English "very well"	693	+/-344
Speak English less than "very well"	200	+/-123
Other and unspecified languages:	254	+/-184
Speak English "very well"	192	+/-164
Speak English less than "very well"	62	+/-56

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

SAN JOAQUIN COUNCIL OF GOVERNMENTS
555 E. Weber Avenue • Stockton, California 95202
209.235.0600 • 209.235.0438 (fax)
www.sjcog.org

San Joaquin Council of Government (SJCOG) Title VI Complaint Form

Complaints must be filed within 180 days of the alleged act of discrimination.

Section I:				
Name:				
Address:				
Telephone (Home):	Telephone (Work):			
Email Address:				
Accessible Format Requirements: (Check all that apply)	Large Print	Audio Tape	TDD	Other
Section II:				
Are you filing this complaint on your own behalf?	Yes*		No	
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for the third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party	Yes		No	
Section III:				
I believe the discrimination I experienced was based on (check all that apply):				
Race [ ]	Color [ ]	National Origin [ ]		
Date of Alleged Discrimination (Month, Day, Year):				
In the space below, explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				

Section IV:		
Have you previously filed a Title VI complaint with this agency?	Yes	No

Section V:		
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?		
Yes [ ]	No [ ]	If yes, check all that apply:
[ ] Federal Agency:	[ ] State Agency:	[ ] Local Agency:
[ ] Federal Court:	[ ] State Court:	

Please provide information about a contact person at the agency/court where the complaint was filed:	
Name:	Title:
Agency:	Phone:
Address:	

Section VI:
Name of agency complaint is against:
Contact Person:
Title:
Phone:
You may attach any written materials or other information that you feel is relevant to your complaint.
Signature and date required below:

Signature:	Date:

Please submit this form (in person or by mail) to:
San Joaquin Council of Governments
Title VI Coordinator
555 East Weber Avenue
Stockton, CA 95202

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

San Joaquin Consejo de Govierno (SJCOG) Titulo VI Queja Forma

Queja debe ser presentada dentro de 180 dias del presunto acto de discriminacion.

Sección I:				
Nombre:				
Direcion:				
Telefono (Casa):	Telefono (Trabajo):			
Correo Electronico:				
Requisitos de format accesible: (Marque todos que aplican)	Letra de gran tamaño	Cinta de audio	TDD	Otro
Sección II:				
¿Está presentando esta denuncia en su nombre?	Sí*		No	
* Si contestaste "sí" a esta pregunta, vaya a la sección III.				
Si no, por favor suministrar el nombre y la relación de la persona para quien se quejan:				
Por favor explique por qué han presentado para el tercero:				
Por favor confirme que ha obtenido el permiso de la parte agraviada si está presentando en nombre de un tercero	Sí	No		
Sección III:				
Creo que la discriminación que viví fue basada en (marque todos que aplican):				
Carrera [ ]	Color [ ]	Nacionalidad [ ]		
Fecha de la supuesta discriminación (mes, día, año):				
En el siguiente espacio, explicar lo declaro más posible lo sucedió y por qué usted cree fueron discriminados. Describir a todas las personas participaron. Incluir nombre e información de contacto de la persona discriminó (si se conoce) así como los nombres y la información de contacto de cualquier testigo. Si necesita más espacio, aumentando el dorso de este formulario.				

Sección IV:		
¿Usted ha presentado anteriormente una queja del título VI con esta agencia?	Sí	No

Sección V:		
¿Se presentó esta queja con cualquier otro Federal, estado o agencia local o con cualquier Tribunal Federal o estatal?		
Sí [ ]	No [ ]	En caso afirmativo, marque todas las que aplican:
[ ] Agencia Federal para el:	[ ] Estado Agencia:	[ ] Agencia local de:
[ ] Tribunal Federal de:	[ ] Estado de corte:	
Sírvanse facilitar información sobre una persona de contacto en la Agencia/corte donde la denuncia:		
Nombre:	Titulo:	
Agencia:	Telefono:	
Direccion:		

Sección VI:	
Nombre de denuncia de la agencia esta en contra de:	
Persona de contacto:	
Titulo:	
Telefono:	
Usted puede conectar cualquier material escrito u otra información que es relevante a su queja.	
Firma y fecha especificadas a continuación:	
Firma:	Fecha:

Por favor, envíe este formulario (en persona o por correo) para:
San Joaquin Consejo de Gobiernos
Coordinador del título VI
555 East Weber Avenue
Stockton, CA 95202

Vital Document Guidelines

SJCOG is committed to full compliance with Title VI and Executive Order 13166 to provide meaningful access by ensuring effective communication exists between the project, activity, or services and individuals with limited English proficiency (LEP). In accordance with the U.S. DOT guidelines, SJCOG must determine which "Vital Documents" should be translated into the languages that meet SJCOG's translation threshold.

To assist staff in determining the critical information and documents for translation, SJCOG has developed "Vital Documents Guidelines." Classification of a document as "vital" depends upon the importance of the program, information, service, or encounter involved, and the consequence to the LEP person if the information in question is not provided accurately or in a timely manner.

Categories of Vital Documents

SJCOG's Vital Documents have been defined as follows:

1. Any document that is critical for obtaining services and benefits. Classification of a document as "vital" depends upon the importance of the program, information, service, or encounter involved, and the consequence to the LEP person if the information in question is not provided accurately or in a timely manner.

2. Any document that is required by law.

The importance of SJCOG documents to LEP persons varies depending on multiple factors including time-sensitivity and impact on legal rights. SJCOG has ranked Vital Documents into three tiers, according to the definition above. SJCOG will re-evaluate these tiers on an on-going basis as language assistance demands and needs evolve.

Although a document may be classified as "vital", SJCOG is not required to provide a word-forword translation. Instead, a summary of relevant information may be sufficient. The decision to translate Vital Documents will be weighed against available resources and staff capacity. SJCOG will continue to revise these guidelines as the agency updates its LEP Plan.

Tier 1: Critical documents

Tier 1 documents are the agency's highest priority. SJCOG will translate Tier 1 Vital Documents into Spanish without request. Tier 1 documents include:

- Documents that, without translation, would seriously impede access by LEP persons to SJCOG services or programs.
- Documents which, without translation, would deprive LEP persons of an awareness of their legal rights, particularly rights to language assistance.

Tier 1 documents include Title VI information, legal and public hearing notices, and select information for SJCOG services such as:

- Notification to beneficiaries of protection under Title VI
- Title VI complaint form

- Documents which would have life-threatening consequences, if not translated, such as information on construction projects that include information on construction safety and impacts

Tier 2: Documents that will enhance access to SJCOG services and programs

Tier 2 documents include information that will enhance or facilitate the customer experience for LEP individuals. SJCOG will translate any Tier 2 Vital Document into Spanish upon request, though some Tier 2 Vital Documents, at SJCOG's discretion and subject to available resources, will be translated without request. These documents could include the following:

- General SJCOG information
- Meeting announcements, agenda packets and other information for SJCOG Board Committee Meetings

Tier 3: Documents that will enhance and support participation of LEP persons in transportation decision-making

Tier 3 includes documents that encourage LEP persons to participate in SJCOG transportation planning efforts. SJCOG will translate any Tier 3 Vital Document into Spanish upon request, though some Tier 3 Vital Documents, at SJCOG's discretion and subject to available resources, will be translated without request. These documents may include the following:

- Information regarding long-range, regional transportation planning
- Long-term plans regarding transportation funding investments
- Environmental Impact Reports
- Legal notices published in newspapers announcing public comment periods on various documents or for other planning-related programs

References

Federal Transit Administration. Circular 4702.1B: *Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients* (October 2012)

Federal Transit Administration, Office of Civil Rights. *Implementing the Department of Transportation's Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers*. (April 2007).

The White House, Office of the Press Secretary. Executive Order 13166: Improving *Access to Services for Persons with Limited English Proficiency*. (August 2000).

U.S. Census Bureau, American Community Survey (2010-2014).

U.S. Department of Transportation. *Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient Persons*. (December 2005).

APPENDIX F
GLOSSARY OF ACRONYMS

Glossary of Acronyms

AB 32— *Assembly Bill 32.* The Global Warming Solutions Act of 2006 requires that the State reduce greenhouse gas emissions to 1990 levels by the year 2020.

ACE – *Altamont Corridor Express.* The San Joaquin Regional Rail Commission owns, operates, and is the policy-making body for the Altamont Commuter Express. ACE is a passenger rail service that operates four trains on a twice-daily basis round-trip from Stockton to San Jose.

Active Transportation—A mode of transportation that includes walking, running, biking, skateboarding, and other self-propelled forms of transportation.

ADA— *Americans with Disabilities Act of 1991.* Far-reaching federal civil rights act for disabled persons. Requires equal opportunity be provided for all persons, regardless of any mental or physical disabilities they may have. All persons must be provided an equal opportunity to use transit services, regardless of disability.

Alternative Transportation Modes— A means of travel other than the traditional driving alone. Usually refers to travel by carpool/vanpool, bus, rail, bicycle or walking. Can even mean telecommuting of working at home (not traveling at all).

ALCU— *Airport Land Use Commission.* A body that regulates land uses in a defined area of influence around public access airports in a county. COG serves as San Joaquin County's *Airport Land Use Commission.* Staff reviews general plan amendments, subdivision maps and other such applications for consistency with the Airport Land Use Plan.

APCD— *Air Pollution Control District.* The agency that regulates air emissions within a county. San Joaquin County is part of the eight county *San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).* Is called an Air Quality Management District (AQMD) in some counties.

ARB—*Air Resources Board.* The state agency that monitors air emissions for California's regional air basins. Sets statewide emissions standards and classifies regions by their attainment of these standards.

BRT – *Bus Rapid Transit*. Bus transit service that seeks to reduce travel time through measures such as traffic signal priority, dedicated bus lanes, limited stop service, and faster fare collection policies.

CCA— *Clean Air Act*. Federal legislation which establishes criteria for attaining and maintaining the federal air quality standards for allowable concentrations and exposure limits for various air pollutants. The legislation also provides emission standards for specific vehicles and fuels.

CAC— *Citizen's Advisory Committee*. Committee created by *Measure K* to provide community input on projects priorities, scheduling, amendments, and any other activity the *Local Transportation Authority* designates.

California Clean Air Act of 1988— State law that sets new air quality attainment standards and deadlines for achieving reduced air emissions. Requires *air pollution control districts,* in conjunction with COGs, to adopt a plan for implementing *transportation control measures*.

Caltrans—*California Department of Transportation.* The state agency that is responsible for the sage operation of the state transportation system, including state highways, public access airports and intercity rail systems. The implementing agency for most state highway projects.

CEQA—*California Environmental Quality Act.* State law providing certain environmental protections that apply to all transportation projects funded with state funds.

CHSRA—*California High-Speed Rail Authority.* Agency responsible for planning, designing, constructing, and operating a state-of-the-art high-speed train system in California.

CIP—*Capital Improvement Program.* A seven-year list of capital transportation projects developed as part of the *Congestion Management Program*. Projects must maintain or improve the traffic level of service standards or transit performance impacts. All projects in the *Regional Transportation Improvement Program (RTIP)* must first be listed in the *CIP* (this applies to most state-funded projects).

Clean Air Act Amendments of 1990—Federal law amending the Clean Air Act. Sets new standards and deadlines for achieving reduced air emissions. Requires areas that do not attain air quality standards to adopt *Transportation Improvement Programs* that will reduce air emissions and implement *transportation control measures.*

Climate Change—Refers to changes in the Earth's weather patterns, including the rise in the Earth's average temperature due to an increase in heat-trapping or "*greenhouse gases*" (GHGs) in the atmosphere. Climate scientists agree that climate change is a man-made problem caused by the burning of fossil fuels like petroleum and coal. Transportation accounts for about 45 percent of San Joaquin County's GHG emissions. Climate change is expected to significantly affect public health, air quality and transportation infrastructure through extreme weather.

CMA—*Congestion Management Agency.* The agency responsible for adopting and implementing the *Congestion Management Program* in a county. COG serves as the *Congestion Management Agency* for San Joaquin County.

CMAQ—*Congestion Mitigation and Air Quality improvement program.* A new funding program created by the federal *Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA).* Provides monies for transportation projects that will have a beneficial impact on air quality (bus, rail, bicycle and other *alternative transportation modes).* Money is given only to regions classified as *non-attainment areas* under the federal *Clean Air Act Amendments of 1990.* About $2.3 million is expected annually for the San Joaquin County region.

CMP—*Congestion Management Program.* The state-mandated program that links local land use decision-making with regional transportation planning and air quality control. Is required in all counties with an urbanized area of 50,000 people or more (31 out of 58 counties in the state).

COG-- *Council of Governments.* A governmental agency formed by joint powers agreement by all the member governments within a given region. Specific powers vary by agency, but usually involve transportation issues. Also called "Association of Governments" (See SJCOG).

Conformity Analysis—An analysis to determine whether the *Transportation Improvement Program (TIP)* conforms with the air quality regulations in the *State Implementation Plan (SIP)*. The *TIP* set of projects must contribute to annual reductions in pollutant emissions and provide for the speedy implementation of *transportation control measures (TCMs).*

County Minimums—The minimum amount of state transportation funds that will be programmed for each county in a given year. Is calculated using a formula based 75% on county population and 25% on state highway miles in the county. *Flexible congestion relief, inter-regional road system, TCI, Urban and commuter rail, Environmental Enhancement and Mitigation funds,* and safety/sound-wall monies all count against the county minimum.

CTC—*California Transportation Commission*. The entity that oversees state funding of transportation projects. Reviews projects proposed by *Caltrans* in the *Proposed State Transportation Improvement Program (PSTIP)* and by *regional transportation planning agencies* in the *RTIP* for inclusion in the *State Transportation Improvement Program (STIP).* Also oversees the major programs authorized by *Propositions 111, 108, and 116.*

EIR—*Environmental Impact Report.* An informational document, required under CEQA, which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, possible ways to minimize significant effects, and reasonable alternatives to the project.

EJ—*Environmental Justice.* Stemming from a Presidential Executive Order to promote equity for disadvantaged communities and the inclusion of racial and ethnic populations and low-income communities in decision-making processes. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination in respect to the development, implementation, and enforcement of environmental laws and policies.

Ex-Officio Members—Non-voting members of the SJCOG Board of Directors acting in an advisory capacity.

FAA—*Federal Aviation Administration.* Federal agency responsible for issuing and enforcing safety regulations and minimum standards, managing air space and air traffic, and building and maintaining air navigation facilities.

FAST-Act—*Fixing America's Surface Transportation Act.* The 2015 bill is the most recent federal authorization of surface transportation funding. This five-year bill retains much of the program structure of the previous authorization, *MAP-21*, with relatively minor changes to funding levels and programmatic eligibility.

FCR—*Flexible Congestion Relief.* A state fund established by *Proposition 111* to pay for regionally significant transportation projects that reduce traffic congestion. Regional agencies bid for *FCR* as part of the state funding—or *State Transportation Improvement Program (STIP)*—process.

FHWA—*Federal Highway Administration.* A division of the U.S. Department of Transportation that assists states in constructing highways, and roads and provides local transportation financing.

FRA—*Federal Railroad Administration.* Federal agency created to promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, and consolidate government support of rail transportation activities.

FRR—*Farebox Recovery Ratio*. The ratio of fare revenues to operating costs. State law requires that public transit operators meet specific fare recovery ratios in order to receive *TDA* monies. The exact ratio depends upon the type of service and population of the service area.

FTA—*Federal Transit Administration.* A division of the U.S. Department of Transportation that administers federal transit programs. Formally *UMTA, Urban Mass Transit Administration.*

FTIP—*Federal Transportation Improvement Program.* TA four-year spending plan for San Joaquin County that lists every transportation project that will receive federal funds or that is subject to a federally required action, such as a review and approval of environmental documents. The projects in the FTIP are developed and updated by SJCOG through its member agencies and in cooperation with state and federal agencies and the eight San Joaquin Valley counties.

FY—*Fiscal Year.* The twelve-month period on which the budget is planned. The state fiscal year begins July 1 and ends June 30 of the following year. The federal fiscal year begins October 1 and ends September 30 of the following year.

GHG—*Greenhouse Gas.* Components of the atmosphere that contribute to the greenhouse effect, in which the atmosphere allows incoming sunlight to pass through but absorbs heat radiated back from the Earth's surface. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, ozone, nitrous oxide, and fluorinated gases.

Global Warming—See *Climate Change*.

HOV Lanes—*High Occupancy Vehicle lanes.* Roadway lanes whose use is restricted to vehicles with more than one person. Some *HOV lanes* restrict use only during peak travel periods (Monday – Friday, 6:00 am -9:00 am and 3:00 pm – 6:00 pm). Occupancy restrictions range from a minimum of 2 to 4 persons.

HSR—*High-Speed Rail.* Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

Indirect Source—A facility, building, structure, installation, real property, road or highway that attracts or may attract mobile sources (e.g. automobiles) of pollution.

ITS—*Intelligent Transportation System.* A Systems that use modern detection, communications and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion, or accidents. ITS technology can be applied to arterials, freeways, transit, trucks, and private vehicles.

IRRS—*Inter-regional Road System.* A series of state highway routes outside urbanized areas that link major economic centers and recreational areas. Projects are nominated for *IRRS* funding by *Caltrans* in the *Proposed State Transportation Improvement Program (PSTIP).*

IVHS—*Intelligent Vehicle Highway System.* A proposed system to allow computerized control of vehicle speeds and density on the highway. The purpose of the system is to allow more vehicles to use the same road (increases roadway capacity).

JPA—*Joint Powers Authority.* Two or more agencies that enter into a cooperative agreement to jointly weird powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

LOS—*Level of Service.* A qualitative measurement of traffic flow. Is measured on a scale from A to F in which A signifies the least congested (free flow) while F signifies most congested (gridlock). Local general plans and the *Congestion Management Program* set level of service goals or standards for their respective circulation systems. The adopted *Congestion Management Program* for San Joaquin County sets the level of service standard at "D."

LTA—*Local Transportation Authority*. The body responsible for implementing the *Measure K* transportation sales tax fund. San Joaquin County COG serves as the *Local Transportation Authority.*

LTF—*Local Transportation Fund.* Monies distributed to *regional transportation planning agencies* by the State of California. The annual allocation is the local share of revenues from ¼ cent of the state sales tax rate. COG receives this money and distributes it to the local jurisdictions based on population. The money must first be used to fill any *unmet transit needs*, and then can be used for local road and street expenses. A small portion of the money is also reserved for pedestrian/bikeway and planning expenditures. Is part of the *Transportation Development Act* fund.

LTIP—*Local Transportation Improvement Plan.* A plan specifying the allocation of *Measure K* sales tax funds to various categories of transportation projects. Also establishes objectives and requirements of administration of the funds.

Map-21—*Moving Ahead for Progress in the 21st Century Act*. Signed into law by President Obama on July 6, 2012. Funding surface transportation programs over $105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Measure K—A ½ cent countywide transportation sales tax measure adopted by San Joaquin County voters in November 1990. Raised money for over 20 years for a multi-modal program of local transportation improvements. In 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years, estimated to generate $2.5 billion for transportation projects through 2041.

MPO—*Metropolitan Planning Organization*. An agency designated to received and distribute federal transportation monies. Responsible for transportation planning activities for the designated region. Each urbanized area with 50,000 in population must have an MPO.

MTC—*Metropolitan Transportation Commission.* The agency responsible for regional transportation planning for the 9-county San Francisco Bay area region. Serves as the *RTPA* and the *MPO.*

NEPA—*National Environmental Protection Act.* Federal environmental law that applies to all projects funded with federal funds or requiring review by a federal agency.

Non-attainment Area—An area, generally a metropolitan area, county, or larger air basin, that does not meet state and/or federal *Clean Air Act* standards for pollutant emissions.

OWP—*Overall Work Program.* A list of the tasks that the Council of Governments expects to perform over a given year. The program is used as a management too.

PM— *Particulate Matter*. A mixture of tiny solid and liquid particles—such as those from dust, dirt, soot, and smoke—that are found in the air. When inhaled, these particles can settle deep in the lungs and cause serious health problems.

Program—(1) *verb*, to assign funds to a project that has been approved by SJCOG, the state or another agency, and (2) *noun*, a system of funding for implementing transportation projects or policies.

Proposition 1A—Passed by voters in 2006, Proposition 1A protects transportation funding for traffic congestion relief projects, safety improvements, and local streets and roads. It also prohibits the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements and authorizes loans of these funds only in the case of severe state fiscal hardship.

Proposition 1B—*Highway Safety, Traffic Reduction, Air Quality, and Port Security State of California.* Passed in November 2006, Proposition 1B provides $19.9 billion to fund state and local transportation improvement projects to relieve congestion, improve movement of goods, improve air quality, and enhance safety and security of the transportation system.

Proposition 108—*Passenger Rail and Clean Air Bond Act of 1990.* A $1 billion bond for intercity, urban, and commuter rail transit. Established a competitive process for funding specified rail corridors in the state, including the Altamont Pass and Stockton-Sacramento rail corridors.

Proposition 111—*Traffic Congestion Relief and Spending Limitation Act of 1990.* Modifies the Gann spending limit to allow the 4 to 9 cent gasoline tax increase and *Congestion Management Program* legislation approved by the Legislature to take effect. Also known as the state blueprint legislation for transportation.

Proposition 116—*Project Study Report.* An engineering report that documents agreement on the scope, schedule and estimated cost of a transportation project. Usually contains different design alternatives. The *California Transportation Commission* may include a highway capacity-increasing project in the *State Transportation Improvement Program (STIP)* only if a PSR has been completed for the project. Caltrans usually prepares PSRs for the state highway projects.

PSTIP—*Proposed State Transportation Program.* A seven year program developed by Caltrans for *California Transportation Commission* approval. Includes projects developed through the *Inter-regional Road System*, Inter-city Rail, Sound Wall, Toll Bridge and Aeronautics Programs.

RFP—*Request for Proposal.* A document used to solicit bids for the preparation of a plan of completion of a project. Usually includes a background discussion, description of the scope of work, and request for examples of relevant experience.

RHNA—*Regional Housing Needs Allocation.* The law requires the California Department of Housing and Community Development, in consultation with SJCOG, establish a county-wide housing construction target. SJCOG's responsibility includes identifying the areas within the region that can sufficiently accommodate the regional housing need.

Ridesharing—To share a ride with two or more persons, or the opposite of driving alone. Includes carpooling, vanpooling, biking, walking, taking transit, and telecommuting. COG serves as the ridesharing agency for San Joaquin, Stanislaus and Foothill Counties. The rideshare agency toll-free number is posted along commute routes: (800) 52-SHARE.

Rolling Stock— The wheeled vehicles of a railroad.

RTIF—*Regional Transportation Impact Fee.* A county-wide, multi-jurisdiction capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County.

RTIP—*Regional Transportation Improvement Program.* A five year listing of proposed highway, transit and airport projects that implement the *Regional Transportation Plan.* Projects are listed in priority order with costs and funding sources identified. COG and other regional transportation planning agencies must prepare this document and submit it to the *California Transportation Commission* every two years. Projects must be listed in the *RTIP* in order to be considered for funding in the *State Transportation Improvement Program (STIP).*

RTP—*Regional Transportation Plan.* A 20-year plan prepared by *Regional Transportation Planning Agencies* to guide the development of a balanced transportation system within a county. Satisfies the requirements of the California Transportation Reform Act (AB 402, 1977) and the federal *Inter-modal Surface Transportation Efficiency Act of 1991*. State law requires the plan to be updated every two years. Must include: a policy element, an action element, and a financial element. *ISTEA* requires that the plan be financially constrained (i.e. project costs must match expected available revenues).

RTPA—*Regional Transportation Planning Agency.* Agencies designated by the State (AB 520, 1976) to perform regional transportation planning functions. Responsibilities include: distribution of *Transportation Development Act* funds and preparation of the *Regional Transportation Plan* and the *Regional Transportation Improvement Program.* COG serves as the RTPA for the San Joaquin County region.

RTSP—*Regional Transit Systems Plan.* Twenty year plan prepared for COG recommending expansion of the transit system within San Joaquin County to meet near and long-term travel demand needs. Envisions the expansion of SMART into a countywide service provider. Recommends providing bus service between cities in the county (intercity) and outside the county (interregional), as well as countywide dial-a-ride services.

SACOG—*Sacramento Area Council of Governments.* The agency that conducts regional planning for the Sacramento area. The area covers Sacramento, Yolo, Sutter, and Yuba counties, and the cities of Lincoln, Rocklin, and Roseville. Serves as the *MPO, ALCU* and, for some counties, the *RTPA*.

SAFE—*Service Authority for Freeways and Expressways.* The authority responsible for administering a multi-county roadway callbox program. State legislation signed into law in 1991 created the authority, which will place call boxes along freeways and expressways in five counties, including Sacramento, and San Joaquin. A twenty year increase in local vehicle registration fees pays for the program.

Safe Routes to School—A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

SAFETEA-LU, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, was signed into law in August 10, 2005, and is the legislation that provides federal authorizations for over $240 billion through FY 2008-09 in transportation funding nationwide.

SJRRC—*San Joaquin Regional Rail Commission.* The governing body and operator for the Altamont Commuter Express, a passenger rail service connecting Stockton, Tracy Livermore and Fremont to Santa Clara and San Jose.

SJRTD—*San Joaquin Regional Transit District.* The regional public transit provider in the Stockton Metropolitan Area, as well as Intercity, Interregional, and Rural Transit Services countywide.

SB 375—*Senate Bill 375.* Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

SCS—*Sustainable Communities Strategy*. A SCS is an enhanced land use element, developed as part of each *Regional Transportation Plan* (RTP) update. It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving *GHG* emissions reductions.

Section 3, 9, and 18 Transit Funds—Federal funds available for transit projects. *Section 3* funds are discretionary monies available on a competitive basis to transit providers for transit capital purchases. *Section 9* funds are formula-allocated transit operating monies available to metropolitan areas with a population of 50,000 or higher. *Section 18* funds are formula-based transit operating monies allocated to each *RTPA* for rural transit services.

SIP—*State Implementation Plan (for air quality).* A state plan required by the federal *Clean Air Act of 1990* to attain and maintain national air quality standards. Sets requirements aimed at reducing ozone and carbon-monoxide levels. Is adopted by local air quality districts and the state *Air Resource Board (ARB).* All transportation plans must conform to SIP.

SJCOG—*San Joaquin Council of Governments.* The regional planning agency for the San Joaquin County area. Serves as the *Airport Land Use Commission, Congestion Management Agency, Local Transportation Authority, Metropolitan Planning Organization*, Ridesharing Agency, and *Regional Transportation Planning Agency.*

SJUVAPCD—*San Joaquin Valley Unified Air Pollution Control District.* Eight county district empowered by the state to regulate air emissions within the Central Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern counties).

Smart Growth—A set of policies and programs to encourage a compact and environmentally-sensitive pattern of development. Smart growth aims to preserve open space and natural resources by focusing growth in established rural and urban centers. This approach places housing and transportation choices near employment, shops and schools making the building and maintenance of towns and cities more efficient.

SOV—*Single Occupant Vehicle.* One person per vehicle. Ridesharing programs aim to reduce the number of SOVs in order to increase the person-carrying capacity on the road.

SRTP—*Short Range Transit Plan*. A document that presents a general service program for the public transit operator and identifies the capital purchases needed to support that service. Generally covers a 5 to 10-year period. Usually updated on an annual basis. Provides input into the transit budget and *TIP*.

SSTAC—*Social Service Transportation Advisory Committee.* A committee that advises the SJCOG Board on issues of concern to transit dependent persons. The committee, created to meet requirements of state law, is comprised of representatives of the elderly and handicapped, and social service agencies that serve these and other transit dependent persons. Formerly, the Para-transit Coordinating Committee.

STA—*State Transit Assistance (fund).* State funding for transit derived in part from diesel fuel tax revenues. Distributed to transit operations and local agencies by regional transportation planning agencies, such as COG. Is part of the *Transportation Development Act* fund.

StanCOG—*Stanislaus Area Association of Governments.* The agency that conducts regional planning for the Stanislaus County area.

STIP—*State Transportation Improvement Program.* A list of transportation projects, chosen from those proposed by regional transportation agencies (in the *RTIP*) and Caltrans (in the *PSTIP*) that are approved for state funding by the *California Transportation Commission*. Includes funding for *Flexible Congestion Relief*, Urban and Commuter Rail, and *Inter-regional Road System* projects.

STP—*Surface Transportation Programs.* A funding program in the *Inter-modal Surface Transportation Efficiency Act* to pay for improvements to a wide variety of transportation activities. Approximately $3.9 million per year will be available to the San Joaquin County area.

Sustainability—Doing things and using resources in ways that protect them so they are available for current and future generations. Sustainability is about helping support a prosperous and globally competitive economy, providing a healthy and safe environment, and producing equitable opportunities for all San Joaquin County residents.

TCI—*Transit Capital Improvement.* A state program developed by the *California Transportation Commission* to fund the following types of capital projects: railroad right-of-way acquisition, bus rehabilitation, public mass transit guide-ways, rolling stock, grade separations, inter-modal transfer stations, and ferry vessels and terminals.

TCMs—*Transportation Control Measures.* Measures intended to reduce vehicle trips or pollutant emissions. They include ridesharing programs, bicycle facilities, park-and-ride lots, public transit, trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

TDA—*Transportation Development Act (fund).* State transportation fund that is comprised of *State Transit Assistance* and *Local Transportation Funds*. Monies are distributed to regional transportation planning agencies to fund regional transportation needs.

TIP—*Transportation Improvement Program.* A staged three to seven year program of regional transportation projects that require federal funding or a federal action. Must be consistent with the *Regional Transportation Plan (RTP)* and the *State Implementation Plan for air quality (SIP)*. Is revised and submitted bi-annually to the federal government. (*FHWA, FTA, EPA).*

Title VI—Refers to Title VI of the Civil Rights Act of 1964, and requires that transportation planning and programming be nondiscriminatory on the basis of race, color and national origin. Integral to Title VI is the concept of *environmental justice*.

TMA—*Transportation Management Association.* An association of employers whose goal is to reduce employee home to work trips and promote transportation alternatives (e.g. vanpooling, carpooling, flex-time, telecommuting). Caltrans can provide seed money for these organizations.

TOD—*Transit-Oriented Development.* A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It includes housing, along with complementary public uses (jobs, retail and services), located at a strategic point along a regional transit system, such as a transit hub.

TRO—*Trip Reduction Ordinance*. Local laws that require medium- and large-sized employers to use various work incentives to encourage employees to rideshare to work. Must be adopted by all jurisdictions in San Joaquin County under the *Congestion Management Program* and all valley-wide *APCD's transportation control measure plan.*

TSM—*Transportation System Management.* Short-range, low cost strategies to increase the efficiency of the existing transportation system without adding new traffic lanes. Examples include: synchronization of traffic signals, conversion of existing lanes into *HOV lanes*, ridesharing and other transportation control measures.

UCR—*Urban and Commuter Rail.* A state funding program financed by the same of bonds authorized by Proposition 108. Projects are proposed by regional transportation planning agencies in the *RTIP* process.

UMTA—*Urban Mass Transportation Administration (see FTA).* Former name of the *Federal Transit Administration.*

US DOT—*U.S. Department of Transportation.* Federal agency responsible for the development of transportation policies and programs that contribute to providing fast, safe, efficient, and convenient transportation at the lowest cost consistent with those and other national objectives, including the efficient use and conservation of the resources of the United States. US DOT administrations, including *FHWA*, *FTA*, *FAA*, and *FRA.*

US EPA—*U.S. Environmental Protection Agency.* Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

VMT—*Vehicle Miles Traveled.* On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given highway during the time period. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

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APPENDIX G
PUBLIC NOTICE DOCUMENTATION

NOTICE OF PUBLIC HEARING ON THE DRAFT 2016 PUBLIC PARTICIPATION PLAN

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG) will hold a public hearing on October 27, 2016 at the regularly scheduled SJCOG Board meeting at the SJCOG office building at 555 E. Weber Avenue, Stockton, CA 95202 regarding the Draft 2016 Public Participation Plan (PPP). The purpose of this public hearing is to receive public comments on this document.

- The draft PPP highlights opportunities for residents to engage in the range of SJCOG's planning work and funding allocations.
- Included, as Appendix A to the Draft PPP, are public engagement opportunities for the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) — the region's comprehensive long-range transportation blueprint.
- The new draft includes reordering of chapters, added outreach requirements, summaries of SJCOG's commitments to public participation, expanded social media, use of a blog, and translation services

Lodi

Individuals with disabilities may call Rebecca Calija (209-235-0600) of SJCOG (with 3-working-day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participants speaking any language with available professional translation services.

A concurrent 45-day public review and comment period commenced on October 6, 2016 and will conclude on November 21, 2016. The draft document

is available for review at the SJCOG office, located at 555 E. Weber Avenue, Stockton, CA 95202 and on SJCOG website at www.sjcog.org/ppp.

Public comments are welcomed at the hearing, or may be submitted in writing by 5 p.m. on November 21, 2016 to SJCOG at the address below.

After considering the comments, the document will be considered for adoption, by resolution, by the SJCOG Board at a regularly scheduled meeting to be held in December 2016.

Contact Person:
Nicole Gorham, PIO
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
Phone: (209) 235-0600
Email: gorham@sjcog.org
October 12, 2016 -

San Joaquin Council of Governments

AVISO DE AUDIENCIA PÚBLICA SOBRE LA PROYECTO DE PLAN DE PARTICIPACIÓN PÚBLICA 2016

AVISO Se hace saber que el Consejo de San Joaquín de los gobiernos (SJCOG) llevará a cabo una audiencia pública el 27 de octubre, 2016 a la reunión de la Junta SJCOG regular en el edificio de oficinas en el 555 E. SJCOG avenida Weber, Stockton, CA 95202, de los proyectos 2016 plan de Participación Pública (PPP). El propósito de esta audiencia pública es para recibir comentarios del público sobre este documento.

• El proyecto de PPP destaca las oportunidades para los residentes a participar en el rango de trabajo de planificación y financiación de las asignaciones SJCOG.

• Incluye, como Apéndice A del proyecto de PPP, son oportunidades de participación pública para el Plan de Transporte Regional / Estrategia 2018 Comunidades Sustentables (RTP / SCS) - integral de largo alcance transporte anteproyecto de la región.

• El nuevo proyecto incluye la reordenación de los capítulos, añaden requisitos de divulgación, los resúmenes de los compromisos de SJCOG a la participación del público, los medios sociales expandidos, el uso de un blog y servicios de traducción

Las personas con discapacidad pueden llamar a Rebecca Calija (209-235-0600) de SJCOG (con una antelación de 3 días hábiles) para solicitar ayudas auxiliares necesarias para participar en la audiencia pública. Los servicios de traducción están disponibles (con una antelación de 3 días hábiles) para los participantes de habla cualquier idioma con los servicios profesionales de traducción disponibles.

Un período de revisión y comentarios públicos de 45 días concurrente comenzó el 6 de octubre de 2016 y concluirá el 21 de noviembre de 2016. El proyecto de documento está disponible para su revisión en la oficina SJCOG, ubicada en el 555 E. Avenida Weber, Stockton CA 95202 y en la página web SJCOG en **www.sjcog.org/ppp.**

Los comentarios del público son recibidos en la audiencia, o pueden ser presentadas por escrito por 5 p.m. el 21 de noviembre de 2016 al SJCOG en la dirección abajo.

Después de considerar los comentarios, se considerará el documento para su aprobación, por resolución, por la Junta SJCOG en una reunión programada regularmente, que tendrá lugar en diciembre de 2016.

Persona de Contacto : Nicole Gorham, PIO
Consejo de Gobiernos de San Joaquín

555 E. Avenida Weber, Stockton, CA 95202
Teléfono: (209) 235-0600 | E-mail: gorham@sjcog.org

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APPENDIX H
PUBLIC COMMENT

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November 21, 2016

San Joaquin Council of Governments
Attn: 2016 Public Participation Plan
555 East Weber Avenue
Stockton, CA 95202

Dear Members of the Board:

The members of the San Joaquin Healthy Neighborhoods Collaborative, formerly the Sustainable Communities Coalition, would like to commend you for a thorough and innovative Draft Public Participation Plan. As a Collaborative of public health, environmental justice, restorative justice, housing, and infill advocates, we appreciate the opportunity to provide comments. We are specifically interested in and commenting on Appendix A, the RTP/SCS Public Participation Plan.

In general, we are pleased with the Draft RTP/SCS Public Participation Plan ("Draft Plan"). The Draft Plan seeks to collect public input throughout the RTP/SCS process, from providing education and learning about community priorities in early public workshops through the implementation phase with an expanded RTP/SCS Implementation Working Group.

The Draft Plan also seeks to reach historically under-represented communities and vulnerable populations through the cultivation of "champions," expanded partnership with representatives of and organizations serving these constituencies, and a commitment to do presentations and outreach at existing events, existing community and group meetings, and through pre-established channels. Meeting community members where they already are, rather than always expecting them to come to SJCOG, will build trust and relationships that will garner more helpful and honest public input.

We are especially encouraged by the "champions" approach that has been proposed. By working directly with key community members who want to understand the RTP/SCS process deeply and asking them to be your messengers, we expect you will receive a more diverse array of perspectives and experiences. That SJCOG is willing to try this innovative approach to public

outreach shows a sincere commitment to going above and beyond the minimum public outreach requirements, and we appreciate that.

While we are generally supportive of the Draft Plan, we would like to make a few recommendations that we believe will help ensure the success of the Draft Plan and "champions" approach.

1. **Provide "mini-grants" or stipends to very small organizations, councils, or non-profits to help offset the costs of them becoming your "champions."** Many true grassroots groups are entirely volunteer-based, and even many small non-profits operate on extremely limited means and staffing levels. Asking them to work with you on outreach and put their time and effort on behalf of their community is essential, but the reality is also that many people or small organizations do not have the capacity to fully participate without some support. A few hundred dollars could make a big difference for the most grassroots efforts or smallest organizations.

   In the 2014 RTP/SCS process, Fresno COG provided mini-grants to local non-profits to conduct outreach, using Federal Highway Administration metropolitan planning funds. In their report "Leading the Way: Policies and Practices for Sustainable Communities Strategies," ClimatePlan lifts up this model as an example of a leading practice.[1] It allowed outreach to thousands of additional residents and extremely strong turnout at public workshops. While this is a different model than what we are suggesting be added to SJCOG's "champions" approach, it does demonstrate that a little bit of funding can make a big difference. Some of the funding for the outside "online public engagement" firm could even be re-directed toward supporting true grassroots champions.

2. **Set a regular meeting time for the RTP/SCS Implementation Working Group.** We were pleased when this group was formed and with the inclusion of a broad array of voices, and we commend the further expansion to include more community groups, walking & biking representatives, NGOs, the Native American community, and others who may come forward and volunteer. However, it would be easier to maintain consistent participation and more public involvement if there is a regular meeting day and time that participants and interested members of the public can plan around.

3. **Utilize the "champions," RTP/SCS Implementation Working Group, and other community partners like the Healthy Neighborhoods Collaborative to distribute the English and Spanish web-based surveys.** While third-party consultants can be helpful, in our experience they are not particularly good at reaching community members who are otherwise not engaged in planning processes. One of the

[1] ClimatePlan. October, 2016. Leading the Way: Policies and Practices for Sustainable Communities Strategies. 5. Retrieved from http://www.climateplan.org/wp-content/uploads/2016/10/Leading-the-Way-Full-Report.pdf.

"additional marketing strategies" mentioned in the Draft Plan should be to utilize the "champions," the RTP/SCS Implementation Working Group, and other community partners rather than relying on a consultant to determine how to disseminate the surveys.

We commend the SJCOG staff and Board of Directors for this comprehensive and innovative Draft Plan, and with the above recommendations we are confident we will see robust and insightful public participation in this important process. Thank you for receiving these comments on behalf of the San Joaquin Healthy Neighborhoods Collaborative.

Sincerely,

Tom Amato
People and Congregations Together (PACT)

Linda Derivi
Save Downtown Stockton Foundation

David Garcia
TenSpace

LaCresia Hawkins
Public Health Advocates, Stockton

Hector Lara
Reinvent South Stockton Coalition

Jonathan Mendelson
Central Valley Low Income Housing Corporation

Katelyn Roedner Sutter
Catholic Charities of the Diocese of Stockton

Letter 1: San Joaquin Healthy Neighborhoods Collaborative

San Joaquin Healthy Neighborhoods Collaborative
ATTN: Catholic Charities, Diocese of Stockton
1106 N. El Dorado Street
Stockton, CA 95202
Ms. Katelyn Roedner Sutter, San Joaquin Regional Director & Environmental Justice Program Manager
December 1, 2016

Dear Members of the San Joaquin Healthy Neighborhoods Collaborative:

Thank you for providing general comments on SJCOG's Draft Public Participation Plan, and for offering recommendations to improve Appendix A – a vital document to one of SJCOG's major planning initiatives on behalf of the San Joaquin region. Below are responses to the recommendations provided by the Collaborative.

Response to 1-1: Provide "mini-grants" or stipends to very small organizations, councils, or non-profits to help offset the costs of them becoming your "champions."

SJCOG staff is actively exploring a mini-grant program very similar to the model used by Fresno COG in their 2014 RTP/SCS process. The "champions" outreach program will remain open to any groups interested in participating, however the mini-grant program is proposed as a supplement to the "champions" outreach approach by potentially providing funding for community-based organizations and grassroots groups who demonstrate reach and potential impact in underserved, underrepresented, and disadvantaged communities throughout the region. The final version of Appendix A reflects this change.

Response to 1-2: Set a regular meeting time for the RTP/SCS Implementation Working Group.

The RTP/SCS Implementation Working Group will choose a regular meeting date based on a poll of group members.

Response to 1-3: Utilize the "champions," RTP/SCS Implementation Working Group, and other community partners like the Healthy Neighborhoods Collaborative to distribute the English and Spanish web-based surveys.

SJCOG staff will play a primary role in coordinating community outreach and marketing activities throughout the RTP/SCS process. In this role, SJCOG staff intends to work with "champions," the RTP/SCS Implementation Working Group, and other community partners to develop and implement the best strategies for achieving broad, as well as focused, outreach through online web-based surveys, as well as other public engagement opportunities. Rather than implicitly included in "additional marketing strategies," the final language under Section V, Item 4 of Appendix A now reflects this strategy explicitly for the dissemination of web-based surveys.

APPENDIX I
Consultation Procedures with Indian Tribal Governments

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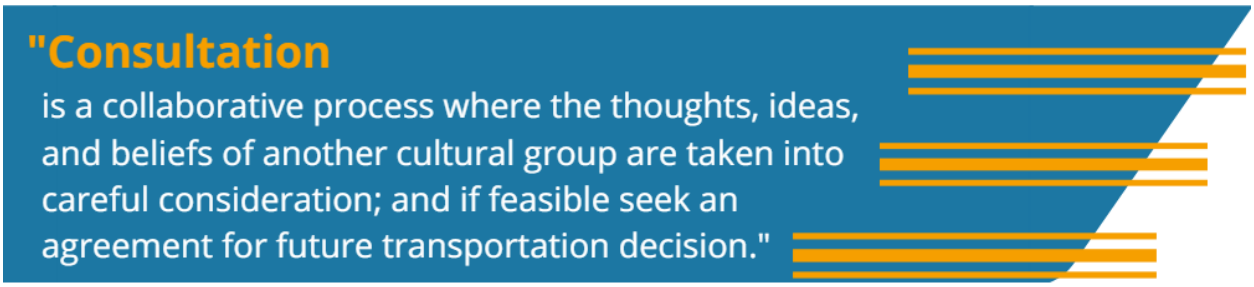
SJCOG Consultation Procedures With Indian Tribal Governments

Information, history, and legal requirements
on tribal consultation in San Joaquin County.

March 2018

San Joaquin Council of Governments
555 East Weber Avenue
Stockton, CA 95202
209.235.0600
www.sjcog.org



Introduction

The San Joaquin Council of Governments (SJCOG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving San Joaquin County. SJCOG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region.

SJCOG routinely consults with Native American Tribal Governments on activities that may impact their communities. Although consultation is not mandated for non-federally recognized Tribes, this does not preclude SJCOG from consulting with local Tribes when plans or activities might impact cultural values or the community. In addition to non-federally recognized Tribes, staff notifies and consults with the California Tribal TANF Partnership for government-to-government consultation throughout the regional planning process.

In 2010 SJCOG worked with 47 Tribes (15 federally recognized and 32 non-federally recognized), Caltrans Districts 10 and 6, Kern Council of Government, and the Tribal Council of California to create the CA Central Valley Tribal Environmental Justice Transportation Grant Project. The purpose of the program was to address the transportation needs of Tribal governments and promote their participation for future government planning. It included cultural sensitive resource mapping, which aided in the preservation of vital Tribal areas.

SJCOG is committed to strengthening relationships with California Tribal Governments within the San Joaquin County region. This policy was developed to document SJCOG's procedures for consultation with federally and non-federally recognized Native American Tribal Governments in San Joaquin County.

Requirement to Consult

Consultation provides Tribal governments' knowledge and a voice for major transportation decisions. Consultation with Tribal governments not merely a suggestion to a lead agency it is also a federal requirement. Here is a list of different federal requirements regarding consultation:

Order 5301.1

The United States Department of Transportation (U.S. DOT) Order 5301.1 ensures that programs, policies, and procedures administered by the U.S. DOT are responsive to the needs and concerns of Native American Tribal Governments. This Order provides a very thorough overview of the various federal regulations and Executive Orders on this subject. This Order is available at: http://environment.fhwa.dot.gov/guidebook/vol2/5301.1.pdf

Exec. Order 13175

Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies with tribal implications. The goals of this order are to strengthen government to government relationships with Indian tribes and to reduce the imposition of unfunded mandates upon local tribes.

Title 23 Sec 135

US Code Title 23 Sec 135 (e and f) generally state that Tribal government concerns should be considered in developing planning documents. Specifically, the applicable provisions concerning the documented process from the U.S.DOT joint FHWA/FTA planning regulations at 23 CFR 450.316 state:
(c) When the MPO includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and agencies, ...which may be included in the agreement(s) developed under §450.314.

CA Law AB 52

California law AB-52 requires consultation on Tribal Cultural Resources under CEQA. As defined by the California Legislature:
"The bill would require a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project… requiring the lead agency to consider these effects relative to tribal cultural resources and to conduct consultation with California Native American tribes."

Federal vs. Non-Federally Recognized Tribes

It is important to recognize the difference between federal and non-federally recognized Tribes in terms of the consultation process. Government planning agencies are only required by state and federal law to consult with Tribes that are federally recognized when it comes to transportation decisions. Although consultation is not mandated for non-federally recognized Tribes, this does not preclude SJCOG from consulting with local Tribes when plans and activities might impact cultural values or the community.

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission.

In San Joaquin County there is one federally recognized Tribe:

- California Valley Miwok Tribe (CVMT) - previously known as the Sheep Ranch Rancheria or the Sheep Ranch Rancheria of Me-Wuk Indian

In San Joaquin, specifically, they are considered a "landless" Tribe. Meaning, although they are federally recognized, they do not have land held in trust by the Bureau of Indian Affairs (i.e. no reservation or Rancheria). The CVMT not only oversees the San Joaquin County, they also have establishments in nine other counties that are in aboriginal Miwok territory/boundaries: Alameda County, Alpine County, Calaveras County, Contra Costa County, Fresno County, Madera County, Merced County, Solano County, and Stanislaus County.

Federal recognition is a legal distinction that applies to a Tribe's right to a government-to-government relationship with the federal government and eligibility for federal programs. Federal and state laws require local agencies to consult with federally recognized Tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to initiation of communication and discussion format. Determining the degree and adequacy of consultation will vary depending on a number of factors including the scope of the proposed activities, whether the activity is short or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

As defined by the United States Government a federally recognized tribe is: *"An American Indian or Alaska Native tribal entity that is recognized as having a government-to-government relationship with the United States, with the responsibilities, powers, limitations, and obligations attached to that designation, and is eligible for funding and services from the Bureau of Indian Affairs."*

SJCOG routinely notifies and consults with the North Valley Yokuts Tribe, a non-federally recognized Tribe in the San Joaquin County, and with the California Tribal TANF Partnership. While they are not recognized under the federal government, California law AB-52 requires consultation on Tribal Cultural Resources under CEQA. They are as well considered a minority group, and federal executive orders require consultation with minority or disadvantaged groups. An example of this would be Presidential Executive Order 12898 about Environmental Justice. It, places special emphasis on communication with these groups. SJCOG has procedures for coordination with minority and disadvantaged groups in its Public Participation Plan.

Consultation Efforts

The Executive Director or his/her designee is the designated SJCOG official with principal responsibility for the commission's implementation of consultation requirements. During the planning phase, contact shall be initiated directly with the Federal Land Management Agencies and tribal chairs to inquire as to protocols in place. This may include cultural resource contacts, procedures, time limits and restrictions affecting communication. Development of mutually agreed-upon protocols may result in more effective consultation efforts with Federal Land Management Agencies and individual tribes.

Consultation is simply not just a notification from SJCOG. Rather it is a process of communication that should continue until the project or plan is complete. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of participation in the planning process. Location should be specified in the request as well. Documentation of the consultation process should be maintained, this includes how SJCOG comes to a final decision.

In 2017, SJCOG staff commenced the development of the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for San Joaquin County and reached out to the local Tribes for input and involvement. Below is a snapshot of the specific outreach efforts:

- January 2017 - Invitation was extended for a representative to join the RTP/SCS working group (Buana Vista Miwok chapter).
- March 2017 - Notice of Preparation of a Program EIR for the 2018 RTP/SCS was mailed to local tribal governments.
- July - August 2017 – Three emails and two voice messages sent to the California Valley Miwok tribe requesting a lunch meeting with the Executive Director to discuss tribal engagement in the

regional planning process. A follow-up letter was sent when no response was received by email/phone. There was no response and no meeting was ever scheduled.

SJCOG Organizational Structure

History

Created in 1968, 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. The role of SJCOG is to foster intergovernmental coordination - within San Joaquin County - and with neighboring jurisdictions; the other regional agencies for in the San Joaquin Valley; the state of California; and various Federal agencies.

Mission

The mission of SJCOG is to partner with local governments, the private sector, and community groups as the forum, facilitator, and administrator of regional programs, and to advocate for regional and inter-regional issues in the development of a comprehensive strategy to achieve resolutions.

Organization

The Commission is organized into a Board of Directors supported by the Policy Advisory Committee and the Technical Advisory Committee. The Commission staff includes an Executive Director; a Fiscal Supervisor; a Planning Supervisor; three Regional Planners; a Grants Analyst; and an Office Assistant. There is currently one standing committee - the Social Services Transportation Advisory Council (SSTAC) which reports through the Technical Advisory Committee. The relationship between the Board and the committees is illustrated in Figure 1.

Figure 1: Relationship of Board and committees

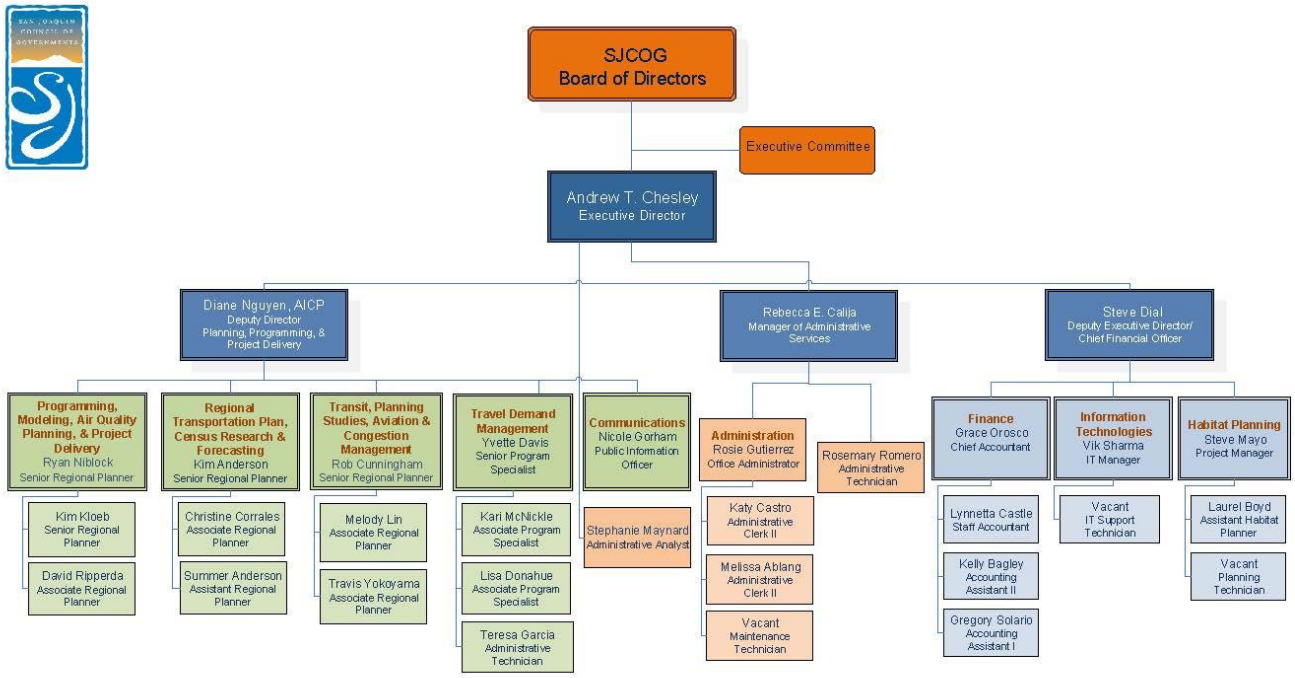


Figure 2: Detailed view of SCOG's organization structure

Agency Activities

SJCOG aims to consult with Tribal Governments on an ongoing basis, to maintain healthy communication with Tribes, and better reflect their perspectives in planning documents and projects.

To support the development of the following documents (see documents under Planning Documents below), SJCOG will consult with Federal Land Management Agencies and Federally Recognized Native American Tribal Governments in preparation of planning studies and programs affecting the agency and Tribe:

- Initiate consultation by letter from the executive director or his/her designee to the agency and tribal chairperson.

- Offer to meet to discuss the agency and tribal needs and concerns regarding impacts within their jurisdiction prior to the beginning of preparation of documents. If the agency, tribal chairperson and/or their representatives elect not to meet, send a copy of the draft report for their review.

• Consult with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.

• Invite representatives of the agency and tribe to public meetings.

Planning Documents

Planning Documents, Studies, Transportation Improvement Programs, Plans, and Other Documents

• Federal Transportation Improvement Program (FTIP)

• State Transportation Improvement Program (STIP)

• Regional Transportation Improvement Program (RTIP)

• Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

• Overall Work Program (OWP)

• Final Reports that have come out of the Caltrans Transportation Planning Grant Program such as the Central California Tribal Transportation Environmental Justice Collaborative Project (2010).

Transit Studies, Unmet Transit Needs Hearing, Transit Needs Assessment

Consult with the tribal governments on transit needs in their area:

• Initiate consultation and invitation to the unmet transit needs hearing by letter from the executive director or his/her designee to tribal chairperson with copies to the CEO, Administrator, and Cultural Department representatives.

• Offer to meet to discuss the tribe's transit needs and concerns.

• Outreach to members of the tribe through local newspapers, Native American newsletters, tribal events, or trust lands meeting places.

Grant Programs and Funding

Grant Programs: Federal Transit Administration Transit Grant Programs, etc.

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MPO, RTPA, or other agencies:

• Initiate consultation by letter from the executive director or his/her designee to the tribal chairperson with copies to the Tribal Administrator, and Cultural Department representatives.

• Provide notice of each grant and its application deadlines.

- Invite representatives of the tribe to training or public meetings regarding the grants.
- Coordinate between the tribe and MPO or RTPA member agencies.
- Consult with and consider the interests of the tribal government.

Tribal Transportation Program (TTP) – Highway Trust Fund Planning & Programming

Coordinate amongst planners and engineers in local agencies and tribes:

- Offer to meet to discuss the tribe's needs and concerns when contacted by the tribal representatives.
- Provide assistance in TTP planning.
- Coordinate with federal entities as requested by the tribe.
- Collaborate on funds awarded to the Tribe through the Active Transportation Program.

Native American Tribal Contact List for San Joaquin County

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission (NAHC). The following Tribes are identified for San Joaquin County:

California Valley Miwok Tribe (federally recognized)
4620 Shippee Lane
Stockton, CA 95212
209-931-4567 Phone
209-931-4333 Fax

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
PO Box 717
Linden, CA 95236
209-887-2415
canutes@verizon.net

California Tribal TANF Partnership
Lisa Martin, Regional Manager
2291 W. March Lane, Suite D-210
Stockton, CA 95207
209-474-6890 Phone
209-474-3890 Fax
lmartin@cttp.net

Regionally significant tribes (consultation upon request):

Buena Vista Rancheria Mi-Wuk Indians
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200
Sacramento, CA 95811
916-491-0011 Phone
rhonda@buenavistatribe.com

Ione Band of Miwok Indians (federally recognized)
Randy Yonemura, Cultural Committee Chair
P.O. Box 699
Plymouth, CA 95669
209-245-5800 Phone
randy_yonemura@yahoo.com

Wilton Rancheria (Miwok)
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624
916-683-6000 Phone
rhitchcock@wiltonrancheria-nsn.gov

Southern Sierra Miwuk Nation
Lois Martin, Chairperson
P.O. Box 186
Mariposa, CA 95338
209-742-6867 Office

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road
Auburn, CA 95603
530-883-2390 Phone

To contact SJCOG please refer to SJCOG's website (www.sjcog.org) for the current Public Information Officer who is the Agency Staff contact regarding Federal Land Management Agencies and Federally Recognized Native American Tribal Governments consultation.

RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-18-28

RESOLUTION ADOPTING THE CONSULTATION PROCEDURES WITH INDIAN TRIBAL GOVERNMENTS IN SAN JOAQUIN COUNTY

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, 23 CFR Part 450.316(e) states MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and agencies, which may be included in the agreement(s) developed under §450.314; and

WHEREAS, the Federal Highway Administration requires a documented process that outlines the roles, responsibilities, and key decision points for consultation with federally recognized Tribal Governments in San Joaquin County.

NOW, THEREFORE, BE IT RESOLVED that the San Joaquin Council of Governments does hereby adopt the Consultation Procedures with Indian Tribal Governments in San Joaquin County.

PASSED AND ADPTED THIS 22ND day of March, 2018 by the following vote of the San Joaquin Council of Governments, to wit:

AYES: Jesus Andrade, City of Stockton; Steve DeBrum, City of Manteca; Steve Dresser, City of Lathrop; Bob Elliot, San Joaquin County; Elbert Holman, City of Stockton; Doug Kuehne, City of Lodi; Susan Loftus, City of Stockton; Kathy Miller, San Joaquin County; Walt Murken, City of Escalon; Robert Rickman, City of Tracy; Chuck Winn, San Joaquin County; and Leo Zuber, City of Ripon.

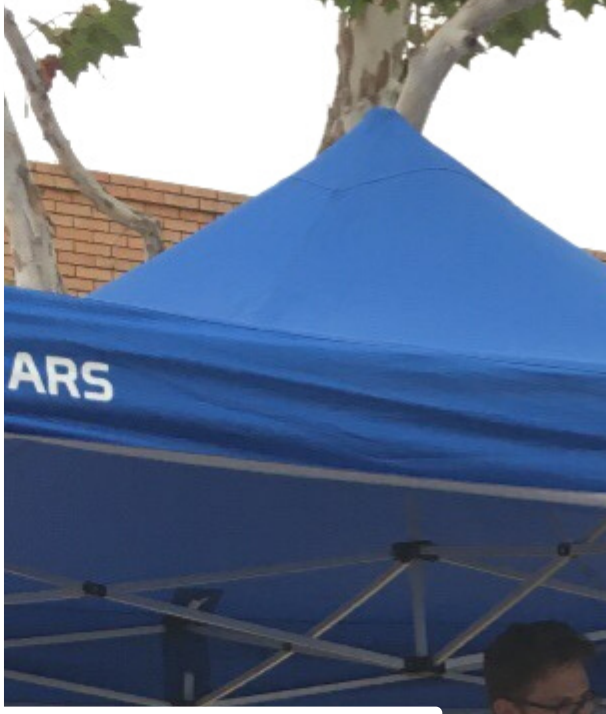
NOES:

ABSENT:

KATHERINE MILLER
Chair

APPENDIX K

Civic Engagement Report



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

APPENDIX K: CIVIC ENGAGEMENT TECHNICAL APPENDIX

Overview

The public participation and community outreach activities for the 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) are outlined and summarized in Chapter 2 of the Plan. The purpose of the technical appendix is to provide the background materials supporting the narrative provided.

Contents List

K1. RTP/SCS Round 1 Survey Data Analysis Report

K2. RTP/SCS Round 2 Survey Data Analysis Report

K3. Community-Based Outreach Mini-Grant Program Report

K4. 2022 RTP/SCS Public Outreach and Workshop Materials

K5. Ongoing Public Outreach Activities

K6. Social Media Tracking Report

K1

RTP/SCS Round 1 Survey Data Analysis Report

2022 Regional Transportation Plan &
Sustainable Communities Strategy

Round 1 Public Opinion Survey – Envision 2050

Authored by SJCOG Staff

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II. SURVEY OVERVIEW	**2**
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VI. ENCOURAGING GROWTH IN THE SAN JOAQUIN COUNTY REGION	**14**
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I. SUMMARY

A comprehensive public involvement program is an important component for developing the 2022 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS). As the San Joaquin Council of Governments (SJCOG) updates the 2022 RTP/SCS, a major goal of the public outreach effort is to communicate with non-traditional as well as traditional audiences to ensure that environmental justice issues are identified and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the planning process.

The Round 1 Public Outreach Survey was administered to assess public opinion on regional transportation issues, as well as identify current and future transportation needs of residents across the region. Respondents were asked to assess the state of transportation in the region, share their perceptions of the need for improvement regarding different aspects of transportation, their opinions on the foundational goals of the RTP/SCS, as well as identify priorities on where to invest in transportation.

With over 120 responses to the survey, SJCOG heard from a broad sample of residents throughout San Joaquin County (Table 1).

Table 1. SJCOG Round 1 Survey Respondents

Demographic	Highlights
Location	· Residents from all jurisdictions responded to the survey. · The largest portion of respondents (47%) are residents of Stockton, with significant representation also coming from Lodi and Manteca. · Low levels of response were observed in Ripon, Lathrop, Linden, and Escalon.
Age	· Respondents to the survey ranged from high school age to retirement age. · The largest portion of respondents (26%) were between the ages of 55-64. There was also significant representation from millennials (ages 25 to 34), as well as middle aged peoples (both 22%)

Race/Ethnicity	· Respondents to the survey represented a diverse sample of the San Joaquin County region. · Approximately 57% of respondents identified themselves as White, while approximately 16% of respondents identified as Hispanic/Latino of any race. · Approximately 10% of respondents identified as African-American and another 10% identified as Two or More
Income	· Residents from all income levels responded to the survey. · Approximately 16% of respondents represent an income level of $100,001-$150,000. Another 14% represent a household income level at $75,001-$100,000. · The next most common household income level was $50,001-$75,000 at 12%.

II. Survey Overview

Envision 2050 MetroQuest Survey 1: Tell us what you would like the San Joaquin County of the future to be like.

Pick Your Priorities – Envision 2050 will consider a range of factors that will shape the future of San Joaquin County. Please rank the top 3 to 5 that are most important to you. Sc.2

- Technology
- Climate
- Housing
- Commuting
- Jobs & Economy
- Vibrant Neighborhoods

What Matters to You? Sc. 3

*Based on priorities established previously"

Technology

- Autonomous Vehicles
- Electric Vehicles
- Hyperloop
- Autonomous Freight
- Air Taxis

Climate

- Focus on transit passenger safety
- Plan for climate in road improvement designs
- Prepare for public safety power shutoffs (PSPS)

Housing

- Establishing a housing trust fund
- Streamlining the approval process to reduce costs
- Developing a regional housing projects list

Commuting

- Carpool/rideshare
- Telework
- Public Transit
- Working flex hours

Jobs & Economy

- Build roads and/or lanes to improve job access
- Improve public transit options for job access
- Invest in port, rail, airport, and trucking routes
- Implement congestion pricing or toll lanes
- Encourage new companies to locate in the region

Vibrant Neighborhoods

- Walkability – Improve sidewalks, pedestrian safety
- Bikeability – Adding or improving bike lanes
- Mixed-Use Development – Mixing building types
- Public Transit – Expanding service or frequency

Regional Issues Survey Sc.4

Technological Advancement

- What level of impact do you think automation will have on your job? Automation is the use of technology to perform tasks and need little to no human assistance.
    - My job will see high impact
    - My job will see moderate impact
    - My job will see low impact
    - My job will see no impact
- How do you see technological advancements improving how you get around?
    - I see myself driving an electric vehicle
    - I see myself in an autonomous vehicle
    - I see myself using high speed transit like Hyperloop
    - I see myself using rideshare including Air Taxis
    - I see myself walking or biking more

Community

- I am worried about having enough money left over to buy essentials after paying my rent or mortgage every month.
    - Very worried
    - Slightly worried
    - Neutral
    - Not that worried
    - Not worried at all
- Which of the following is/are the biggest problem(s) in your area?

    - Traffic
    - Conditions of the road
    - Lack of public transit
    - Lack of pedestrian and bicycling options
    - Road safety

Environmental Concerns

- Which of the following environmental impact likely to occur in San Joaquin County over the next 50 years concerns you the most?
    - Flooding
    - Drought
    - Wildfire
    - Sea Level Rise
- It is important that leaders in the region plan and prepare for public safety and mobility during future climate events, such as major flooding, extreme heat, etc
    - Agree
    - Neutral
    - Disagree

Commute Issues

- Which of the following do you think would help best reduce traffic congestion and/or improve air quality?
    - Carpool/rideshare
    - Telework
    - Public transit
    - Working flex hours
    - Other
- If you choose not to take public transit, what would you say is the biggest reason?
    - Inefficiency – it takes too long to get where I want
    - Inconsistency – The bus or train does not arrive on time often enough
    - Inconvenient – There are no stops near my residence or destination
    - Expensive – I can't afford a ticket
    - I would rather drive

Wrapping Up…

- I would telework more if I had the option.
    - Agree
    - Neutral
    - Disagree
- Which of these transportation options do you use most?
    - Car
    - Bus
    - Train
    - Bicycle
    - Foot
    - Carpool/rideshare

Tell us about yourself! Final questions (optional) Sc. 5

- Zip code
- Age
- Gender
- Race/Ethnicity
- Annual Household Income
- Additional Comments

III. Key Findings

- Jobs & Economy was consistently ranked higher than the other priorities in the region at an average rank of 3.41. Second was Housing with an average rank of 2.62. Third highest average rank goes to Vibrant Neighborhoods at 2.58 followed by Commuting, 1.79; Climate, 1.73; and, lastly, Technology, 1.56.

- Of the respondents who prioritized Jobs & Economy, 59% agreed that "Encouraging new companies to located in the region" was key to economic prosperity. 19% chose "Improve public transit options for jobs", 14% garnered no response and 0% of respondents selected "Implement congestion pricing or toll lanes."

- Of the respondents that ranked Housing as their second highest priority, 65% identified "Streamlining the approval process to reduce costs" as the most important way to meet the demand for housing in the region. 20% selected "Establishing a housing trust fund." "Developing a regional housing project list" rounds out the selection with 5%.
    - When looking at those who prioritized Housing first that figure drops to 57%. 24% selected "Establishing a housing trust fund" and 5% chose "Developing a regional housing project list."

- Of the respondents who ranked Jobs & Economy the highest, 22% indicated that they are "Not worried at all" about the prospect of running out of money to pay for essentials after they have paid rent or mortgage. An equal amount of people said they were "slightly worried" about the same proposition. 16% of people selected "very worried", 11% indicated they are "not that worried" and an equal amount said they were "neutral" on the subject. Overall, 47% of respondents are any level of worried, 40% are not worried, and 13% are neutral on this issue.

- On the subject of Vibrant Neighborhoods, 42% of respondents indicated "Walkability" as the most important focus. 21% identified "Mixed Use Development" as the most important. 11% selected "Bikeability" and 5% selected "Public Transit."

- Technology was consistently ranked last. Of the respondents who ranked it last, a large number would see themselves walking or biking more. None could see themselves using

rideshare including air taxis. 34% of those who ranked technology last could see themselves in an electric vehicle. 28% could see themselves using high speed transit such as Hyperloop. 25% said they could see themselves walking or biking more.

- On Automation: When asked “What level of impact do you think automation will have on your job?” 34% said their job “will see low impact.” 11% estimated their job could see “moderate impact” and 9% of people indicated their job will see “high impact” from automation.

- When asked to identify the biggest problems in their neighborhood, 91% of respondents selected Road Safety. 25% selected Lack of Public Transit, 20% Traffic, 19% Lack of Pedestrian and Bicycling Options, and finally Road Conditions was selected by 16% of respondents.

- Of those who responded to “Which Transportation Option Do You Use Most", 70% answered car. Bus and walking tied for second at 9% each, followed by bicycle, 6%; train at 5%; and, lastly, carpool/rideshare pulled in 1% of responses.

- Of the respondents who ranked Jobs & Economy as their number 1 regional priority, 70% of them agree they would telework more if they had the option. 8% were neutral on the subject and 3% disagreed that they would telework more if given the choice.

The Round 1 Public Outreach Survey is part of a broader effort to engage the public throughout the regional transportation planning process. This report offers a summary and analysis of key issues and priorities identified from the results of the survey.

IV. METHODS

Purpose

The purpose of the Round 1 Public Outreach Survey was to assess public perception of the existing regional transportation system, gather opinions on the related goals of the RTP/SCS, and identify potential needs and priorities for transportation investment. The information gathered would help guide development of planning scenarios, which present the public with packaged options for future transportation improvements and investments.

Survey Design

The content and design of this survey was created by SJCOG staff. The survey was hosted by MetroQuest – an interactive survey program specialized to fit the needs of transportation planning agencies.

The survey questions addressed five main topic areas:

- Introduction and prioritization of six key priorities identified in Envision 2050
- Identification of transportation and housing investment priorities
- Visual preference ranking system based on priorities
- General survey on broader regional issues
- Demographics

The six survey priorities:

- Technology
- Commuting
- Vibrant Neighborhoods
- Housing
- Jobs & Economy

The survey tool developed and administered by the San Joaquin Council of Governments (SJCOG) can be found in Appendix K1-A. Please note that commonly used terms, like "technology," were not defined in the survey, so there may be some level of imprecision.

Data Collection

The survey was conducted from May 8 – July 2, 2020, to self-selected respondents who are residents of the San Joaquin region and ranging in age from young adults to senior citizens (fifteen or older). The survey was administered in an online web format, and distributed via multiple channels including:

- 2022 RTP/SCS Community-Based Outreach Mini-Grant program activities (which included surveying in-person)
- RTP/SCS Working Group and SJCOG standing committees
- SJCOG community outreach at local events
- Mini presentations at local organizations
- Via SJCOG social media, press release, and email lists

The survey was made available in Spanish, however very few responses were received in-language. Instead, the translated survey was more often used as a tool to engage Spanish-speaking residents in providing feedback, which was recorded in English. At the close of the data collection phase, SJCOG received over 120 responses to the survey. Surveys were received after the deadline were no included in the following analysis. They are, however included in the summary report found in Appendix K1-B.

In addition, approximately 400 additional surveys were gathered by participants in the 2022 RTP/SCS Community-Based Outreach Mini-Grant Program. Four organizations throughout the region were contracted to assist SJCOG with outreach in historically underrepresented and underserved communities. Due to tailored outreach activities, the data collected by mini-grantees is summarized separately in Appendix K2.

Limitations

This survey was launched on May 8, 2020 – roughly two months into the start of the worldwide COVID-19 pandemic. As a result, the former primary method of in-person, public engagement was forced to shift into a fully online mode of participation. News and information about the survey were shared on SJCOG social media pages including Facebook and Instagram.

Due to the design of data collection and the effects of the COVID-19 pandemic, the combined regional sample does not reflect the proportional differences in the sizes of the populations of the jurisdictions making up San Joaquin County. Geographic areas reflected in the regional sample indicate the physical presence of SJCOG staff and/or mini grantees in those communities during the outreach process. Efforts were made to make up for community outreach opportunities that were lost due to the pandemic throughout the region, but some of these efforts fell short. As a result, some areas of the region were underrepresented in the sample due to lack of opportunities to administer the survey in-person, especially in smaller jurisdictions such as Escalon, Lathrop, and Ripon. Therefore, a cross comparison by jurisdictions was tabulated to identify the unique issues of each community comprising the region. Cross-tabulation by community can be found in Appendix K1-C.

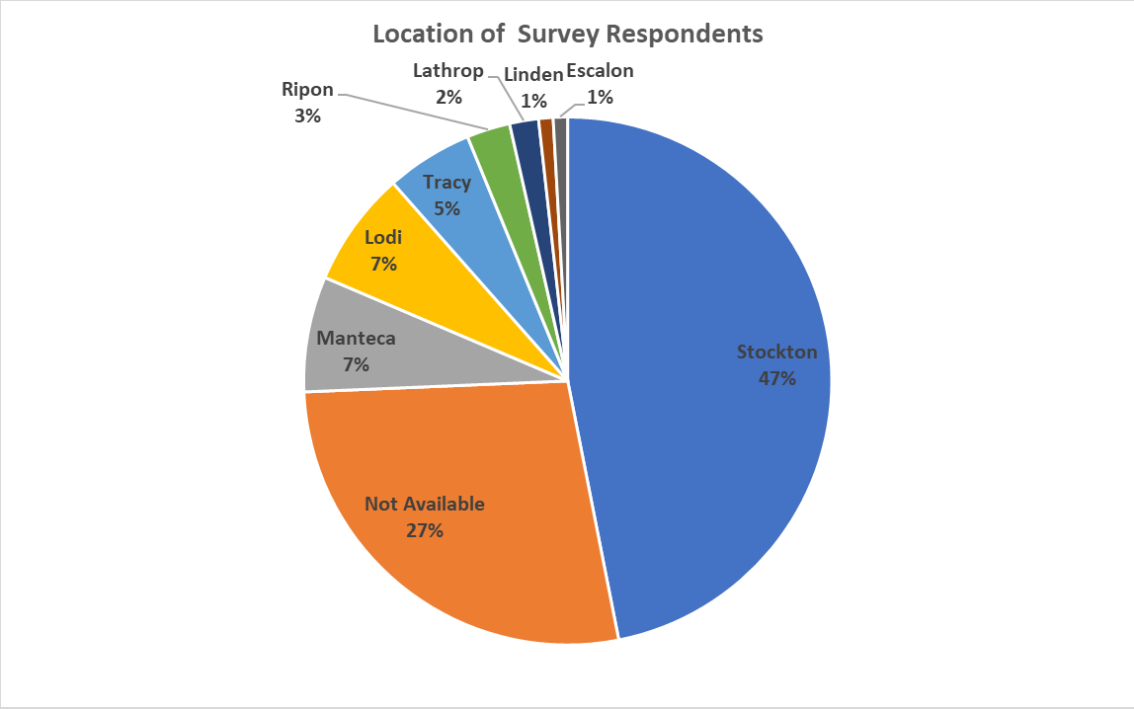
V. SURVEY RESPONDENTS

At the close of the first survey, the San Joaquin Council of Governments (SJCOG) received a total of 128 responses across both the English and Spanish versions. This section summarizes the demographic profile of survey participants who provided input during the first round of public outreach for the RTP/SCS.

Community Representation

Overall, responses to the survey came from all corners of the region. However, the regional sample does not proportionately represent the population of each jurisdiction. While cities such as Stockton and Tracy are well represented, residents in Escalon, Lathrop, and Ripon are severely underrepresented. Therefore, a cross comparison of survey results by community is also included in Appendix K1-C.

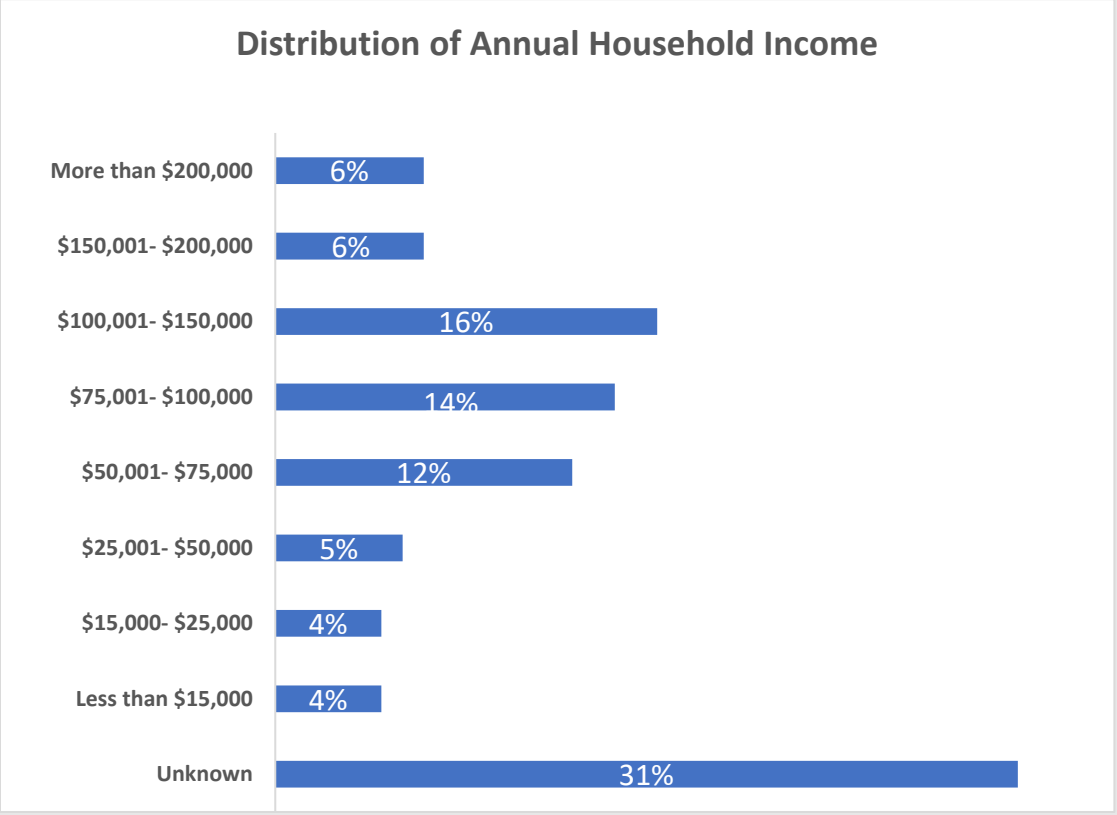
Q: Which city do you live in?
n= 113



Household Characteristics of Survey Respondents

Survey respondents also reflected a wide range of income levels in the San Joaquin County region. A noticeable cohort of respondents indicated household incomes between $100,000 and $150,000. This specific income profile is also strongly linked with the Mountain House subsample (refer to Appendix K1-C). The second largest income group reports between $75,001 and $100,000 followed by the group reporting income between $50,001 and $75,000. The U.S. Census Bureau reports that the median household income in San Joaquin County in 2019 was $64,432.

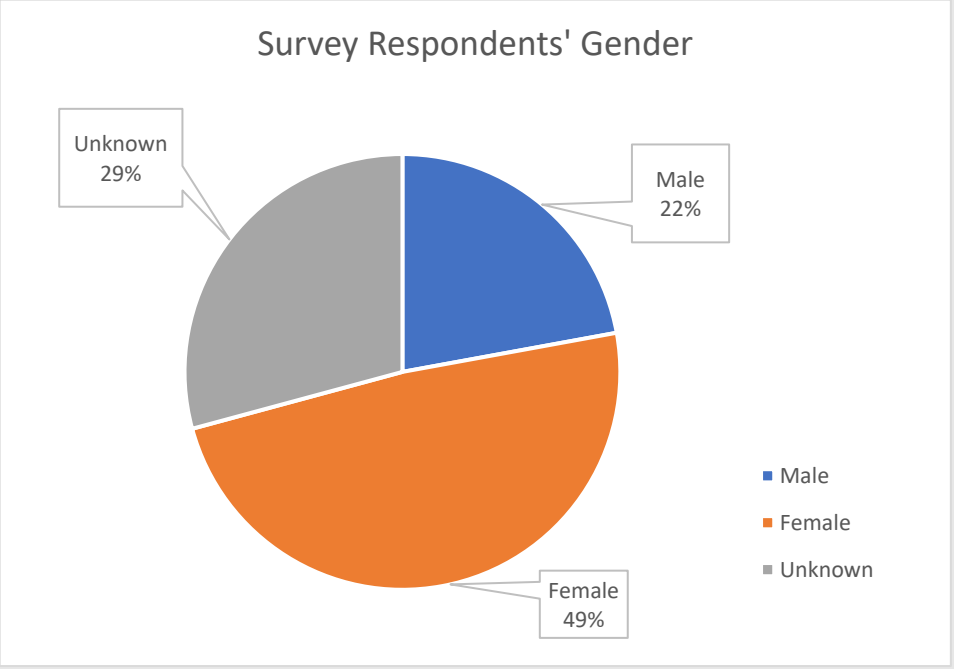
Q: What is your approximate annual household income (before taxes)?
n = 113



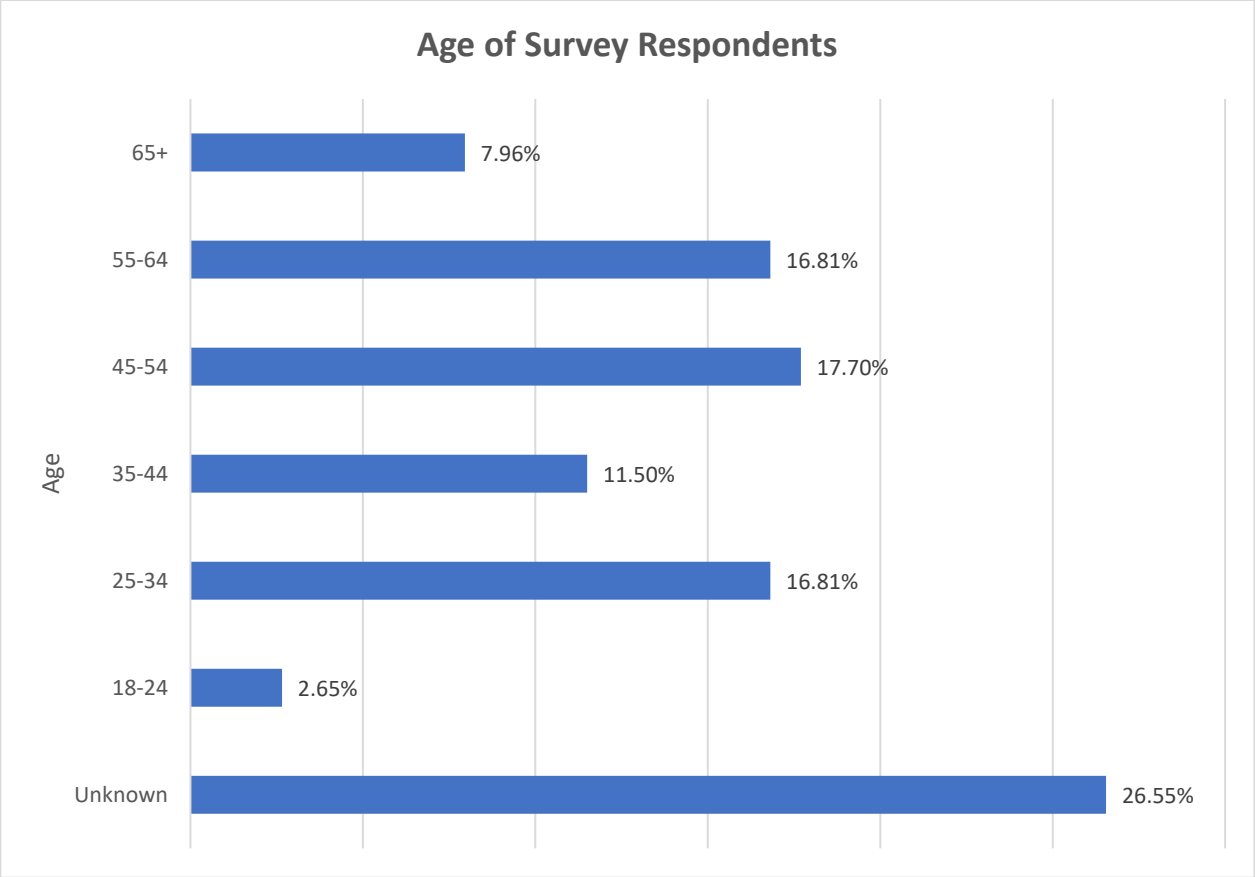
Demographic Profile

At least 49% of survey respondents identified as female, while 22% identified as male, and the remaining indicated “other” or declined to state their gender. Survey respondents also reflected the full age spectrum. In the last 2018 RTP/SCS, Millennials (approximately ages 18 to 35) and Generation Xers (approximately ages 35 to 50) participated in high numbers due in large part to enhanced public outreach efforts to encourage input from young stakeholders throughout the region.

The 2022 RTP/SCS engagement efforts took place during the Covid-19 Pandemic which prevented in-person social engagement. As a result, all outreach conducted was online through surveys, webinars, and meetings. Despite perceived wider accessibility on the internet, driving participants to engage in the survey proved to be a challenge. One explanation could be “Zoom fatigue”, a new phenomenon brought on by the rise of videoconferencing which suggests that people are exhausted by new technology interfaces and prolonged video chats.

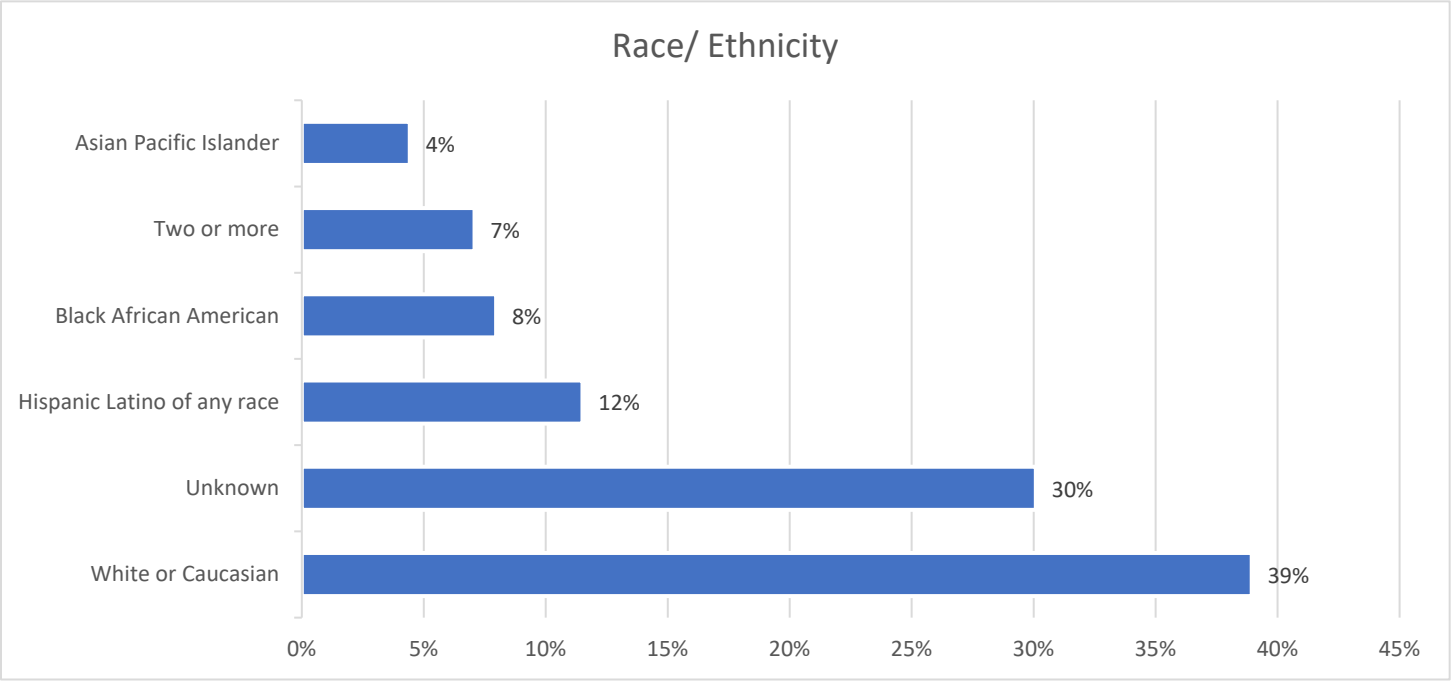


Q: What is your age?
N = 113



The largest single racial group identified as white or Caucasian (39%).The next largest group identified as Hispanic/Latino of any race (12%) followed by Black African Americans (8%), mixed race two or more (7%), and, lastly, the Asian Pacific Islander (4%). 30% of respondents elected not to respond. Compared to actual demographics in the county, Whites and Pacific Islanders were slightly overrepresented while Hispanics/Latinos and Asians were underrepresented. Black Americans and people of two or more races were roughly accurately represented in the survey.

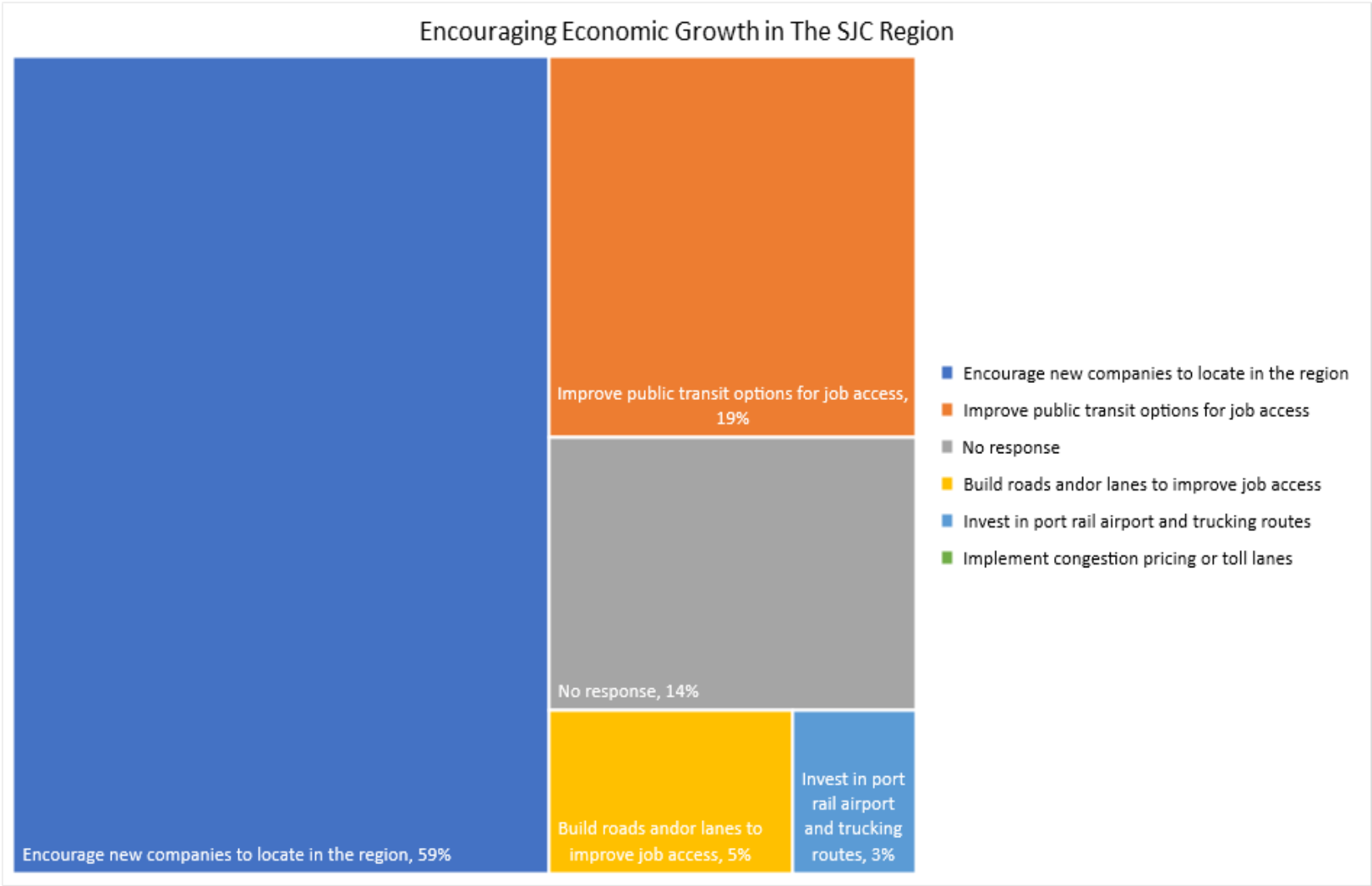
Q: Which racial and/or ethnic group do you consider yourself a member of?
N = 113



VI. Encouraging Growth in the San Joaquin County Region

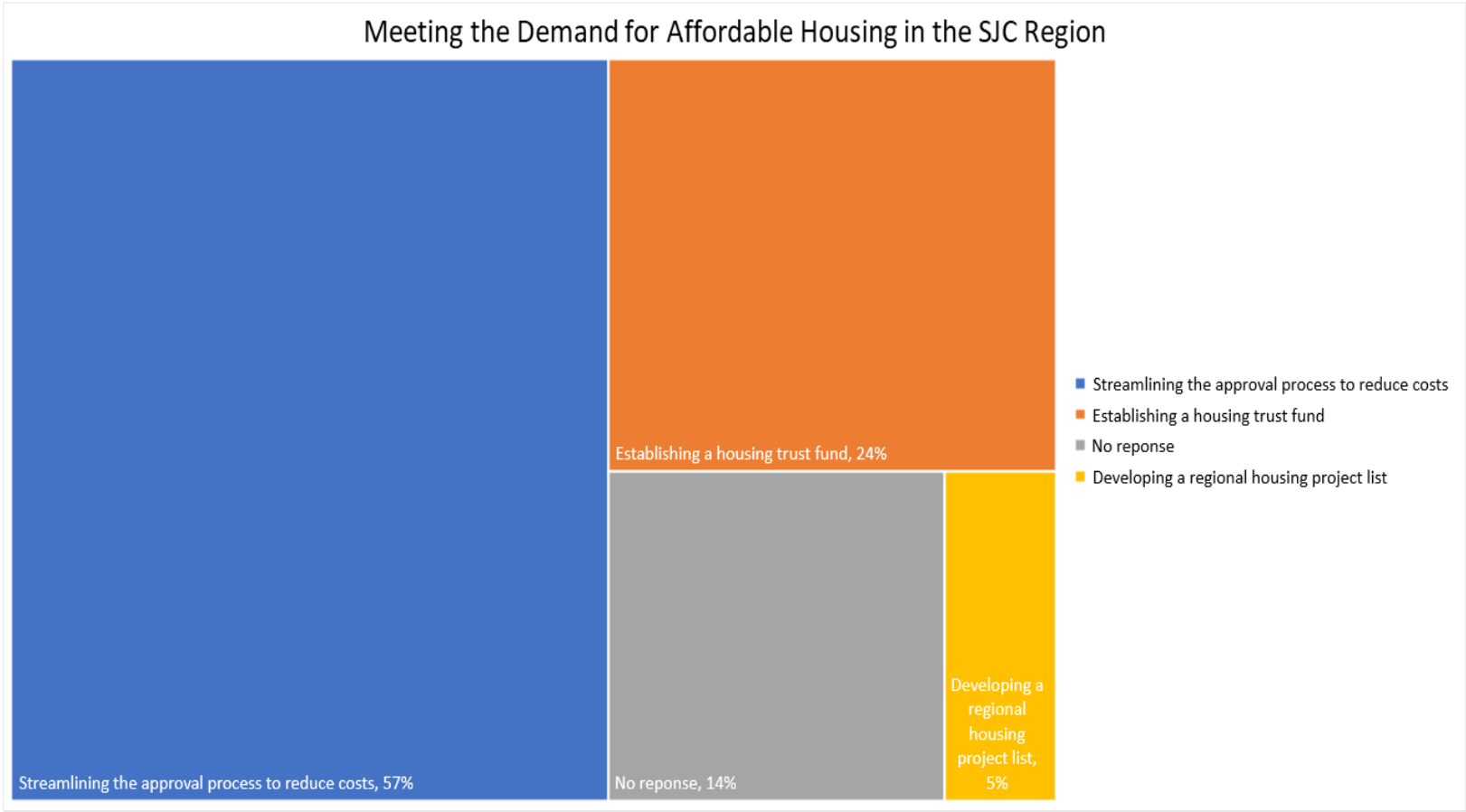
A majority of respondents (59%) believe that encouraging new companies to locate in the region is the most important way to encourage economic growth in the region. The next largest group selected the option to improve public transit options for job access (19%). 5% selected to build roads and/or lanes to improve job access and 3% chose to invest in port, rail, airport and trucking routes to improve economic vitality.

Q: What Matters to You? Jobs and Economy – Which option would you prefer for encouraging economic growth in the region?
n = 37



Housing in SJC Region

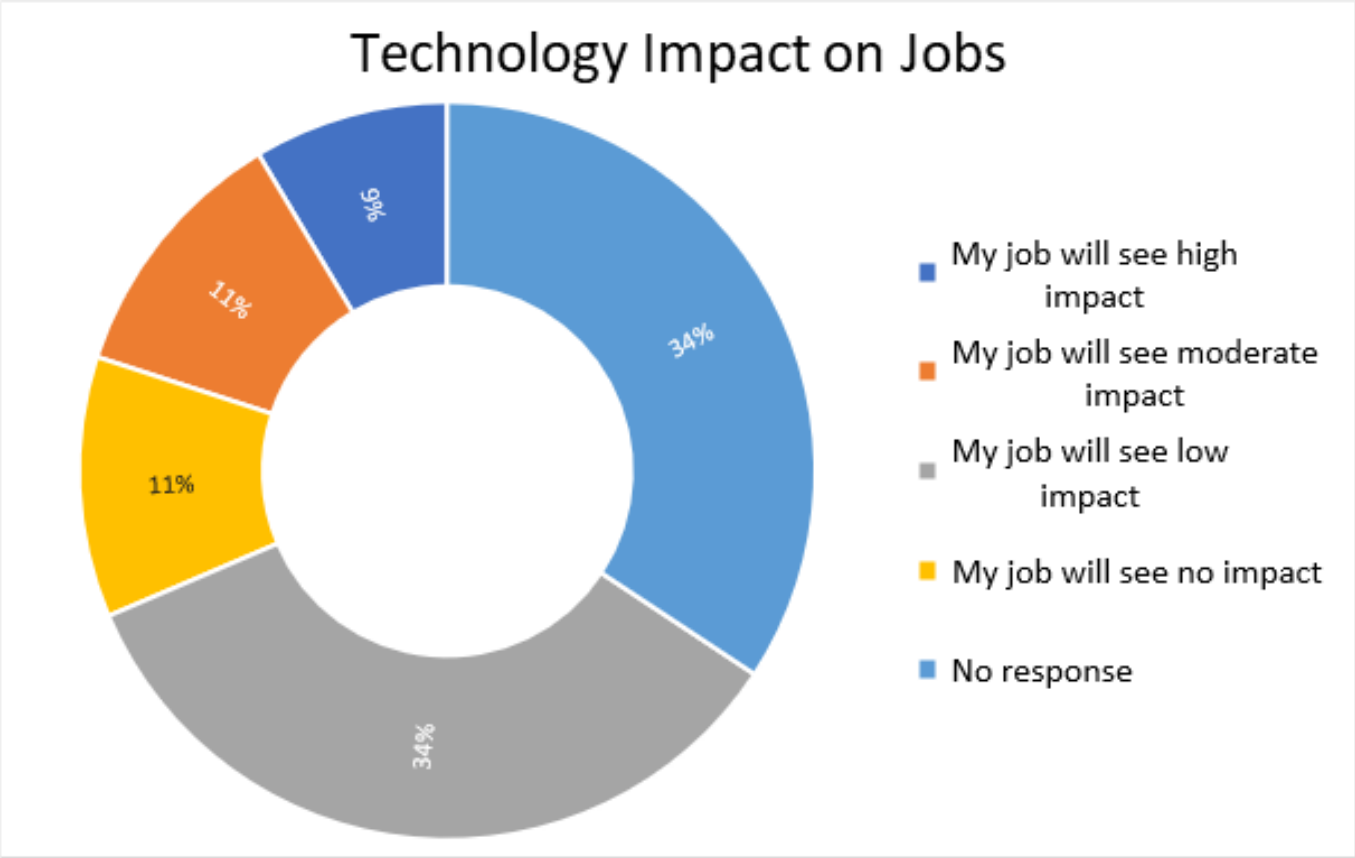
What Matters to You? Housing – Which of the following solutions would you favor to help the region meet the demand for affordable housing? Meeting the Demand for Affordable Housing in San Joaquin County



Strategy	Count	Percentage
Streamlining the approval process to reduce costs	13	65%
Establishing a housing trust fund	4	20%
No Response	2	10%
Developing a regional housing project list	1	5%

Most respondents (57%) believe that streamlining the approval process to reduce costs would be the most effective way to meet the demand for affordable housing. 24% selected establishing a housing trust fund, and 5% chose to develop a regional housing project list.

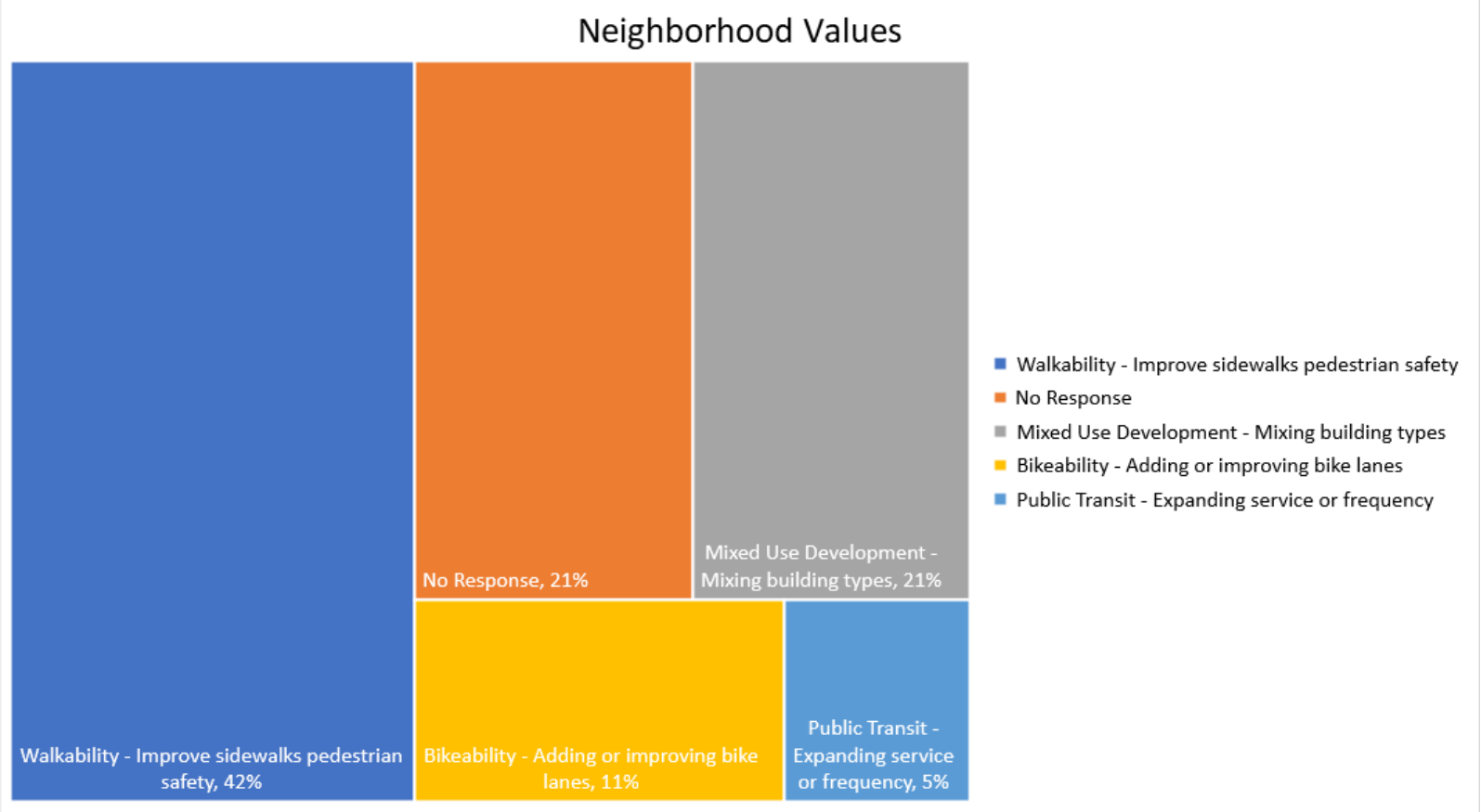
What level of impact do you think automation will have on your job?



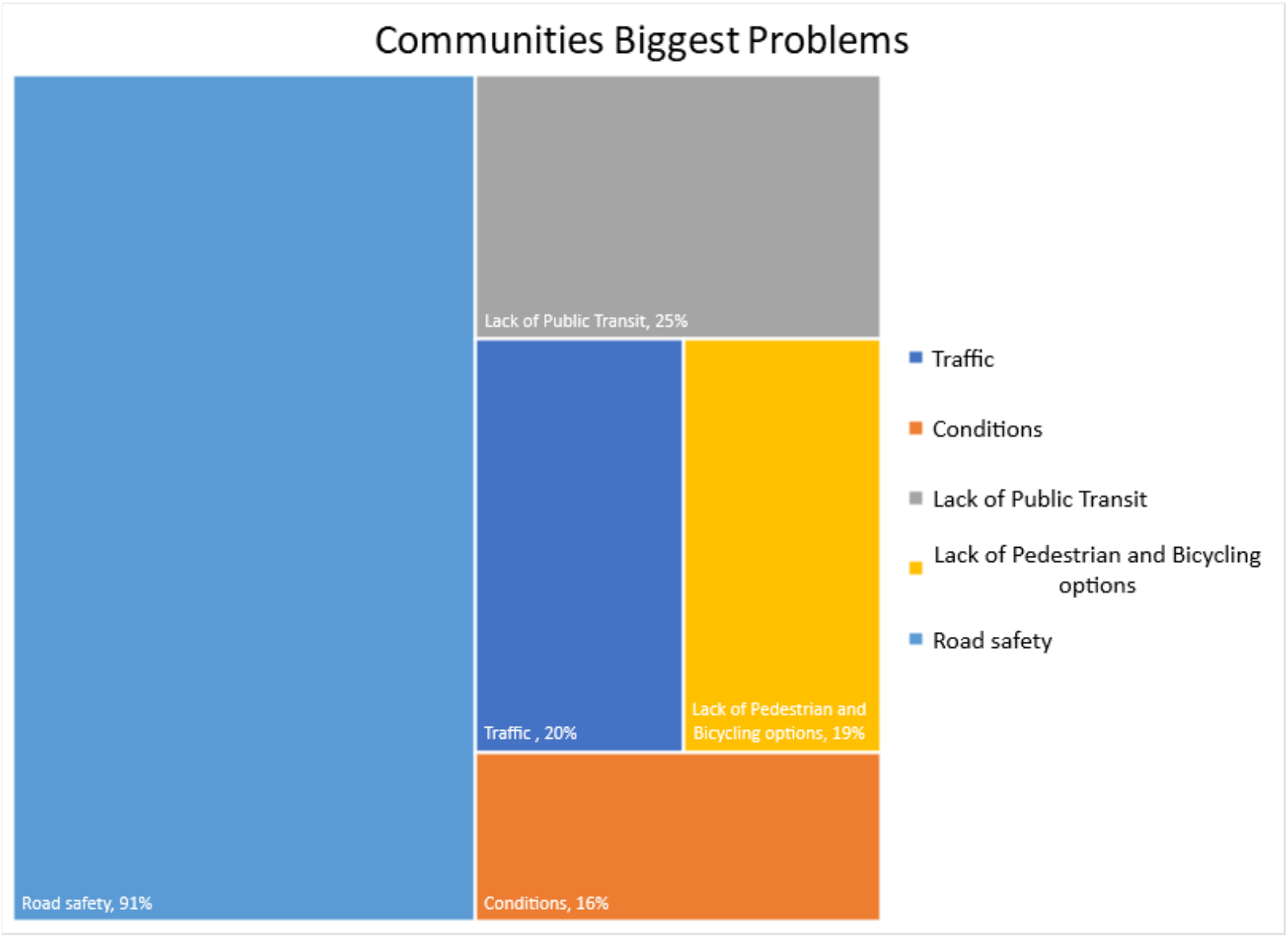
Result of Automation	Count	Percentage
My job will see high impact	3	9%
My job will see moderate impact	4	11%
My job will see low impact	12	34%
My job will see no impact	4	11%
No response	12	34%

Vibrant Neighborhoods

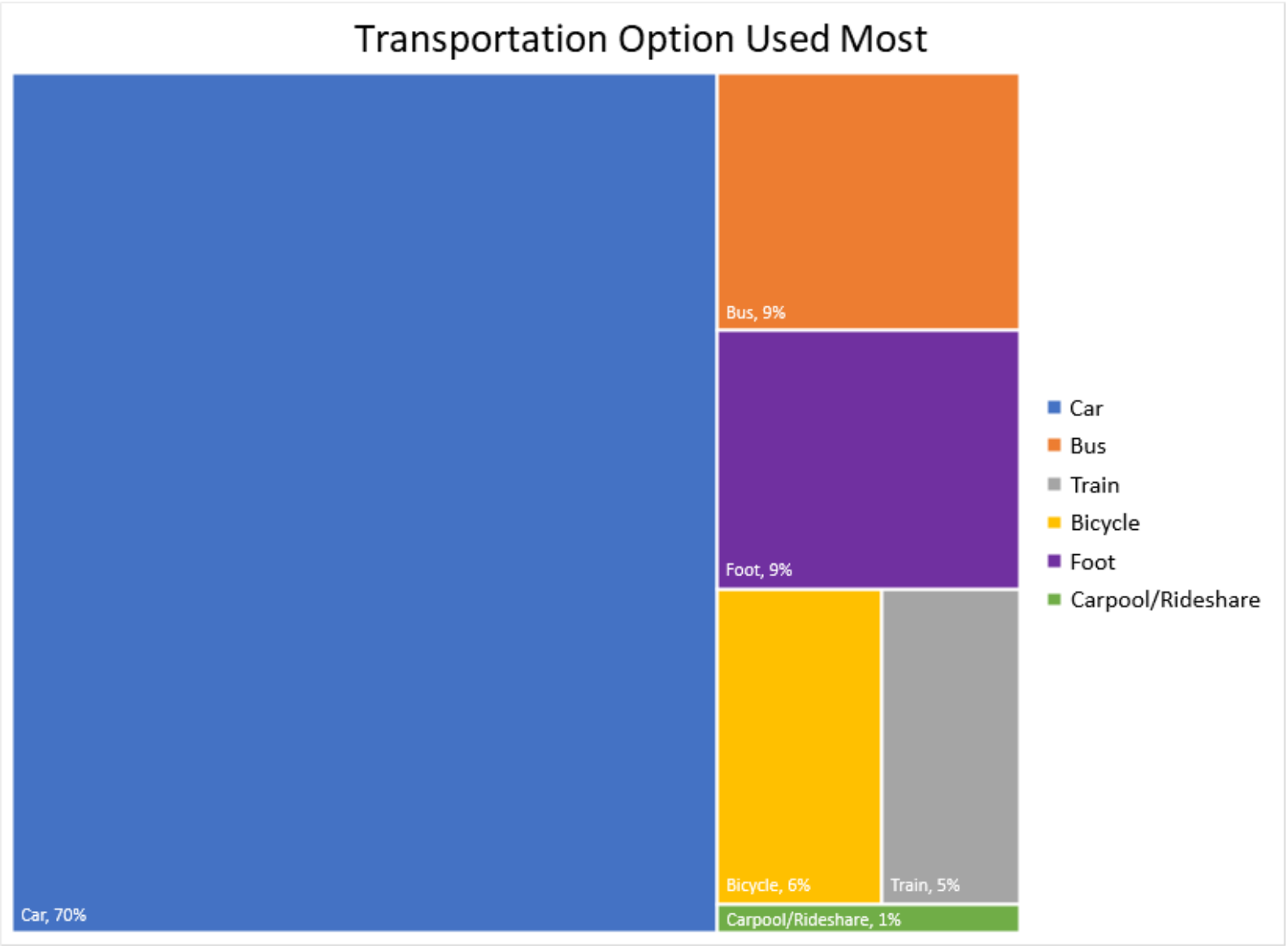
Which of the following do you value most in your neighborhood?



Vibrant Neighborhood Priority	Count	Percentage
Walkability - Improve sidewalks pedestrian safety	8	42%
No Response	4	21%
Mixed Use Development - Mixing building types	4	21%
Bikeability - Adding or improving bike lanes	2	11%
Public Transit - Expanding service or frequency	1	5%

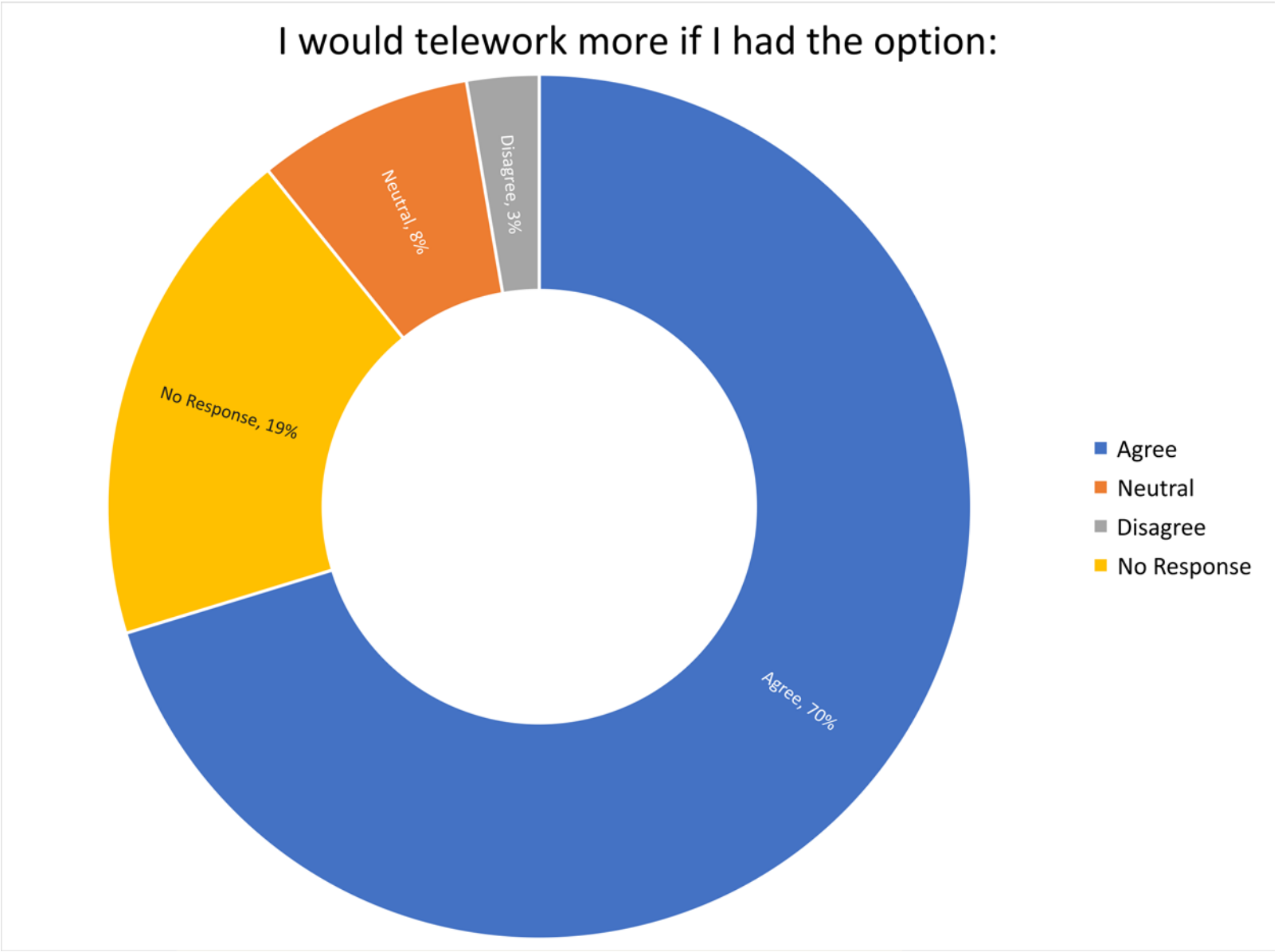


Biggest Problems in your area.. (Vibrant Neighborhoods Rank=1,2,3)	Proportion
Traffic	20%
Conditions	16%
Lack of Public Transit	25%
Lack of Pedestrian and Bicycling options	19%
Road safety	91%



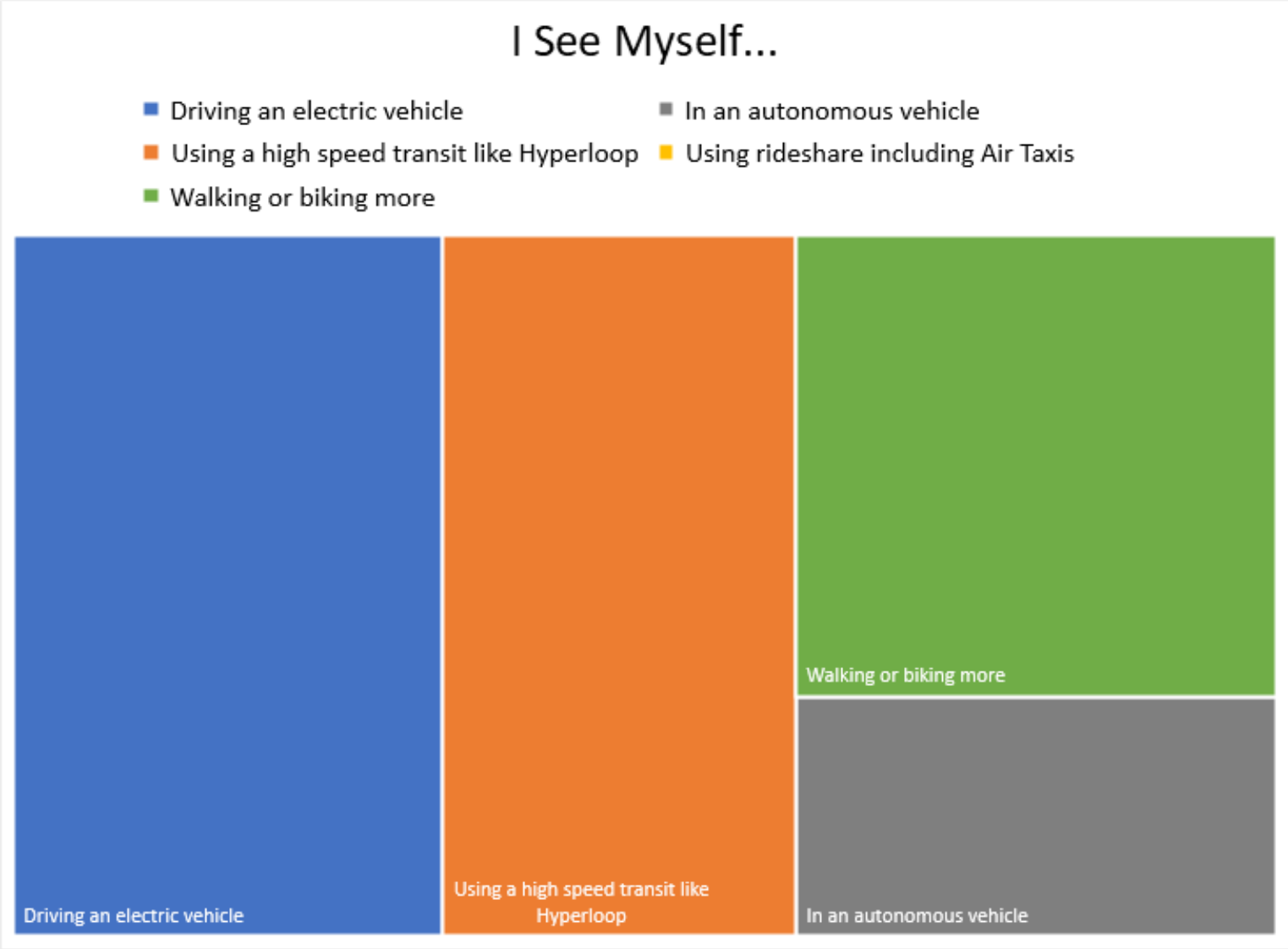
Transportation Option	Proportion
Car	70%
Bus	9%
Train	5%
Bicycle	6%
Foot	9%
Carpool/Rideshare	1%

Q: I would telework more if I had the option? (n=37)



I would telework more if I had the option	Count	Percentage
Agree	26	70%
Neutral	3	8%
Disagree	1	3%
No Response	7	19%
Total	37	

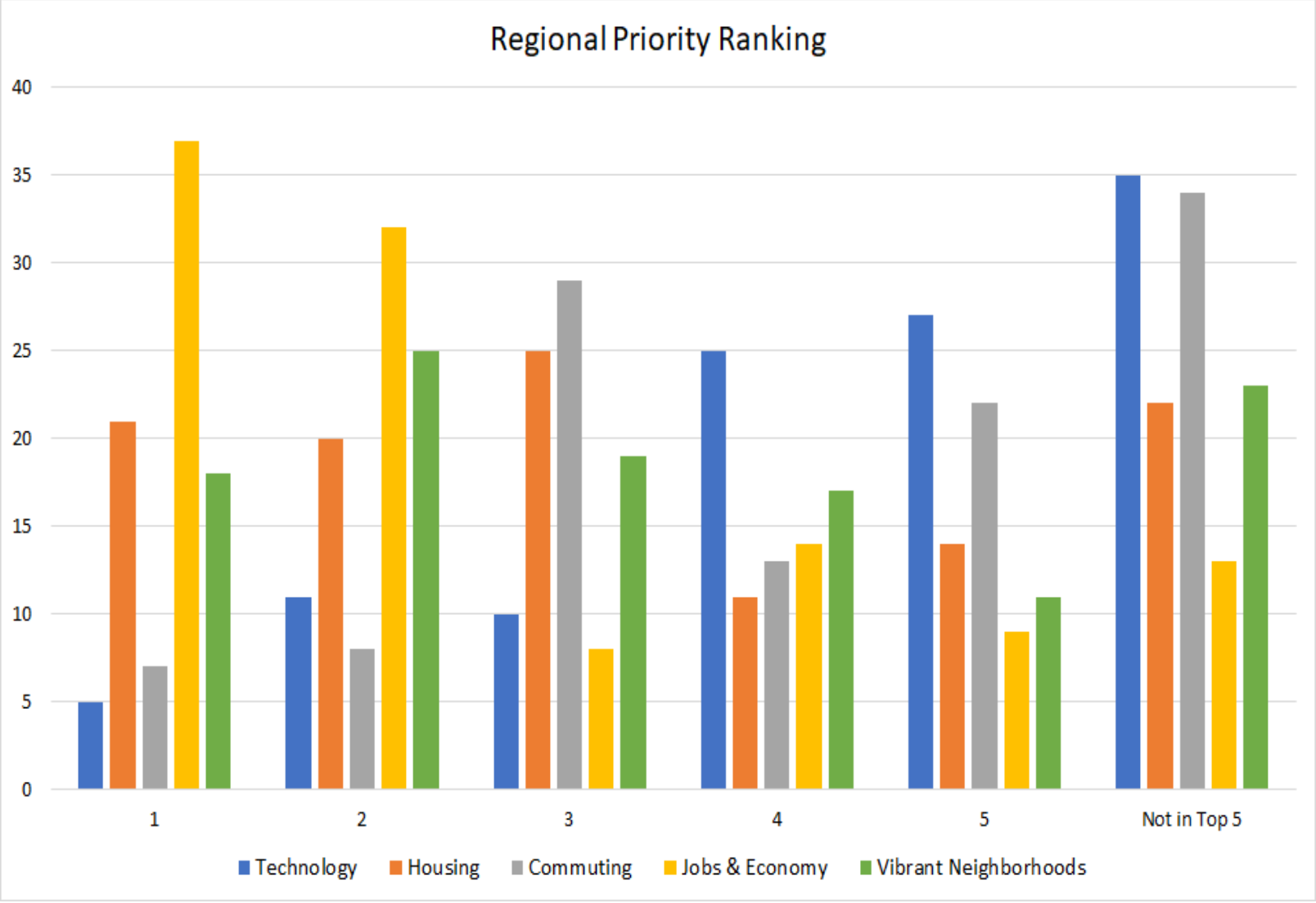
Conclusion: Of the respondents who ranked Jobs & Economy as their number 1 regional priority, 70% of them agree they would telework more if they had the option.

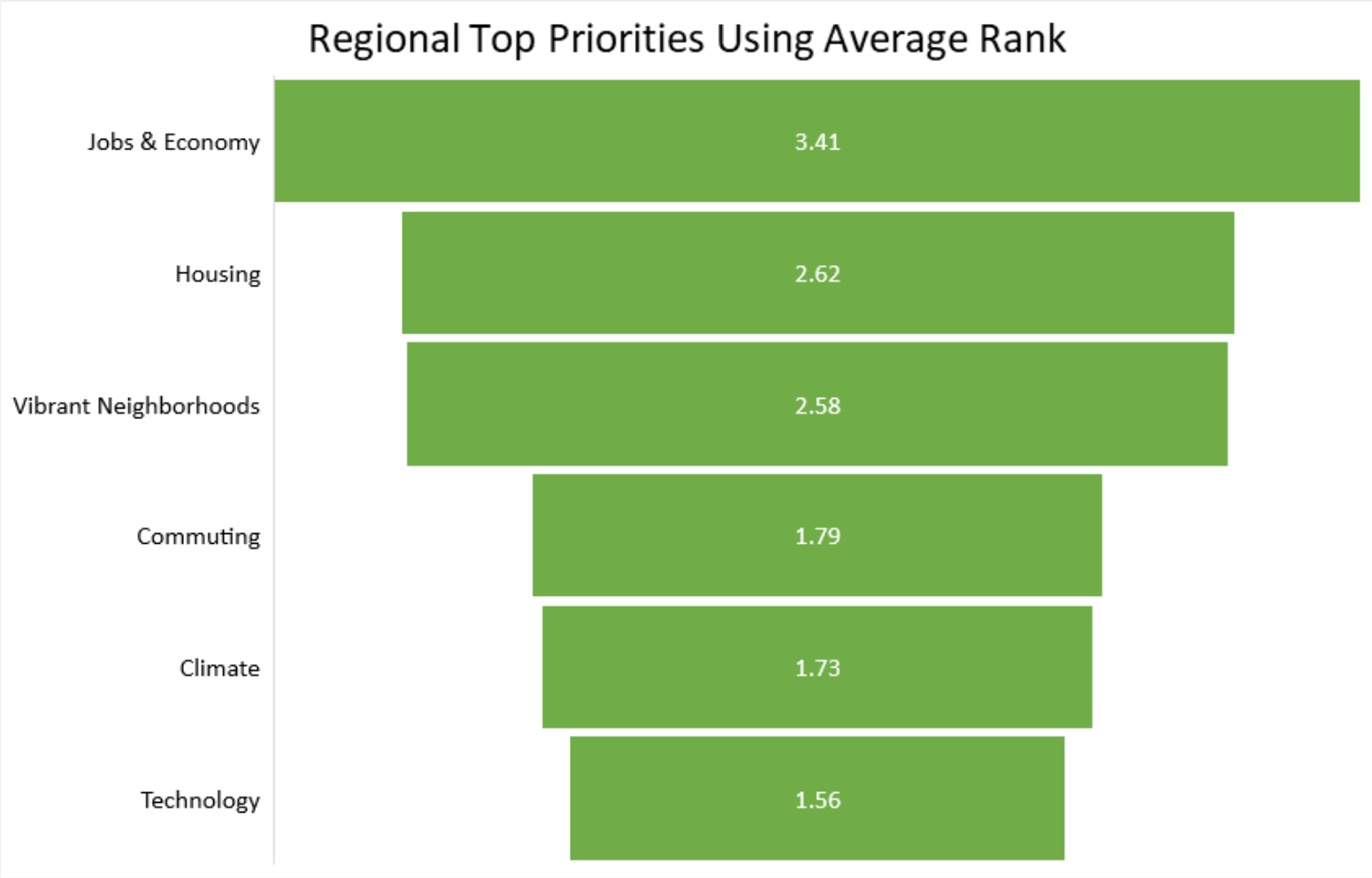


I see myself...	Proportion of people who ranked technology at the bottom
driving an electric vehicle	34%
in an autonomous vehicle	13%
using a high speed transit like Hyperloop	28%
using rideshare including Air Taxis	0%
walking or biking more	25%

Conclusion: A large proportion of respondents who ranked technology at the bottom would see themselves walking or biking more. None of them could see themselves using rideshare including air taxis. Respondents who ranked technology at the bottom also would choose to see themselves driving an electric vehicle.

VII. REGIONAL PRIORITY RANKS





Regional Priority Ranking							
						Not in Top 5	Total
Technology	5	11	10	25	27	35	113
Housing	21	20	25	11	14	22	113
Commuting	7	8	29	13	22	34	113
Jobs & Economy	37	32	8	14	9	13	113
Vibrant Neighborhoods	18	25	19	17	11	23	113
Total	88	96	91	80	83	127	565

Proportion by Category							
						Not in Top 5	Total
Technology	4%	10%	9%	22%	24%	31%	100%
Housing	19%	18%	22%	10%	12%	19%	100%
Commuting	6%	7%	26%	12%	19%	30%	100%
Jobs & Economy	33%	28%	7%	12%	8%	12%	100%
Vibrant Neighborhoods	16%	22%	17%	15%	10%	20%	100%

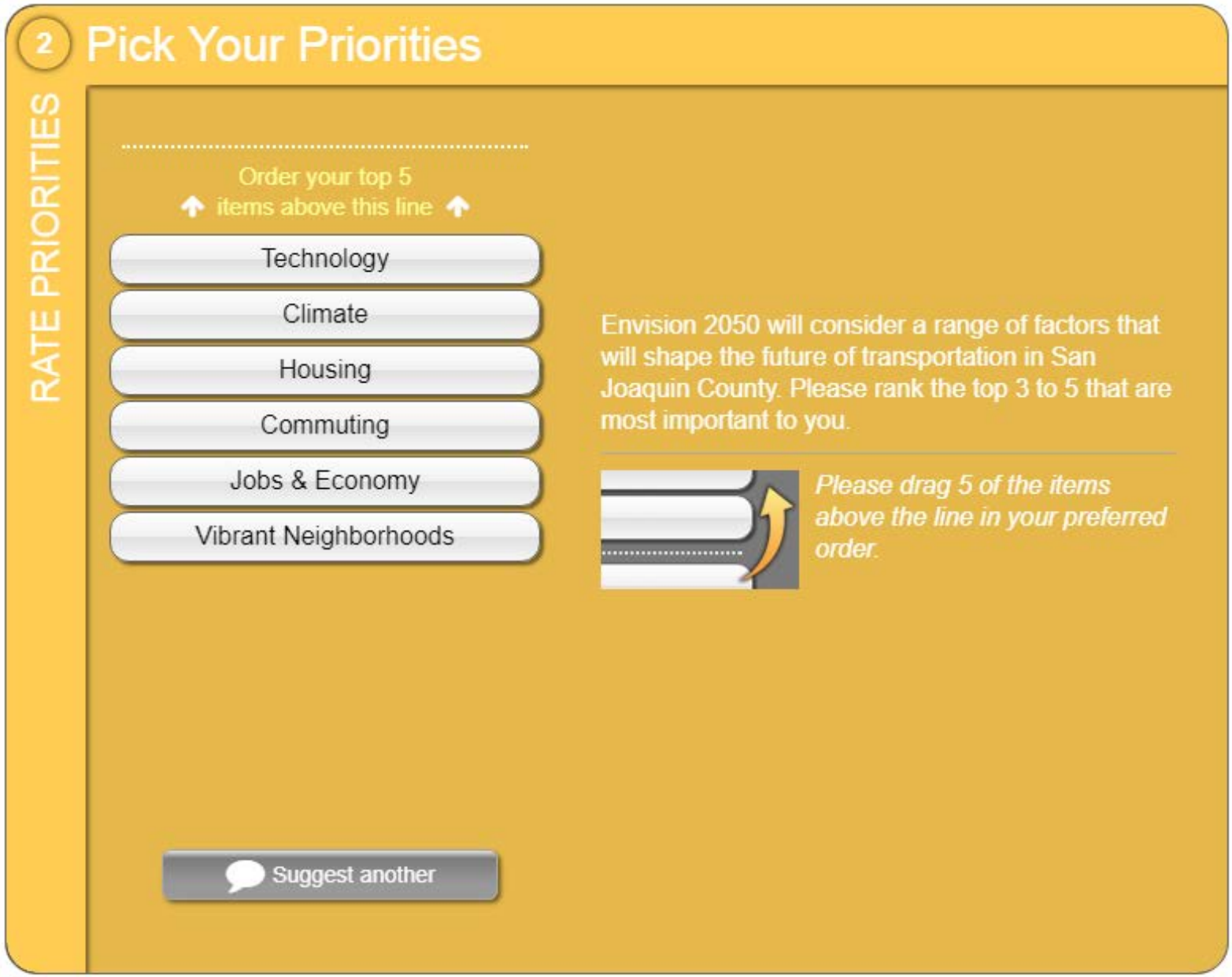
Proportion by Rank						
						Not in Top 5
Technology	6%	11%	11%	31%	33%	28%
Housing	24%	21%	27%	14%	17%	17%
Commuting	8%	8%	32%	16%	27%	27%
Jobs & Economy	42%	33%	9%	18%	11%	10%
Vibrant Neighborhoods	20%	26%	21%	21%	13%	18%
Total	100%	100%	100%	100%	100%	100%

Top concerns may reflect the needs of a significant commuter population. Since 1980, the San Joaquin County daily commuter population grew from less than 10,000 to more than 290,000 in 2019.[1]In general, survey respondents expressed dissatisfaction with driving for long periods of time, on congested corridors, on crumbling pavement, both on freeways and local roads and streets.

[1] *San Joaquin County Workers 16 years and over who did not work from home https://data.census.gov/cedsci/table?q=stockton%20city&t=Commuting&g=0500000US06077_1600000US0622790,0640704,0642202,0645484,0661026,0675000,0680238&tid=ACSST5Y2019.S0801*

APPENDIX K1-A

2022 RTP/SCS Survey Tool - Survey 1 - Envision 2050


2
Pick Your Priorities
RATE PRIORITIES
Order your top 5
items above this line
Technology
Climate
Housing
Commuting
Jobs & Economy
Vibrant Neighborhoods
Envision 2050 will consider a range of factors that will shape the future of transportation in San Joaquin County. Please rank the top 3 to 5 that are most important to you.
Please drag 5 of the items above the line in your preferred order.
Suggest another

3 What Matters to You?

VISUAL PREFERENCE

- Technology
- Climate
- Housing
- Commuting
- Jobs & Economy

Technology

Which technological innovation do you want The Plan to emphasize in the future?

Autonomous Vehicles - Self-driving cars

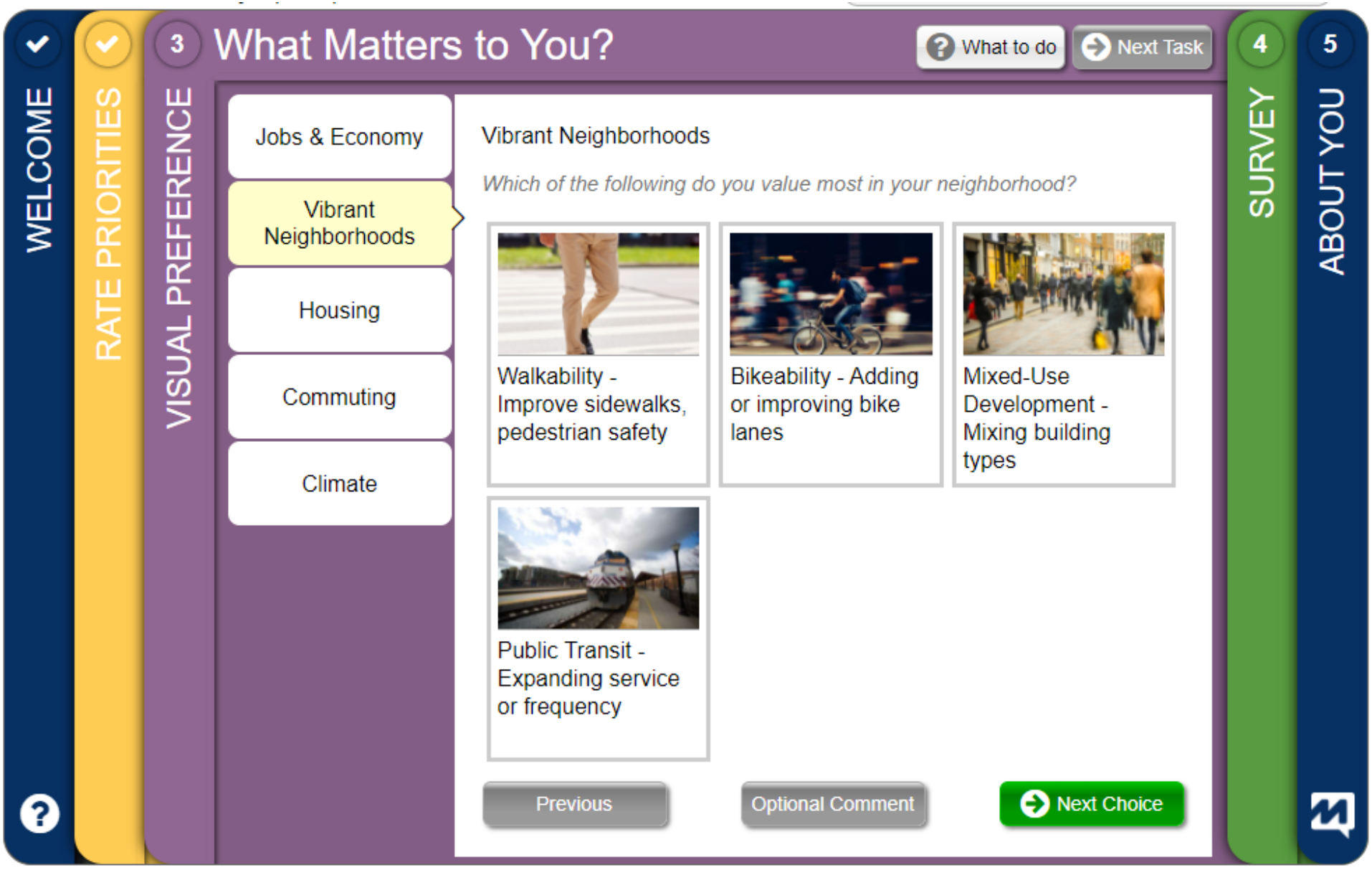
Electric Vehicles - Powered by the electric grid

Hyperloop - Energy efficient, high speed transit

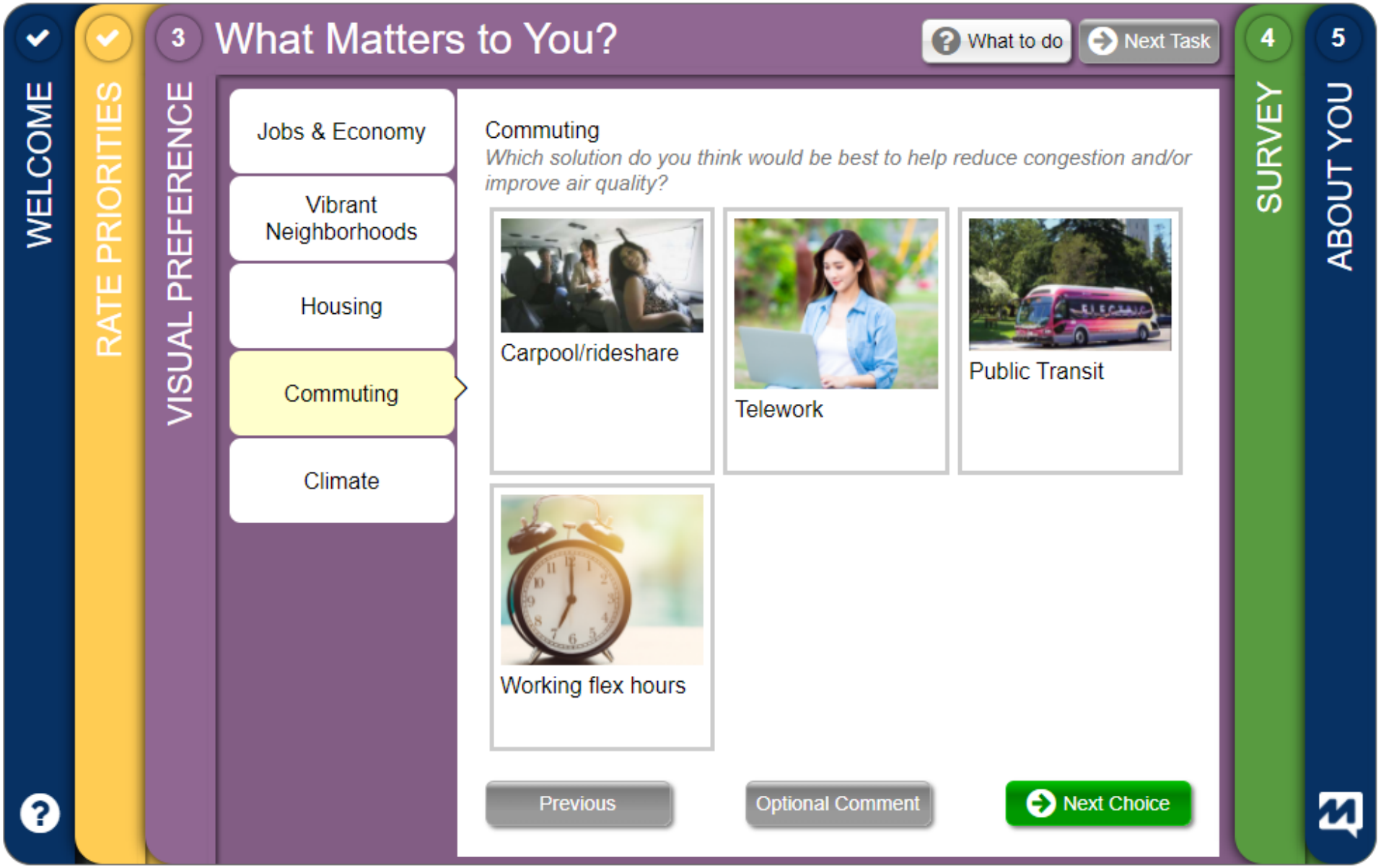
Autonomous Freight - Self-driving freight trucks

Air Taxis - small aircrafts for on-demand flights

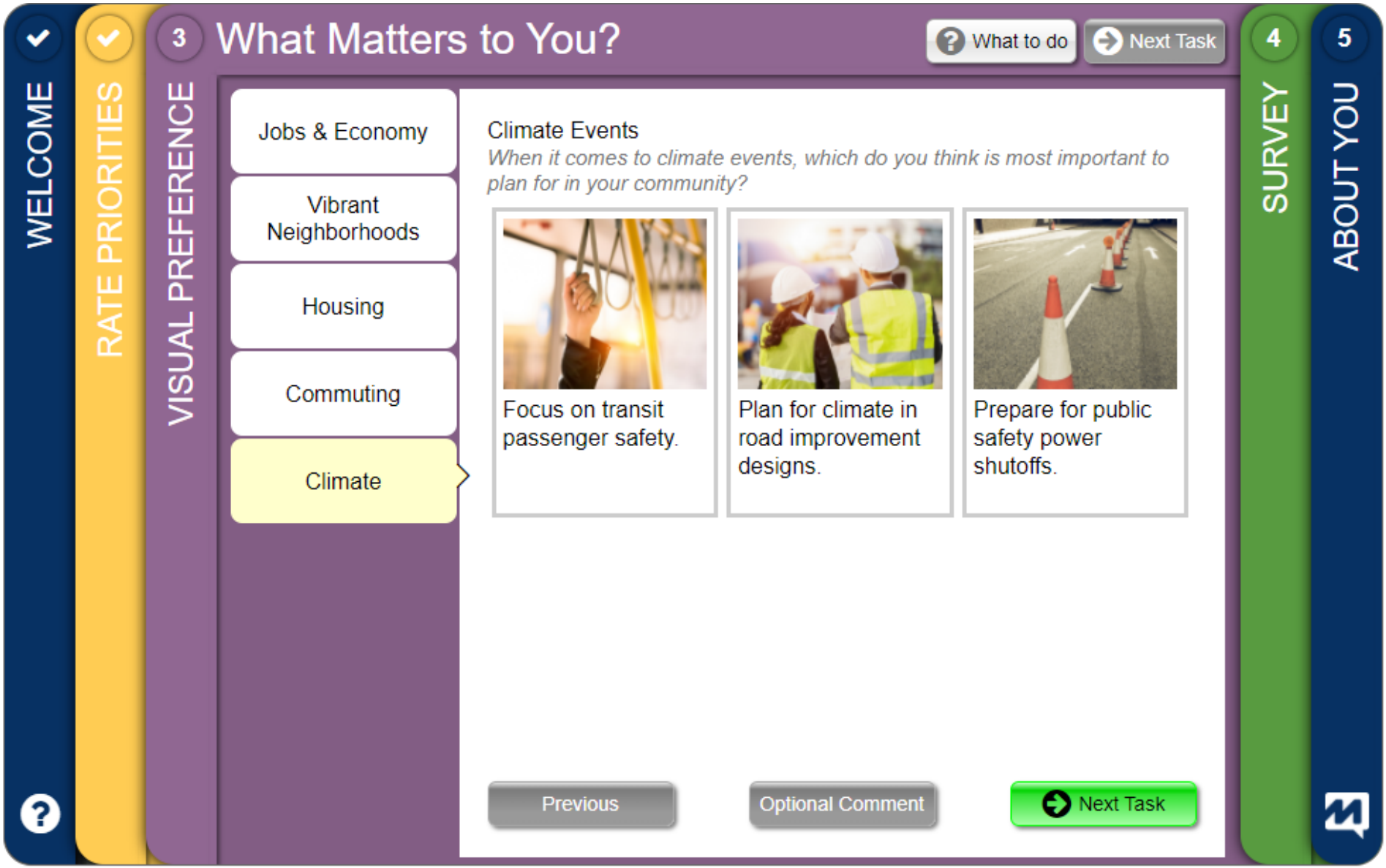
Previous | Optional Comment | Next Choice


WELCOME
RATE PRIORITIES
VISUAL PREFERENCE
3
What Matters to You?
What to do
Next Task
4
SURVEY
5
ABOUT YOU
Jobs & Economy
Vibrant Neighborhoods
Housing
Commuting
Climate
Vibrant Neighborhoods
Which of the following do you value most in your neighborhood?
Walkability - Improve sidewalks, pedestrian safety
Bikeability - Adding or improving bike lanes
Mixed-Use Development - Mixing building types
Public Transit - Expanding service or frequency
Previous
Optional Comment
Next Choice
Help
Privacy
About MetroQuest

Help Privacy About MetroQuest



Help Privacy About MetroQuest



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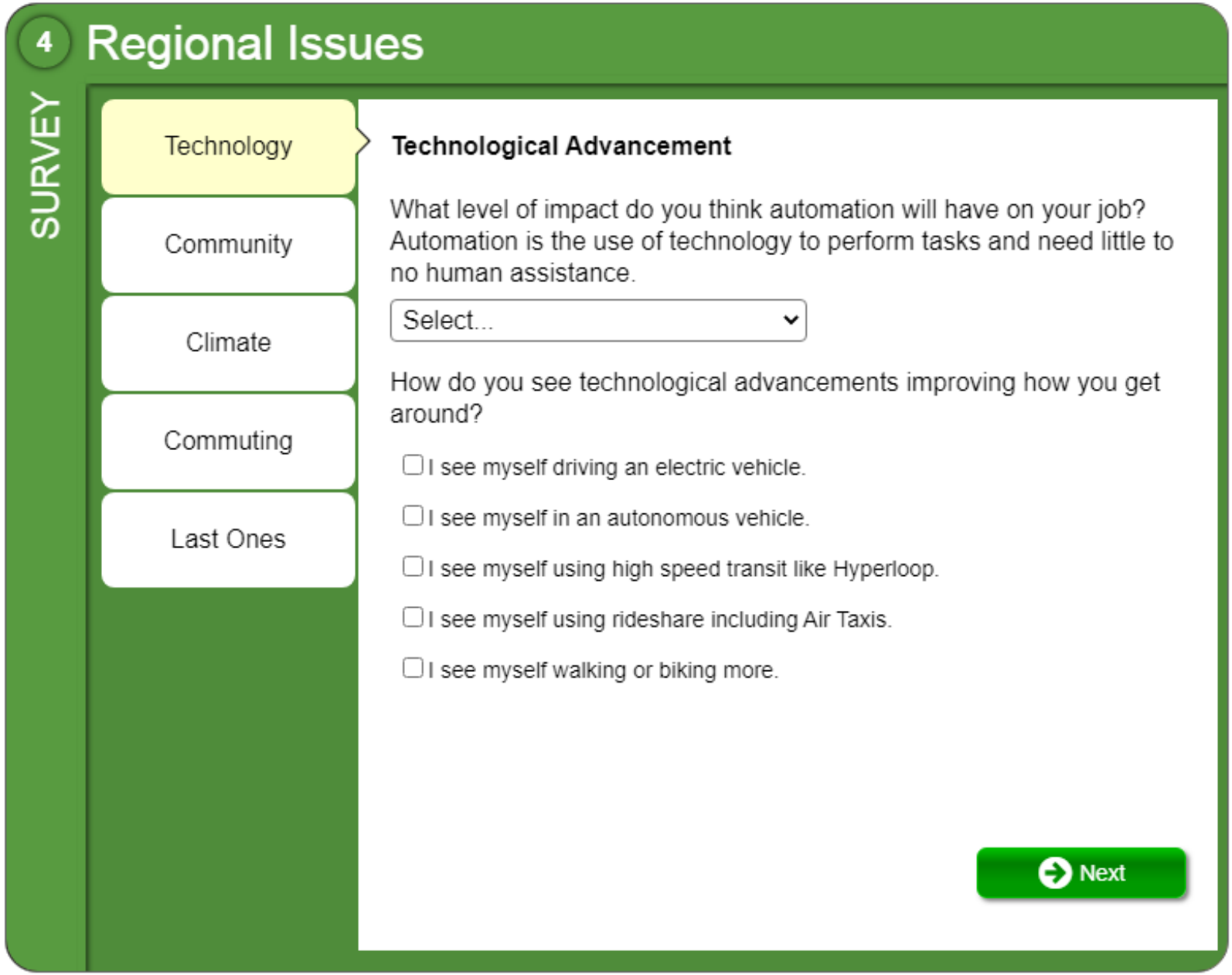

4
Regional Issues
SURVEY
Technology
Community
Climate
Commuting
Last Ones
Technological Advancement
What level of impact do you think automation will have on your job? Automation is the use of technology to perform tasks and need little to no human assistance.
Select...
How do you see technological advancements improving how you get around?
I see myself driving an electric vehicle.
I see myself in an autonomous vehicle.
I see myself using high speed transit like Hyperloop.
I see myself using rideshare including Air Taxis.
I see myself walking or biking more.
Next

WELCOME

RATE PRIORITIES

3 VISUAL PREFERENCE

4 SURVEY

Regional Issues

What to do | Next Task

5 ABOUT YOU

- Technology
- Community
- Climate
- Commuting
- Last Ones

Community

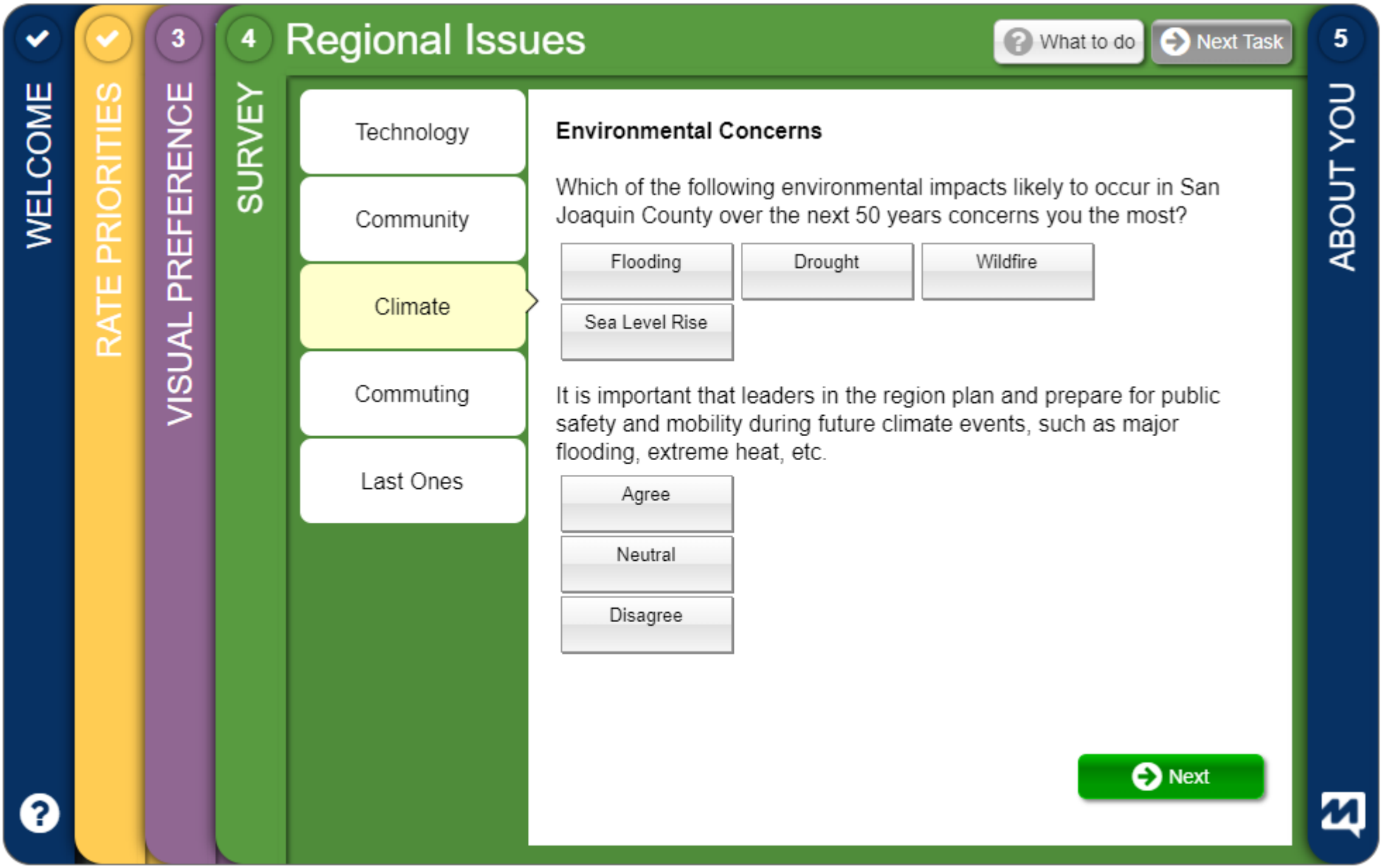
I am worried about having enough money left over to buy essentials after paying my rent or mortgage every month.

- Very Worried
- Slightly Worried
- Neutral
- Not that worried
- Not worried at all

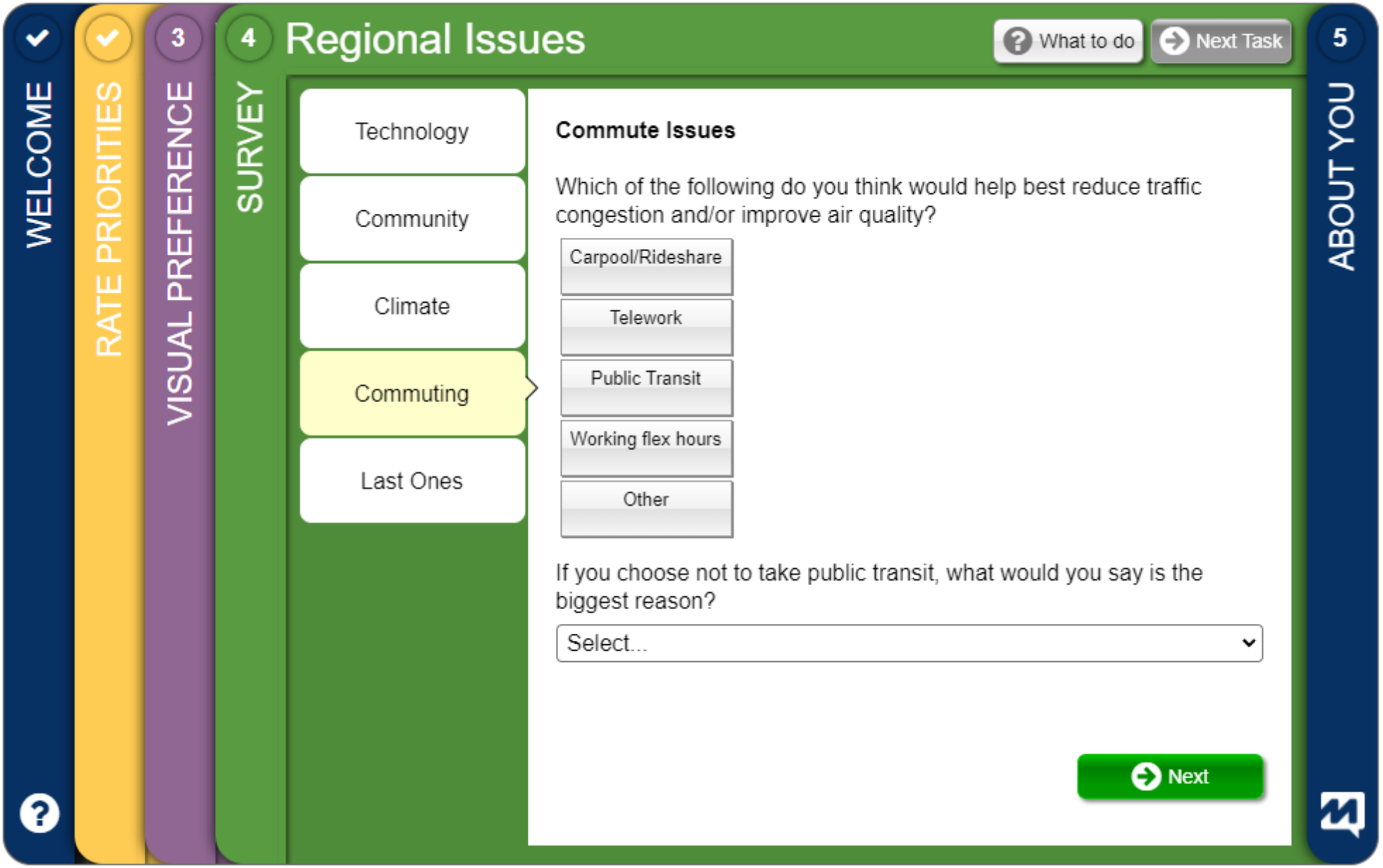
Which of the following is/are the biggest problem(s) in your area?

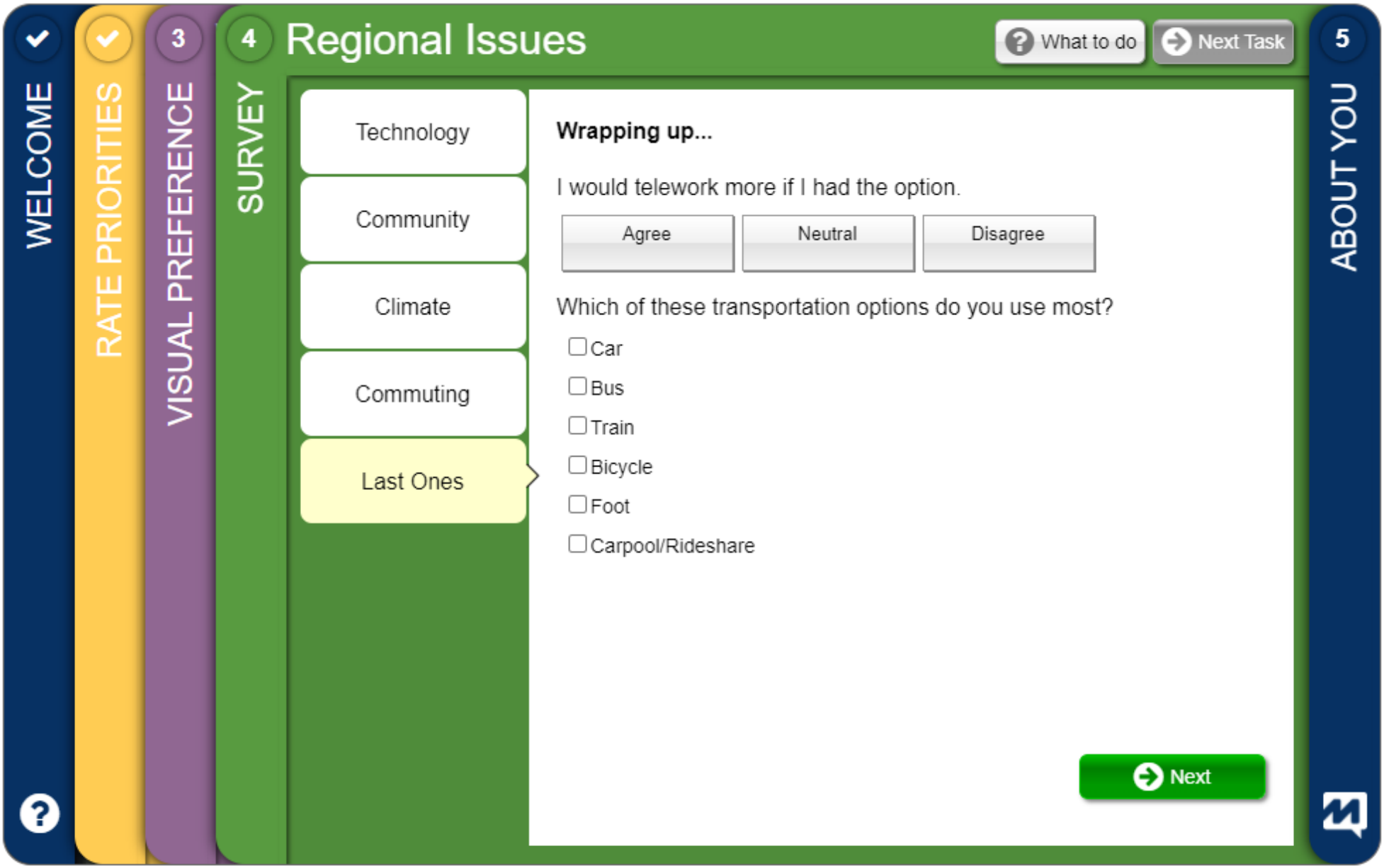
- [ ] Traffic
- [ ] Conditions of the roads
- [ ] Lack of public transit
- [ ] Lack of pedestrian and bicycling options
- [ ] Road safety

Next

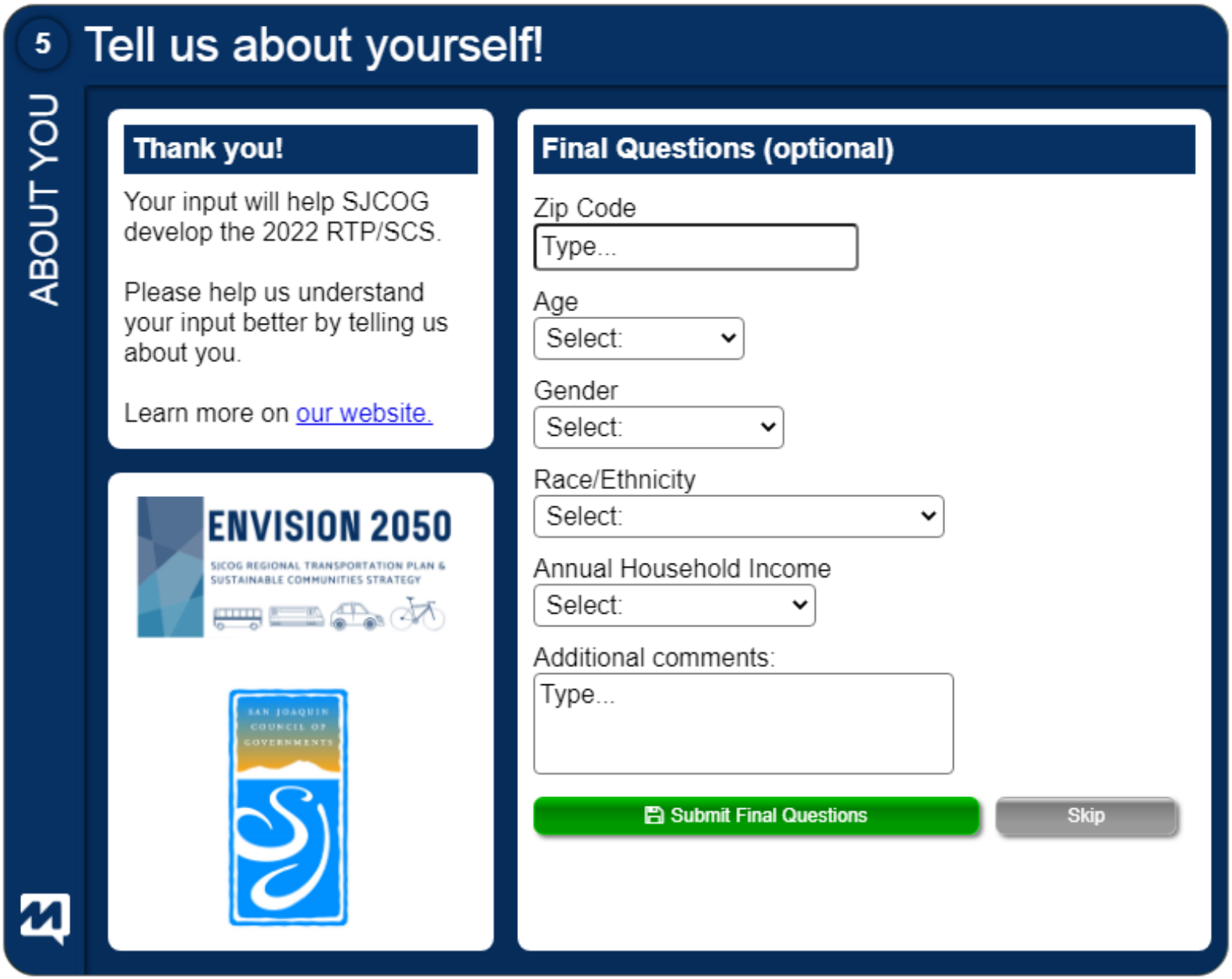


Help Privacy About MetroQuest


WELCOME
RATE PRIORITIES
3
VISUAL PREFERENCE
4
SURVEY
Regional Issues
What to do
Next Task
5
ABOUT YOU
Technology
Community
Climate
Commuting
Last Ones
Commute Issues
Which of the following do you think would help best reduce traffic congestion and/or improve air quality?
Carpool/Rideshare
Telework
Public Transit
Working flex hours
Other
If you choose not to take public transit, what would you say is the biggest reason?
Select...
Next
Help
Privacy
About MetroQuest



Help Privacy About MetroQuest


5
Tell us about yourself!
ABOUT YOU
Thank you!
Your input will help SJCOG develop the 2022 RTP/SCS.
Please help us understand your input better by telling us about you.
Learn more on our website.
ENVISION 2050
SJCOG REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY
SAN JOAQUIN COUNCIL OF GOVERNMENTS
Final Questions (optional)
Zip Code
Type...
Age
Select:
Gender
Select:
Race/Ethnicity
Select:
Annual Household Income
Select:
Additional comments:
Type...
Submit Final Questions
Skip

Survey 1 – Envision 2050 (Spanish)

2

Escoja sus prioridades

CLASIFIQUE LAS PRIOR

Ordene sus 5
prioridades arriba de esta línea

- Tecnología
- Clima
- Vivienda
- Desplazamiento domicilio-tra...
- Trabajo y economía
- Vecindades vibrantes

Envision 2050 considerará una serie de factores que modelarán el futuro del transporte en el Condado de San Joaquín. Indique 3 de los 5 que le parezcan más importantes.

Coloque 5 de los temas arriba de la línea en su orden preferido.

Sugiera otro tema

PREFERENCIA VISUAL

3 ¿Qué le importa?

- Tecnología
- Clima
- Vivienda
- Desplazamiento domicilio-trabajo/escuela
- Trabajo y economía

Tecnología

¿Qué innovación tecnológica desea que El Plan enfatice en el futuro?

Vehículos autónomos - Carros que se manejan solos

Vehículos eléctricos - Energizados con la red eléctrica

Hyperloop - Transporte de alta velocidad, uso eficiente de energía

Flete autónomo - Flete que se maneja solo

Taxis aéreos - pequeños aviones para vuelos a demanda

Anterior | Comentario Opcional | Siguiente Choice

Ayuda Privacidad Sobre MetroQuest

BIENVENIDO

CLASIFIQUE LAS PRIOR

3 PREFERENCIA VISUAL

¿Qué le importa?

Qué hacer | Siguiente Tarea

4 ENCUESTA

5 ACERCA DE USTED

- Clima
- Vecindades vibrantes
- Vivienda
- Trabajo y economía
- Desplazamiento domicilio-trabajo/escuela

Vecindades vibrantes

¿Cuál de las siguientes valora más en su vecindad?

Poder caminar - Mejorar aceras, seguridad peatonal

Poder andar en bicicleta - Agregar o mejorar bicisendas

Desarrollo de uso mixto - Mezcla de tipos de edificios

Transporte público - Ampliar el servicio o la frecuencia

Anterior | Comentario Opcional | Siguiente Choice

Ayuda Privacidad Sobre MetroQuest

BIENVENIDO

CLASIFIQUE LAS PRIOR

3 PREFERENCIA VISUAL

¿Qué le importa?

Qué hacer | Siguiente Tarea

4 ENCUESTA

5 ACERCA DE USTED

- Clima
- Vecindades vibrantes
- Vivienda
- Trabajo y economía
- Desplazamiento domicilio-trabajo/escuela

Vivienda

¿Cuál de las siguientes soluciones apoyaría para ayudar a la región a atender la demanda de vivienda asequible?

Establecer un fondo de fideicomiso para vivienda.

Agilizar el proceso de aprobaciones para reducir costos.

Elaborar una lista de proyectos de viviendas regional.

Anterior | Comentario Opcional | Siguiente Choice

BIENVENIDO

CLASIFIQUE LAS PRIOR

3 PREFERENCIA VISUAL

¿Qué le importa?

Qué hacer | Siguiente Tarea

4 ENCUESTA

5 ACERCA DE USTED

- Clima
- Vecindades vibrantes
- Vivienda
- Trabajo y economía
- Desplazamiento domicilio-trabajo/escuela

Trabajos y economía

¿Qué opción preferiría para fomentar el crecimiento económico en la región?

Construir carreteras/calles para mejorar el acceso al trabajo.

Mejorar las opciones de transporte público para el acceso al

Invertir en puertos, ferrocarriles, aeropuertos y caminos para

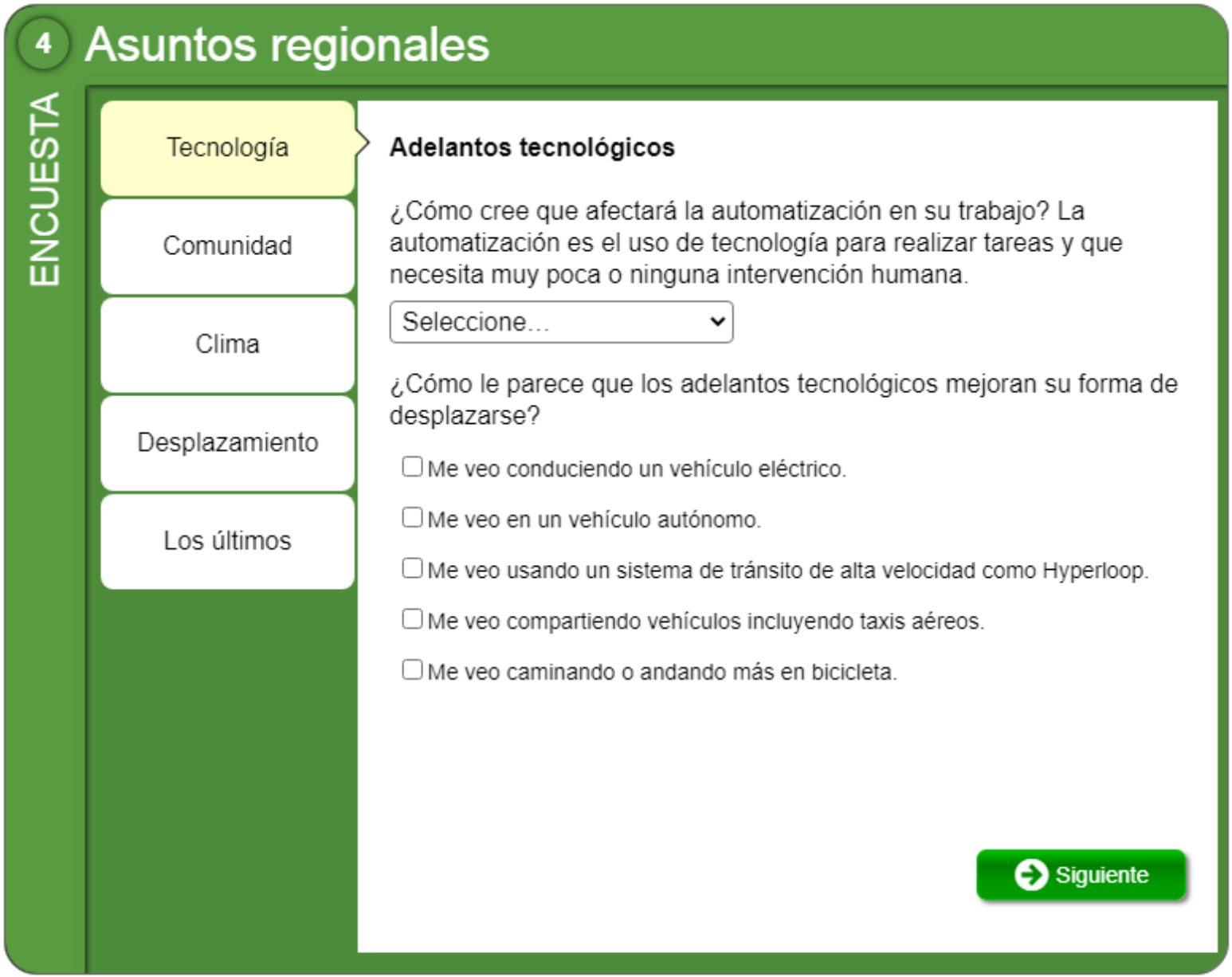
Aplicar tarifas por congestión o carriles con peaje.

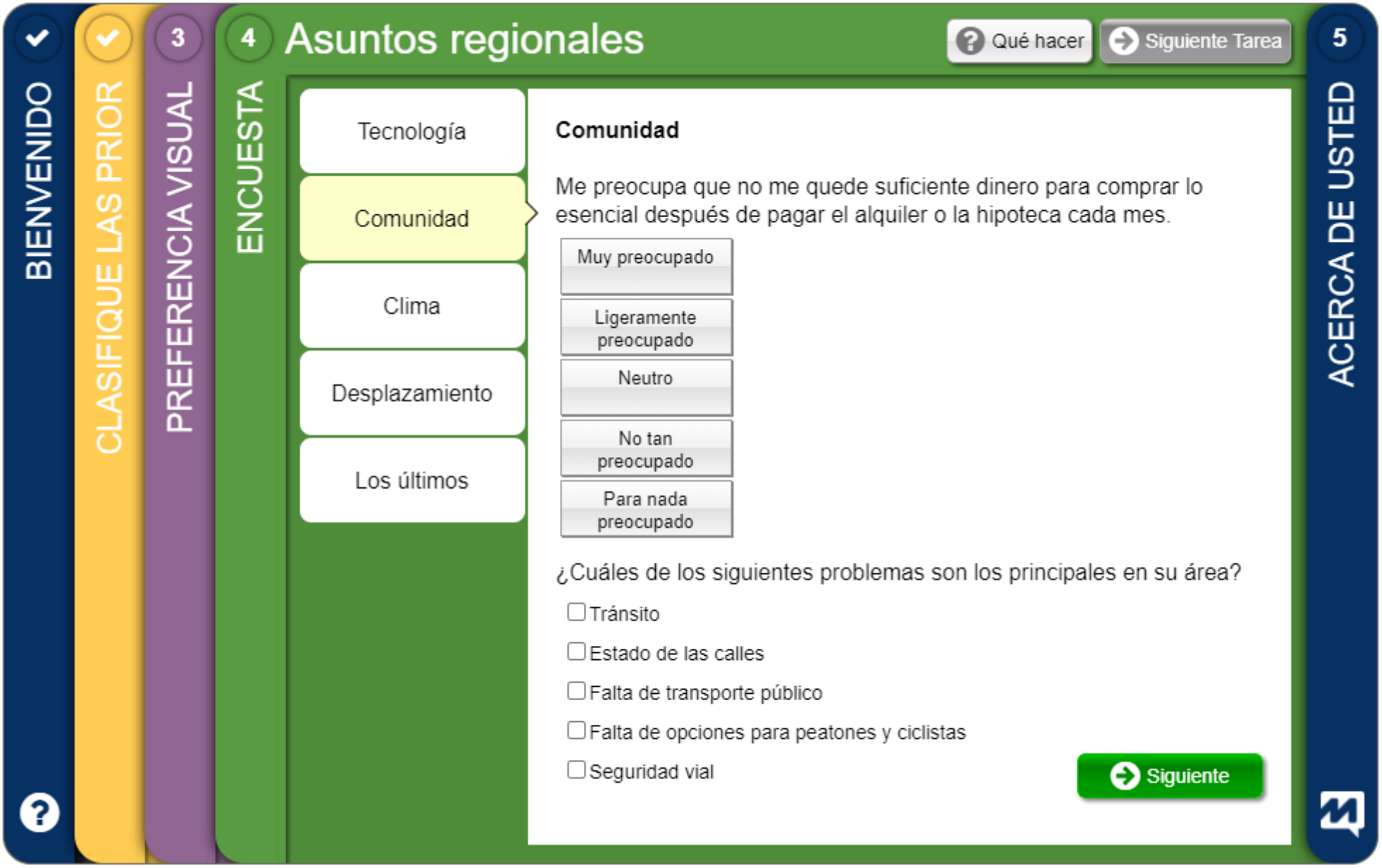
Fomentar la instalación de nuevas compañías en la región.

Anterior | Comentario Opcional | Siguiente Choice

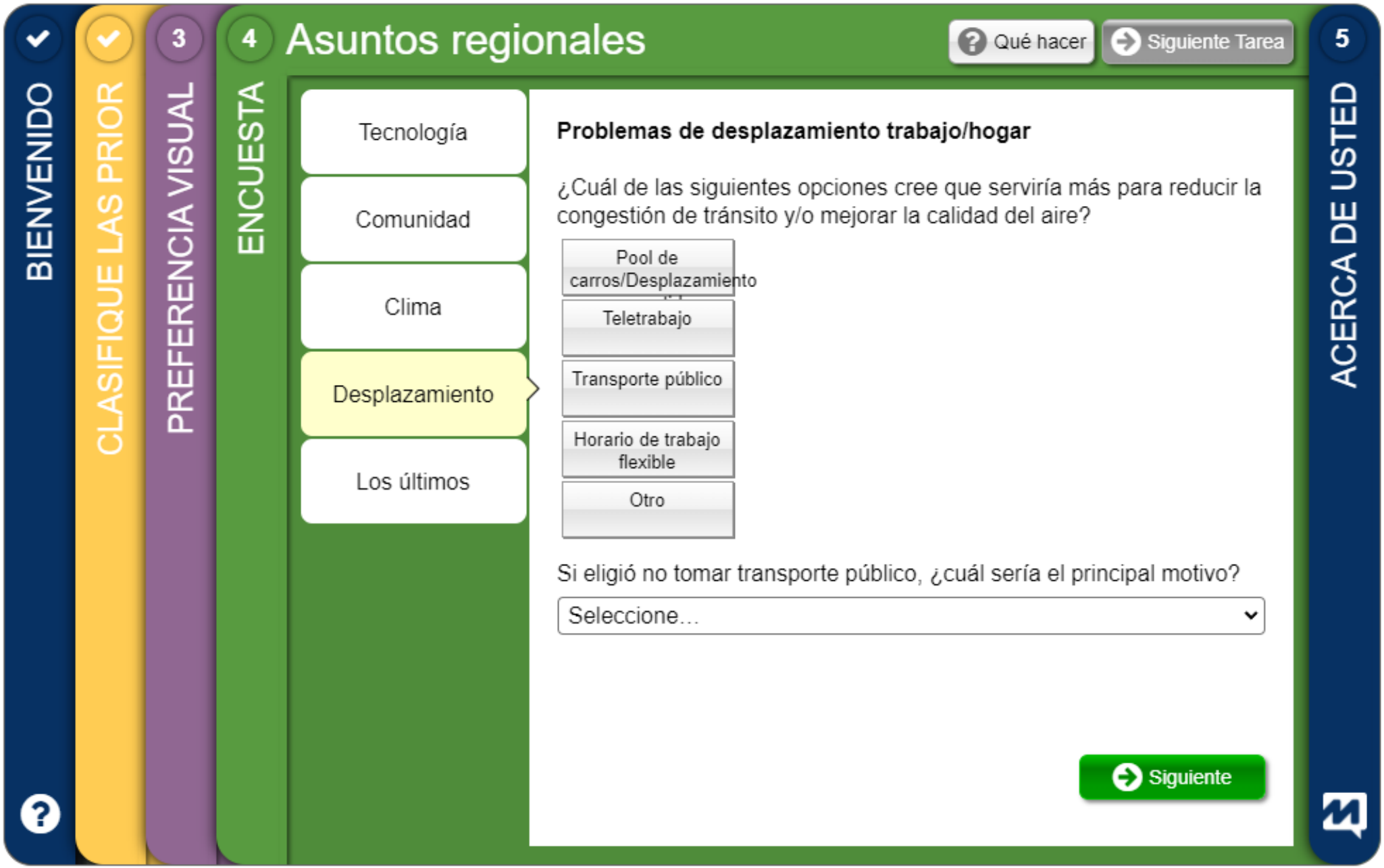
Ayuda Privacidad Sobre MetroQuest

Ayuda Privacidad Sobre MetroQuest

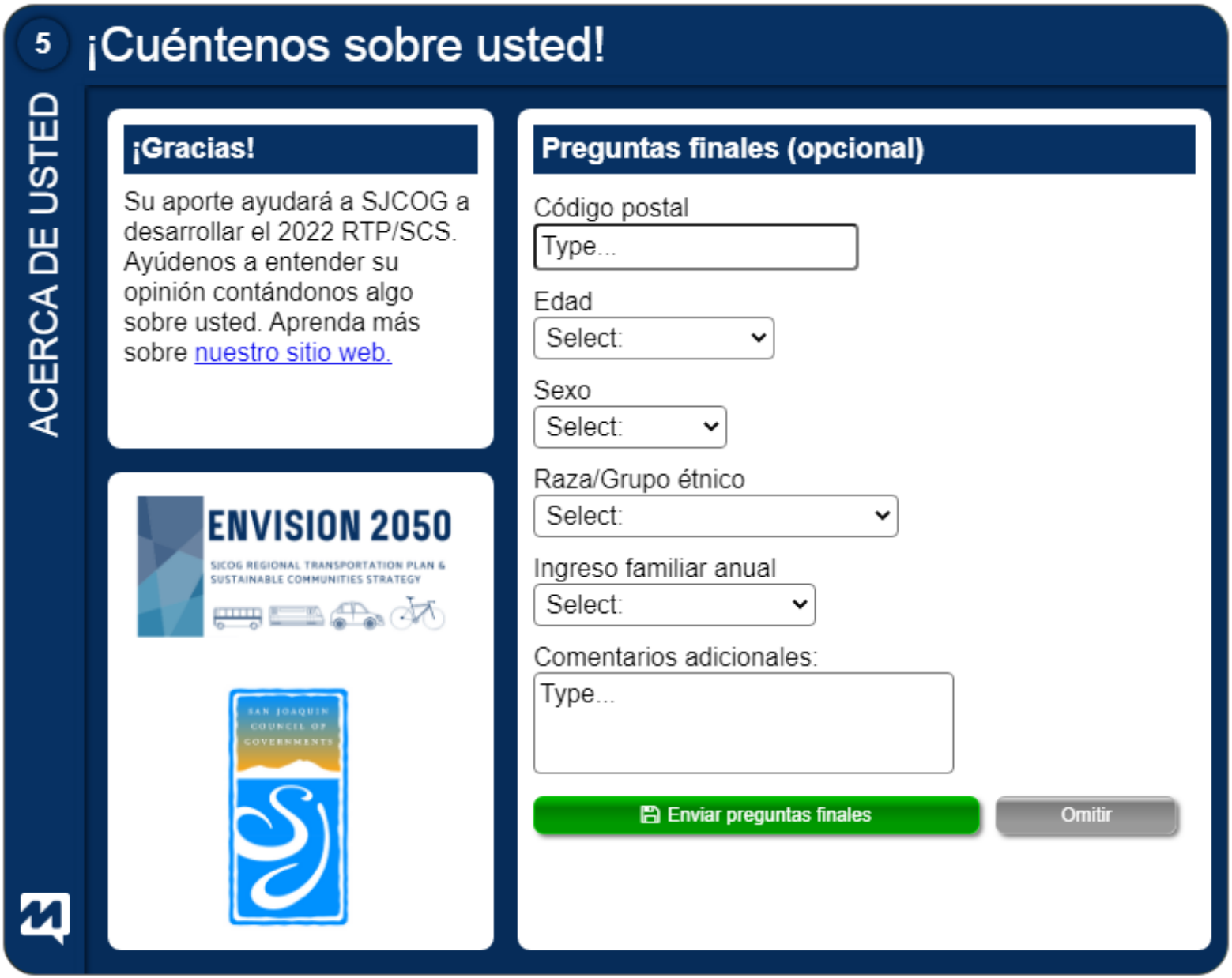

4
Asuntos regionales
ENCUESTA
Tecnología
Comunidad
Clima
Desplazamiento
Los últimos
Adelantos tecnológicos
¿Cómo cree que afectará la automatización en su trabajo? La automatización es el uso de tecnología para realizar tareas y que necesita muy poca o ninguna intervención humana.
Seleccione...
¿Cómo le parece que los adelantos tecnológicos mejoran su forma de desplazarse?
Me veo conduciendo un vehículo eléctrico.
Me veo en un vehículo autónomo.
Me veo usando un sistema de tránsito de alta velocidad como Hyperloop.
Me veo compartiendo vehículos incluyendo taxis aéreos.
Me veo caminando o andando más en bicicleta.
Siguiente



Ayuda Privacidad Sobre MetroQuest


BIENVENIDO
CLASIFIQUE LAS PRIOR
3
PREFERENCIA VISUAL
4
ENCUESTA
Asuntos regionales
Qué hacer
Siguiente Tarea
5
ACERCA DE USTED
Tecnología
Comunidad
Clima
Desplazamiento
Los últimos
Problemas de desplazamiento trabajo/hogar
¿Cuál de las siguientes opciones cree que serviría más para reducir la congestión de tránsito y/o mejorar la calidad del aire?
Pool de carros/Desplazamiento
Teletrabajo
Transporte público
Horario de trabajo flexible
Otro
Si eligió no tomar transporte público, ¿cuál sería el principal motivo?
Seleccione...
Siguiente

Ayuda Privacidad Sobre MetroQuest


5
¡Cuéntenos sobre usted!
ACERCA DE USTED
¡Gracias!
Su aporte ayudará a SJCOG a desarrollar el 2022 RTP/SCS. Ayúdenos a entender su opinión contándonos algo sobre usted. Aprenda más sobre nuestro sitio web.
ENVISION 2050
SJCOG REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY
SAN JOAQUIN COUNCIL OF GOVERNMENTS
Preguntas finales (opcional)
Código postal
Type...
Edad
Select:
Sexo
Select:
Raza/Grupo étnico
Select:
Ingreso familiar anual
Select:
Comentarios adicionales:
Type...
Enviar preguntas finales
Omitir

APPENDIX K1-B
Typeform General Summary Report

Table 1

(Q: Please rank these priorities. N=113)

Note: The highest average rank is the region's top priority (5 being the highest rank, after code translation)

	Technology	Climate	Housing	Commuting	Jobs & Economy	Vibrant Neighborhoods
	5	0	1	4	3	2
	1	3	4	2	5	0
	1	0	5	3	2	4
	1	0	5	3	4	2
	0	1	4	3	2	5
	1	0	2	3	4	5
	2	0	3	1	4	5
	0	1	5	4	3	2
	0	2	3	5	4	1
	1	5	3	0	2	4
	1	0	3	2	5	4
	5	0	1	3	2	4
	4	0	1	5	2	3
	0	0	0	0	0	0
	1	0	3	5	2	4
	0	1	5	3	2	4
	1	0	4	3	5	2
	3	0	4	1	5	2
	2	0	1	3	4	5
	0	4	3	2	1	5
	3	2	1	0	5	4

	2	1	3	0	5	4
	0	3	1	4	2	5
	2	4	1	0	3	5
	5	0	2	3	4	1
	1	2	4	0	5	3
	1	0	5	3	2	4
	4	2	3	0	1	5
	2	5	0	1	3	4
	2	1	5	0	4	3
	0	0	3	0	5	4
	1	0	4	3	5	2
	0	5	3	1	4	2
	1	2	0	5	4	3
	0	3	2	1	4	5
	2	0	4	3	5	1
	0	0	0	0	0	0
	2	0	3	1	4	5
	4	5	0	3	0	0
	0	4	5	0	3	0
	1	2	3	0	5	4
	3	0	4	0	5	0
	2	1	3	4	5	0
	2	3	5	0	1	4
	0	4	5	3	1	2
	4	0	3	5	1	2
	3	2	5	0	1	4
	0	3	1	2	5	4
	1	4	3	0	2	5
	1	2	4	0	5	3
	0	0	0	0	0	0

	1	2	5	0	4	3
	0	5	2	1	3	4
	2	0	3	1	5	4
	5	0	2	4	1	3
	0	2	5	3	4	1
	2	0	4	1	5	3
	1	0	5	2	3	4
	0	3	2	1	5	4
	3	0	4	1	5	2
	2	3	4	0	5	1
	3	2	1	0	4	5
	0	0	0	0	0	0
	0	5	1	3	2	4
	0	3	1	4	5	2
	1	5	2	3	4	0
	0	3	4	1	5	2
	2	0	4	1	5	3
	2	0	5	3	4	1
	0	4	0	3	0	5
	2	0	3	4	5	1
	3	0	2	5	4	1
	1	0	5	3	4	2
	4	0	1	2	5	3
	1	2	0	3	4	5
	2	0	5	1	4	3
	1	0	3	2	5	4
	4	0	1	3	5	2
	3	5	1	0	2	4
	1	0	2	3	4	5
	2	1	5	3	4	0

	0	3	4	2	5	1
	1	2	3	0	4	5
	0	3	0	4	5	2
	0	0	5	3	0	4
	3	5	0	0	4	2
	0	0	0	0	4	5
	2	0	3	1	5	4
	0	4	5	1	2	3
	2	5	3	1	4	0
	5	1	2	3	4	0
	2	0	4	1	5	3
	2	5	0	1	4	3
	0	5	4	2	1	3
	0	5	3	0	4	0
	3	5	2	1	4	0
	2	0	4	3	5	1
	0	0	0	0	0	0
	4	1	3	2	5	0
	1	0	4	2	5	3
	1	4	3	0	5	2
	1	5	4	2	3	0
	4	0	0	0	5	0
	1	4	0	2	5	3
	0	2	5	1	4	3
	2	0	3	5	1	4
	2	5	0	3	4	1
	4	5	0	3	0	0
	4	5	0	0	0	0
	0	0	0	0	0	0
	4	0	5	1	2	3

	0	0	0	0	0	0
	0	0	0	0	0	5
Average Ranks	**1.56**	**1.73**	**2.62**	**1.79**	**3.31**	**2.58**

Table 2

Q: Which of the following is/are the biggest problem(s) in your area? (n=77)

	Traffic	Conditions of the road	Lack of public transit	Lack of pedestrian and bicycling options	Road safety	
	0	1	1	1	0	
	0	0	1	0	0	
	0	1	1	1	0	
	0	0	0	0	1	
	0	0	0	1	1	
	0	0	1	1	1	
	0	0	1	0	0	
	0	1	0	0	0	
	1	1	0	0	1	
	0	0	0	0	0	
	1	0	0	0	0	
	0	0	0	0	0	
	1	1	0	1	0	
	0	0	0	0	1	
	0	1	0	0	0	
	0	0	0	0	0	
	0	0	0	0	0	
	0	0	0	0	0	
	1	0	0	0	0	
	0	0	1	1	0	
	0	1	0	0	0	
	0	0	0	1	0	

	0	0	0	1	0	
	0	0	1	0	0	
	0	0	1	0	0	
	0	0	1	0	0	
	0	1	0	1	1	
	0	0	1	1	0	
	0	0	1	1	1	
	0	0	0	1	0	
	0	0	1	1	1	
	1	1	0	1	0	
	1	1	0	0	0	
	0	0	1	1	1	
	0	1	0	0	0	
	1	0	0	0	0	
	0	0	0	0	1	
	1	0	0	0	0	
	0	1	0	0	0	
	0	0	0	1	0	
	0	0	0	0	0	
	0	0	0	0	0	
	0	0	0	0	0	
	0	0	0	1	0	
	1	0	0	0	0	
	0	1	0	0	0	
	0	0	0	0	1	
	0	0	0	0	1	
	0	0	0	1	0	
	0	1	0	0	0	
	0	0	0	1	0	
	0	1	0	0	0	

	0	0	0	0	1	
	0	0	0	0	1	
	0	0	0	0	0	
	0	1	0	1	1	
	0	0	0	0	1	
	0	1	1	1	0	
	0	0	0	0	0	
	0	0	0	0	0	
	0	0	0	0	0	Total
Total	9	17	14	21	16	77
Percentage	20%	16%	25%	19%	91%	

Table 3

Q: Which mode of transportation do you use most often? (n=110)

	Car	Bus	Train	Bicycle	Foot	Carpool/Rideshare
	0	1	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	1	0	0	1	0
	0	1	0	0	0	0
	0	1	1	0	1	0
	1	0	0	0	0	0
	1	1	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	1	0	0
	1	0	0	0	0	0

	1	0	0	1	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	1	1	0
	1	0	0	0	0	0
	0	1	0	0	0	0
	1	0	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	1
	1	0	0	0	0	0
	1	1	1	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	1	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	1	1	1	0	0

	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	1	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	1	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0

	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	1	1	1	0
	1	0	0	0	0	0
	0	0	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	1	0	0	0	1	0
	1	0	0	0	0	0
	1	1	0	1	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0

	0	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	1	0	0	0	0	0
Total	77	10	5	7	10	1
Percentage	70%	9%	5%	6%	9%	1%

Table 4

Q: How do you see technological advancements improving how you get around (n=32)

	I see myself driving more	I see myself in an automated vehicle	I see myself using highspeed transit including Hyperloop	I see myself using carpool/rideshare including air taxis	I see myself walking more	
	1	1	0	0	0	
	1	0	0	0	0	
	1	0	0	0	0	
	1	0	0	0	1	
	0	0	0	0	1	
	0	1	0	0	0	
	0	0	0	0	1	
	0	0	1	0	0	
	1	0	0	0	0	
	1	1	1	0	0	
	1	0	0	0	0	
	0	0	1	0	0	
	0	0	1	0	1	
	0	0	0	0	1	
	1	0	0	0	0	
	1	0	0	0	0	

	0	0	1	0	0	
	1	0	0	0	0	
	0	0	0	0	1	
	0	0	1	0	1	
	0	0	1	0	0	
	0	0	1	0	0	
	0	0	0	0	0	
	1	1	1	0	1	
Average	0.46	0.17	0.38	0.00	0.33	
Total	11	4	9	0	8	32
Percentage	34%	13%	28%	0%	25%	

Additional Comments

Zip Code	Additional Comments	Technology	Climate	Housing	Jobs Economy	Vibrant Neighborhoods	Technology - 2	Climate Events	Housing - 2	Commuting - 2	Vibrant Neighborhoods - 2
95203	Because I'm an electrician, public transit isn't as useful for me. Mostly because of the need to carry personal tools and										

	getting to jobsites.										
95206				Housing is very importa nt							
95206							Create FREE city wide wifi to reduce the digital divide		Establish communi ty land and housing trusts that create equitable developm ent and reduce gentrifica tion		
95206	Need more buses on weekends.										
95207										major bike lanes and autonomous shuttles	
					My picks for importan ce						

95203	I was not able to answer the visual preference screen because it did not function. No option for other regarding transit - I choose to ride a bike because of infectious disease issues - which was not a choice.	School students that don't have access to technology don't have the same advantages to advance.	Environmental justice is climate justice. Do our part don't rely on the state because this is an individual issue for those of means,	Safety allows for maximum productivity		Some of the problems we are having now is because we don't value our neighbors					
95219											
95207											
95209	Link the rails, airport & bus service with hyperloop to give flexability										

95204	We need visionary leadership to make large scale shifts in the diversity of transportation options in our community. Working collaboratively (and regionally) to help better connect our communities - through a comprehensive network of bicycle/pedestrian paths (including between cities), enhanced transit				Focus on the jobs/housing balance as a commute reduction strategy. Eliminate the need for the mega-commute.			Reducing our impact on the climate by reducing VMT and GHG	What do these mean? Could use more information on on each.	Rail and bus options that can compete with comfort and efficiency of driving alone.	

	options so it's actually a competitive travel mode, and a focus on telework (regional fiber internet?) or shifting the jobs/housing balance so fewer people have to commute.										
95219									Create shared spaces that are enjoyable. Enjoying waterways, walkable levees, and beautiful views should not only		improved green space, better litter pickup, creating a general aesthetic that does not sap the will of residents to live.

									be for those who can afford to buy waterfront property. Protect the exploitation of waterfront property by developers.		
95242						We need to have safe neighborhoods					
95207	Pricing mainline road use and parking can go a long way towards mitigating future road congestion.										

					This drives everything						
95215	Concerned about clean air, safety of neighborhoods/community, good paying fair wage jobs, ethnic and health disparities										
94595	In light of CoVid 19, I think working from home should be the way we work in the future!										

95366	Very good survey. The practical tangible questions were very good.						Support High Speed Internet and Support Tech Companies relocating from the overpriced Bay Area market. Incentive for Electric Vehicles and Support Development of Electronic Vehicle Charging.				

95207				Need to address local add on fees that make mortgages unaffordable							
95219				It is important to provide housing alternatives but also ensure that the funding will be there to sustain this for a long term							
95207	Since I live only two blocks from my workplace, public										

	transportation wouldn't ever appeal to me.										
95304	Fix Valpico road.	The roads and infrastructure should be fixed first.									
95206					Better paying jobs are needed in order to help with housing						
				S*** don't work							

95242	I lived in downtown Chicago for several years and did not own a car during that time, and many of my friends in that area still do not own cars. We all used public transit or walked. I then moved to a small community in the mountains and walked to work and used shared rides to go into town. I now live several miles outside						If we want to get away from gas, but are unable to sustain regional power use at current use levels, figuring out how to add the influx of electric car power use is critical.		Do we not already have a regional housing project list?	Car pool/ride share, telecommuting, and flex hours all leave out significant portions of the population. Most people who work locally don't live near each other on similar schedules, and ride share for longer commutes is already something people look for on their own. Telecommute leaves out almost everyone in in retail and service industries, and flex	

	town and cannot bike to work because of heat, otherwise I'd do that here too. No public transit because it doesn't make sense to come to my area, but I find it very poorly advertised here and relatively few stops. Friends at Turner and Church (theoretically) don't have access to a bus route to Kettleman and Lower									hours makes it harder for those people to use current public transit or to For the city to schedule public transit. Also, we are a Bay Area bedroom community and an ag community, so there are many residents who have schedules that would be hard to affect in this way. Public transit is the one medium that plays well with all schedules, all job types, and all end destinations.	

	Sac for a 3pm shift. Maybe they aren't looking hard enough, but it seems that an hourly loop of town dropping off at the major retail and restaurant locations at normal shift times from the main streets (Lodi, Turner) could boost useage.									Maybe an SJ public transit ap (if we don't have one) so people can quickly see where buses run, what times, etc? Or better public advertising if we already have one, especially if there's a main bus loop or specific routes?	
95382	Roads Roads Roads										

95360	Good survey lets see these improvements gradually happen over time	Air Taxis									
		Air Taxis									
95209	The Visual Preference section on my survey shows nothing, so I did not have the option of completing that section of the survey.			San Joaquin County needs more affordable housing. The rents are ridiculous here and does not match the income for majority of the citizens that live	Part of the issue with the housing crisis now is that there are no jobs available in San Joaquin County for residents who are not commuting. The jobs here are minimum wage and everyone is living						

				and work here.	paycheck to paycheck. We should have more recruiting for companies to bring businesses that will help support the cost of living that continues to increase putting residents in more debt or homelessness.						
95204											
95207										I think teleworking is nice, and should be an option, but it does make it	

										hard to have a sense of community attachment to your work if you aren't physically going in and interacting	
95330	Limited response choices give you your tailored results, don't they. If you truly desire honest survey responses, include open response options.										

		Training for seniors and people who are not so familiar with the technology		Multifamily low-income for eligible people and homeless have a building with mini-schools where they can live to have psychological help, strives8s talents and skills, so they can go out into the world prepared		Develop places to skate, paint, dirt bike, water park, all for our teenagers to use their energy.					

95376	We need activities to hear the families.										
95376	Road safety is lousy. Cars fly by the streets.										

2022 Regional Transportation Plan &
Sustainable Communities Strategy

Round 2 Public Opinion Survey – Scenario Development – General Outreach

Authored by SJCOG Staff with technical assistance from Cascadia Partners

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I. SUMMARY

A comprehensive public involvement program is an important component for developing the 2022 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS). As the San Joaquin Council of Governments (SJCOG) updates the 2022 RTP/SCS, a major goal of the public outreach effort is to communicate with non-traditional as well as traditional audiences to ensure that environmental justice issues are identified and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the planning process.

The Round 2 Public Outreach Survey was administered to assess public opinion on regional transportation issues, as well as identify current and future transportation needs of residents across the region. Respondents were asked to assess the state of transportation in the region, share their perceptions of the need for improvement regarding different aspects of transportation, their opinions on the foundational goals of the RTP/SCS, as well as identify priorities on where to invest in transportation.

With over 430 responses to the survey, SJCOG heard from a large sample of residents throughout San Joaquin County.

Survey Overview

MetroQuest Survey 2 – Welcome - Help shape the future of the San Joaquin Region! SJCOG is updating the Regional Transportation Plan & Sustainable Communities Strategy. With your help, these plans will guide transportation toward a safer, healthier, and better-connected region. – Sc. 1

Top Priorities – What do you want the future to look like? – Sc. 2

Order your top 5 items above this line: _____

- More job & training opportunities
- Inclusive community engagement
- Thriving small businesses
- Stronger social support
- Proactive to climate change
- Investment without displacement
- More housing affordability
- Improved public transit

Scenario Rating – Which scenario do you like the most? – Sc. 3

Please rate how well each scenario does in addressing your priorities.

- Stay the Course
- Remake Centers & Corridors

- 20-Minute Neighborhoods
- Commuter Villages

Scenario Features - What features of each scenario do you like? – Sc. 4

Please rate how important you think each of the following features are:

Stay the Course

- **Use existing roads more efficiently.** Focus on maintaining the road we have while making investments that make traffic flow more efficiently.
- **ACE Rail expansion.** ACE rail extension to Modesto, Merced, and San Jose, but not Sacramento.
- **Invest more in biking and walking.** Somewhat more investment in projects that enhance safety for biking and walking.
- **Prioritize new neighborhoods.** Growth follows local plans but is prioritized in areas outside of city centers.
- **Slow the loss of agricultural land**. Land use and transportation decisions take agricultural value of land into account.

Remake Centers & Corridors

- **Preserving farmland.** Focus development inside of existing city limits to limit the development of prime agricultural land.
- **Allowing a greater variety of housing.** Encourage and permit a greater variety of more compact housing types.
- **Encourage housing in commercial areas.** Allow formerly commercial areas in downtowns and along major roads to transition into mixed use neighborhoods.
- **Make streets more bike & people friendly**. Enhance connectivity for people on foot & bike to and from main streets and in downtown areas.
- **Improve access to public transit.** Expand frequent bus service to more parts of the region and make accessing transit service safe and convenient.

20-Minute Neighborhoods

- **More access to daily destinations.** New neighborhoods develop with a greater mix of jobs and basic needs like groceries, healthcare, and schools.
- **Make it easier to build housing.** Streamline zoning regulations to make it easier to build a variety of housing types.
- **Prioritize new neighborhoods.** Growth follows local plans, but is prioritized in areas outside of city centers
- **Expand access to high-speed internet**. Invest in high-speed internet

infrastructure to ensure all residents have access to working and learning from home opportunities.

- **Invest in affordable housing.** Develop a "trust fund" dedicated to addressing housing and homelessness issues.

Commuter Villages

- **Housing near high quality transit.** Build more housing near commuter rail and transit centers to make traveling to work easier, faster, and more convenient.
- **Make existing roads more efficient.** Manage the increased use of driverless cars through strategies like tolling and carpool (HOV) lanes.
- **Expand ACE Rail and build ValleyLink.** Expand ACE Rail to Sacramento, Modesto, Merced, and San Jose. Fund and build ValleyLink Rail from Dublin to Lathrop.
- **Invest in public transit technology.** Fund pilot projects and studies that apply autonomous and electric vehicle technology to shuttles, buses, and trains.
- **Adapt to a changing climate**. Make transportation investments that consider our warming climate as well as more frequent flooding and drought.

Wrap-Up – Tell us about yourself. Demographic questions. – Sc. 5

- Annual Income
- Race/Ethnicity
- Age
- Gender
- What organization did you hear about this survey from?
- Enter your email address for the $50 raffle

II. METHODS

At the end of the survey, the total number of participants recorded by MetroQuest was 4,216. Cascadia Partners, the consultant team on this survey, following guidance from MetroQuest support, eliminated 3,781 entries from the final analysis “due to their suspicious characteristics” to get a more credible, final dataset. Cascadia acknowledged that there could have been real responses eliminated, but that this was the best way to ensure a reliable dataset. The reason for so many suspicious responses is likely due to the offered reward of $50 gift certificates to random survey participants. While the vast reduction of entries is regrettable, SJCOG has still retained more survey responses than in the first round of surveys.

To ensure broad input reflective of the region’s diversity, SJCOG expanded its community

outreach activities in the spring of 2019. The agency contracted with community-serving agencies and organizations throughout the region to solicit public input into the key activities associated with the preparation of the 2022 RTP/SCS. The primary goals of this effort are to enhance the transportation planning process through:

1. Reaching out to residents of the San Joaquin County region to determine future transportation needs and identify the goals and strategies that will shape the 2022 RTP/SCS.

2. Increasing public engagement among historically underserved and underrepresented communities in the transportation planning process.

3. Obtaining direct input on the draft scenarios for the 2022 RTP/SCS.

4. Building meaningful relationships with and among community-based organizations and local groups invested in shaping the future of the San Joaquin County transportation system.

Data Collection

The survey was conducted from June 30 – August 31, 2021, to self-selected respondents who are residents of the San Joaquin region and ranging in age from young adults to senior citizens (fifteen or older). The survey was administered in an online web format, and distributed via multiple channels including:

- 2022 RTP/SCS Community-Based Outreach Mini-Grant program activities (which included surveying in-person);
- RTP/SCS Working Group and SJCOG standing committees.
- SJCOG community outreach at local events.
- Mini presentations at local organizations; and
- Via SJCOG social media, press release, and email lists.

III. SURVEY RESPONDENTS

At the close of the first survey, the San Joaquin Council of Governments (SJCOG) received a total of 435 total entries with 231 of those being complete responses across both the English and Spanish versions. This section summarizes the demographic profile of survey participants who provided input during the first round of public outreach for the RTP/SCS.

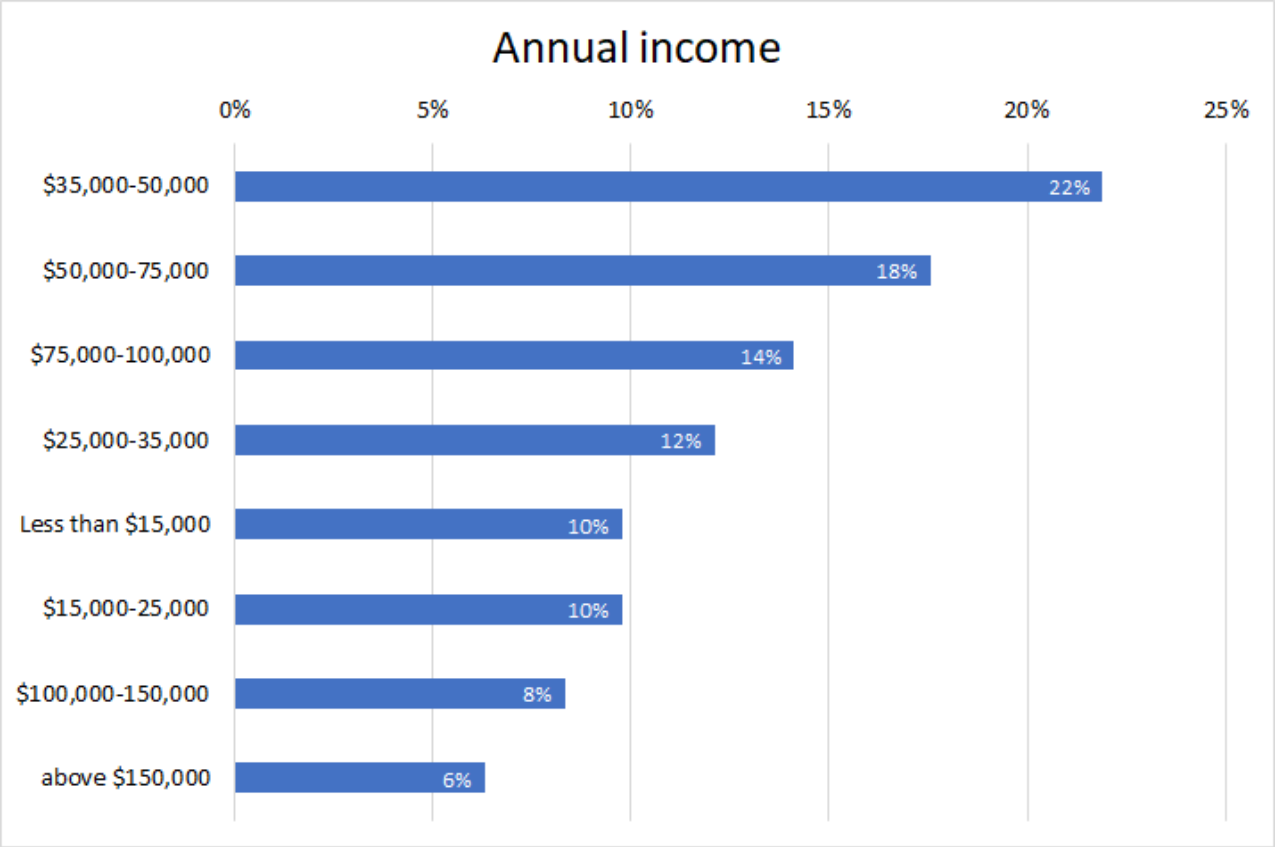
Community Representation

Overall, responses to the survey came from all corners of the region. However, the regional sample does not proportionately represent the population of each jurisdiction. While cities like Stockton and Lathrop are well represented, residents in Escalon, Manteca, and Ripon are severely underrepresented.

Household Characteristics of Survey Respondents

Survey respondents also reflected a wide range of income levels in the San Joaquin County region. The largest income group of respondents indicated household incomes between $30,000-$50,000. The second largest income group reports between $50,000 and $75,000 followed by the group reporting income between $75,000-$100,000. The U.S. Census Bureau reports that the median household income in San Joaquin County in 2019 was $64,432.

n=347

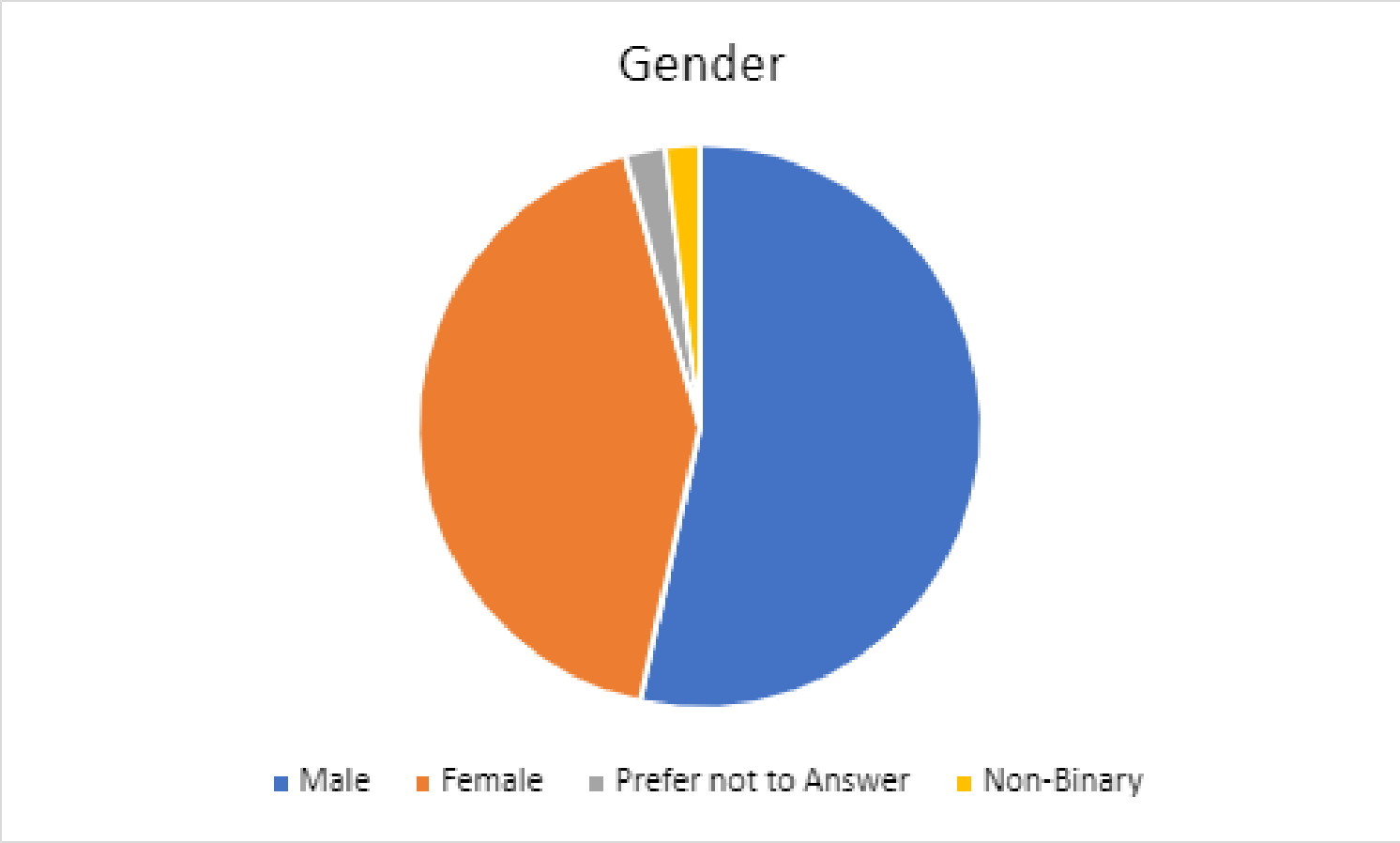


Demographic Profile

At least 53% of survey respondents identified as male, while 42% identified as female, and the remaining indicated “Non-binary” or preferred not to state their gender. Survey respondents also reflected the full age spectrum. In the last 2018 RTP/SCS, Millennials (approximately ages 18 to

35) and Generation Xers (approximately ages 35 to 50) participated in high numbers due in large part to enhanced public outreach efforts to encourage input from young stakeholders throughout the region.

n=350



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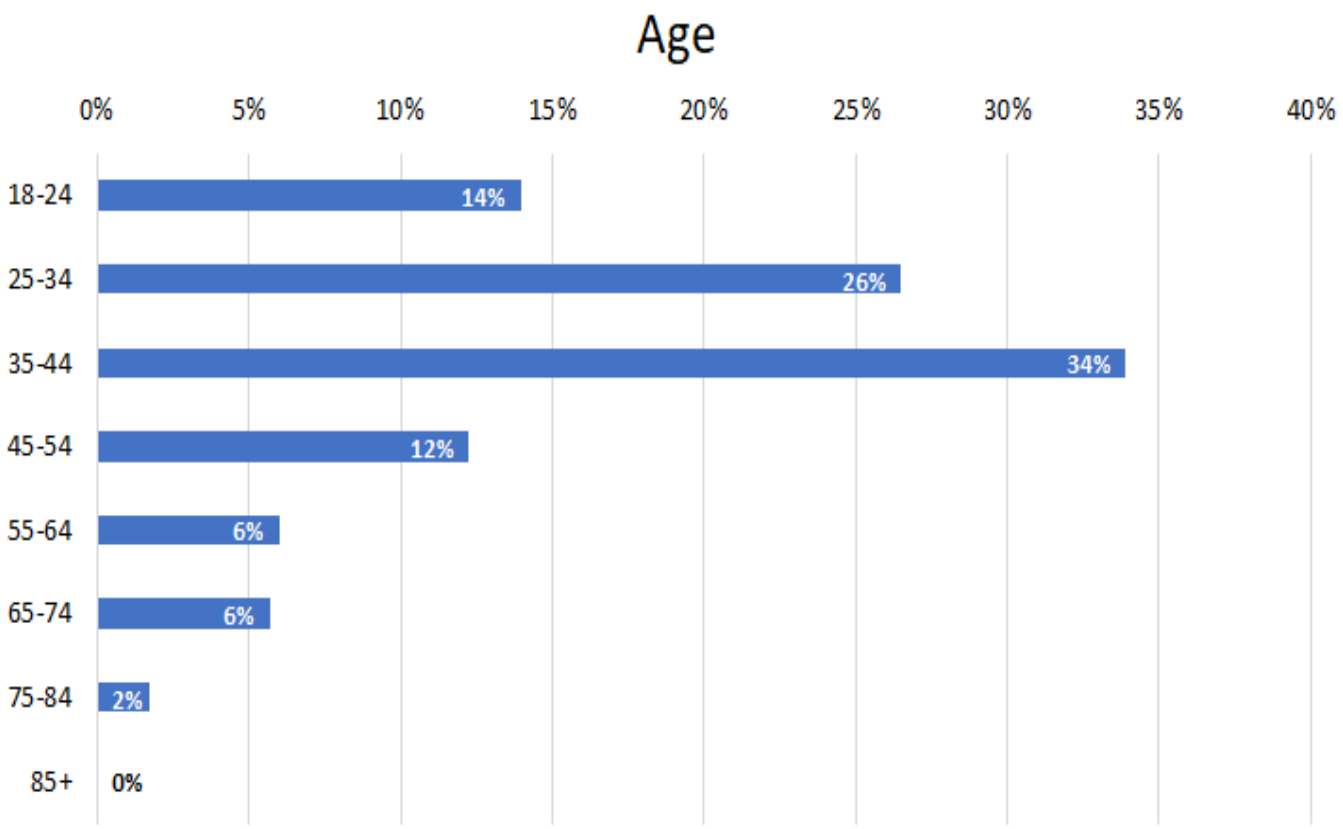
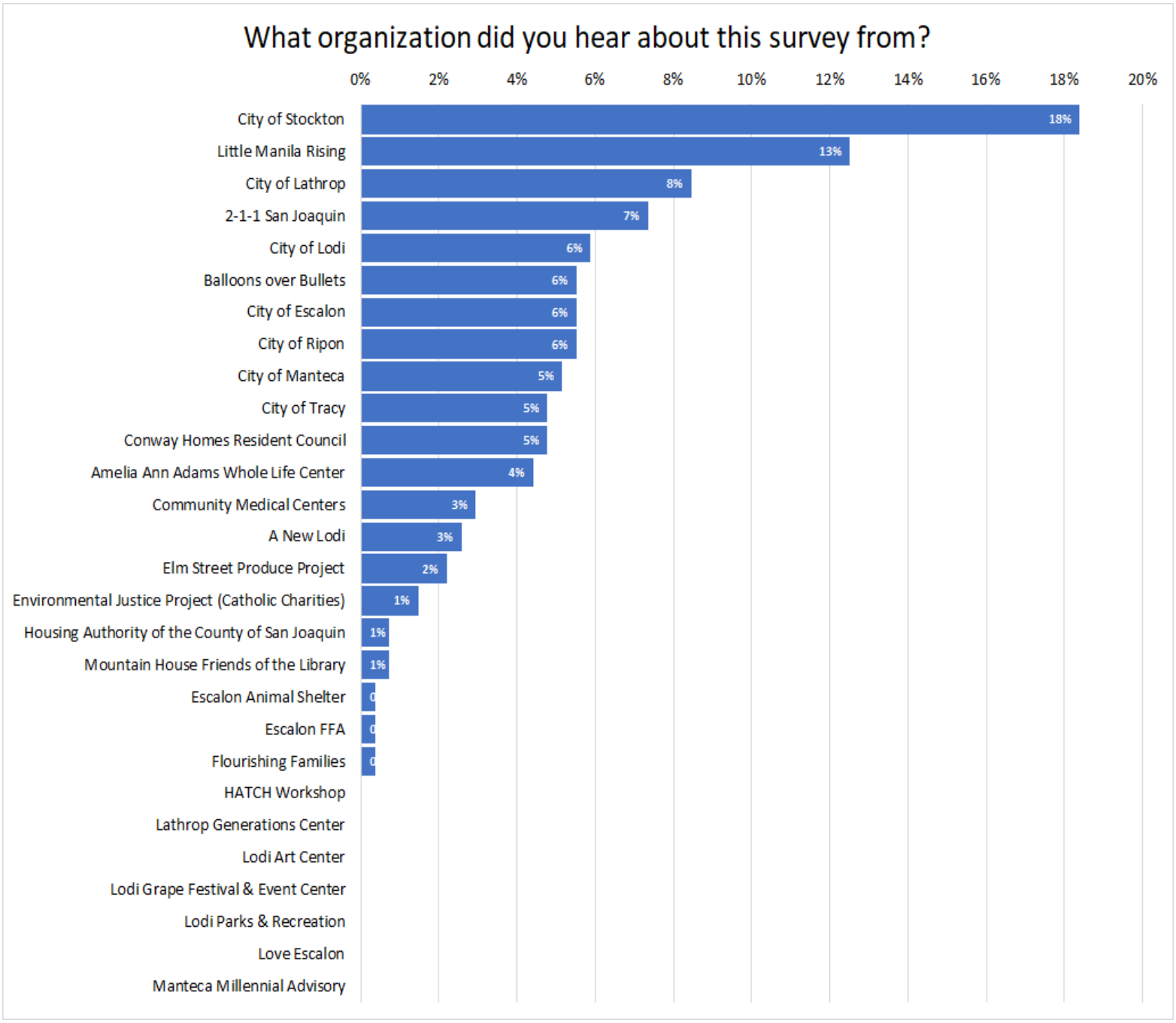


The 2022 RTP/SCS engagement efforts took place during the Covid-19 Pandemic which prevented in-person social engagement. As a result, all outreach conducted was online through surveys, webinars, and meetings. Despite perceived wider accessibility on the internet, encouraging participants to engage in the survey proved to be a challenge. One explanation could be “Zoom fatigue”, a new phenomenon brought on by the rise of videoconferencing which suggests that people are exhausted by new technology interfaces and prolonged video chats.

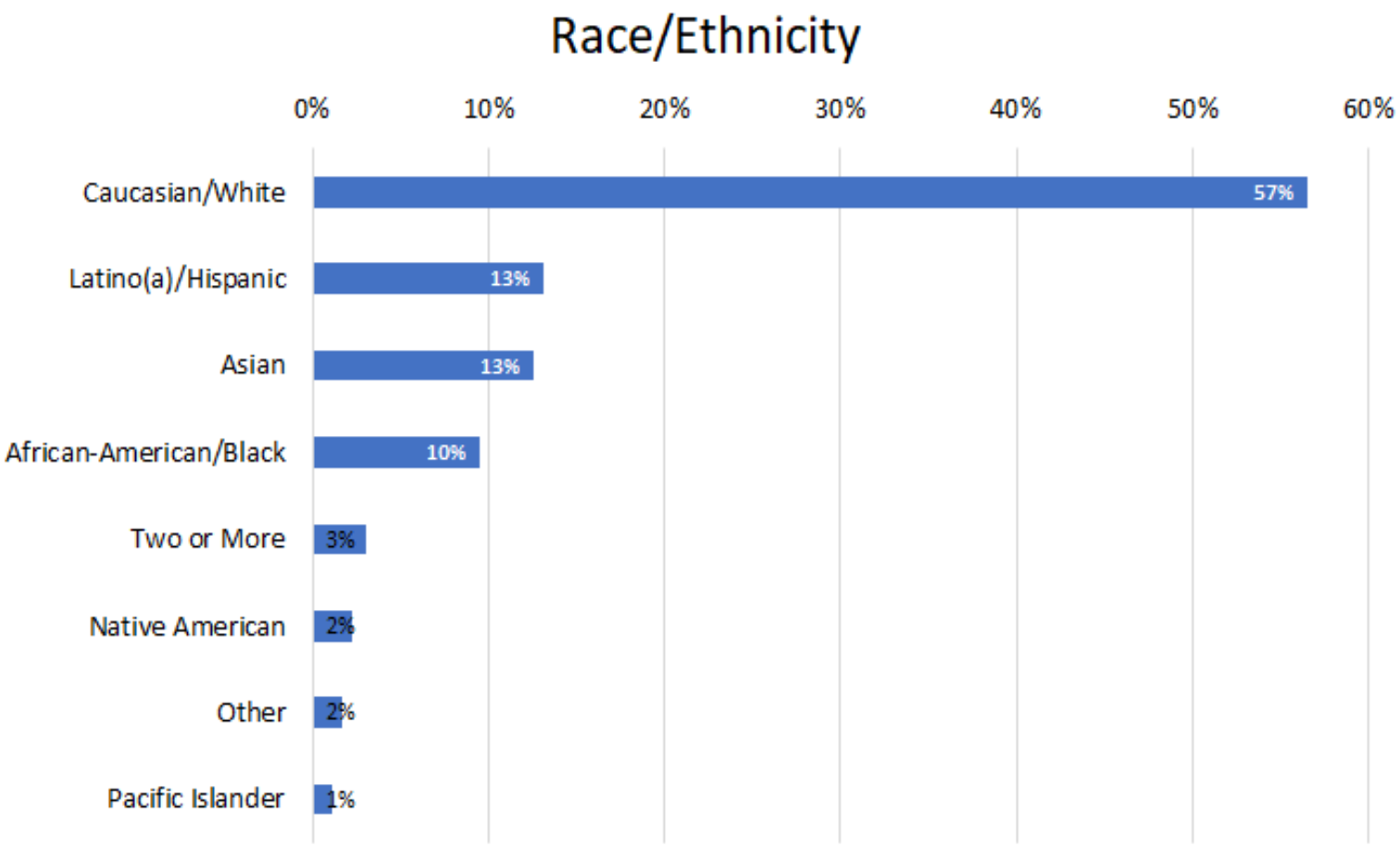
n=272



In the first survey, respondents were asked which zip code they reside in to give staff an idea of the location of the data. In the second round of surveys, respondents were asked to identify from

which source they heard about the survey. The City of Stockton was the most successful in promoting this survey with 18% of responses collected as a result. Followed by Little Manila Rising at 13% and the City of Lathrop at 8%.

n=357



The largest single racial group identified as white or Caucasian by a majority (57%). The next largest groups identified as Hispanic/Latino of any race (13%) and Asian Americans (13%), followed by Black Americans (10%). Those identified as Two or more races, Native American, Other, and Pacific Islander polled 3% or less each. Compared to actual demographics in the county, Whites were overrepresented while Hispanics/Latinos, Black Americans, Asian Americans, and Pacific Islanders were widely underrepresented.

IV. REGIONAL PRIORITIES

Top Five Priorities

Respondents to this survey made it clear that 'More housing affordability' was the regional goal that should be prioritized above all others – 73% of survey respondents chose this priority as a top five priority. 'More job & training opportunities' (68%), 'Thriving small businesses 67%), and Improved public transit (67%) were close behind. Rounding out the top five is 'Proactive to climate change' at 62%. San Joaquin County residents are primarily concerned with housing and jobs – two critically important economic factors – but are also concerned about small businesses, public transit, and the importance of reacting to a changing climate.

Regional Priorities	Ranked Top 5
More housing affordability	73%
More job & training opportunities	68%
Thriving small businesses	67%
Improved public transit	67%
Proactive to climate change	62%
Inclusive community engagement	54%
Investment without displacement	51%
Stronger social support	47%

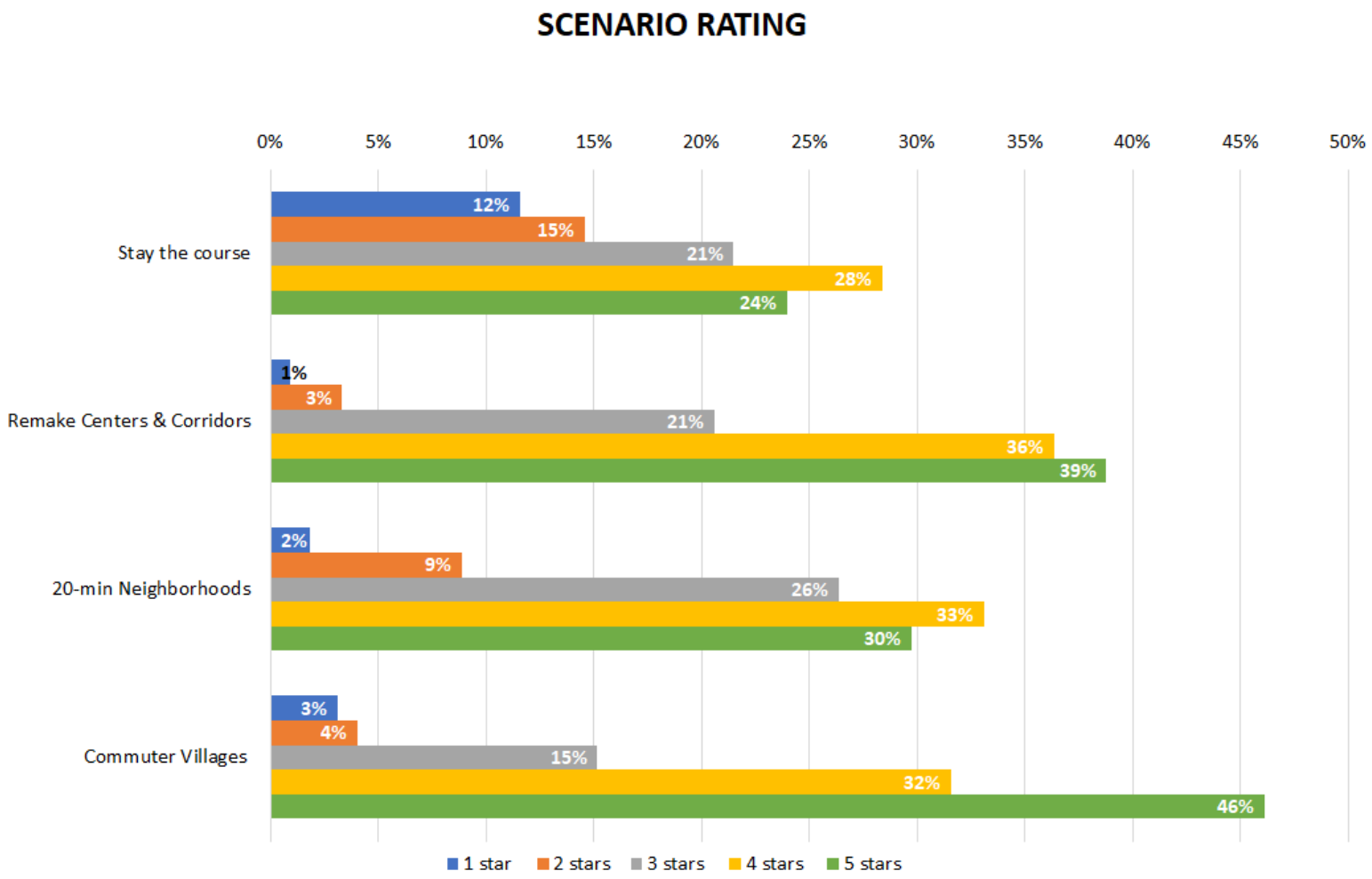
TOP PRIORITIES	Item 1	Item 2	Item 3	Item 4	Item 5	Item 6	Item 7	Item 8
	More housing affordability	Investment without displacement	Stronger social support	Improved public transit	Thriving small businesses	More job & training opportunities	Inclusive community engagement	Proactive to climate change
Ranked 1 (top)	31%	12%	17%	19%	19%	19%	16%	27%
Ranked 2	20%	17%	18%	18%	27%	22%	18%	18%
Ranked 3	19%	18%	20%	21%	18%	26%	21%	17%
Ranked 4	14%	23%	23%	25%	20%	18%	18%	19%
Ranked 5	17%	30%	21%	17%	16%	15%	26%	19%

Scenario Rating

Survey Question: How well does each scenario address your priorities?

Survey participants chose Commuter Villages and Remake Centers & Corridors as the scenarios that best address their priorities: 78% of respondents rated Commuter Villages with 4 or 5 stars, and 76% rated Remake Centers & Corridors with 4 or 5 stars. From this data, we can imply that many survey participants want their communities to resemble either commuter villages – ample affordable housing and easy access to roads and/or transit options to get to work – or revitalized existing neighborhood centers or corridors. Many participants considered Stay the Course as a scenario that does not address their priorities. This scenario has the highest percentage of 1 and 2 stars (26%)

SCENARIO RATING	1 star	2 stars	3 stars	4 stars	5 stars
Stay the Course	**12%**	**15%**	21%	28%	24%
Remake Centers & Corridors	1%	3%	21%	**36%**	39%
20-min Neighborhoods	2%	9%	**26%**	33%	30%
Commuter Villages	3%	4%	15%	32%	**46%**



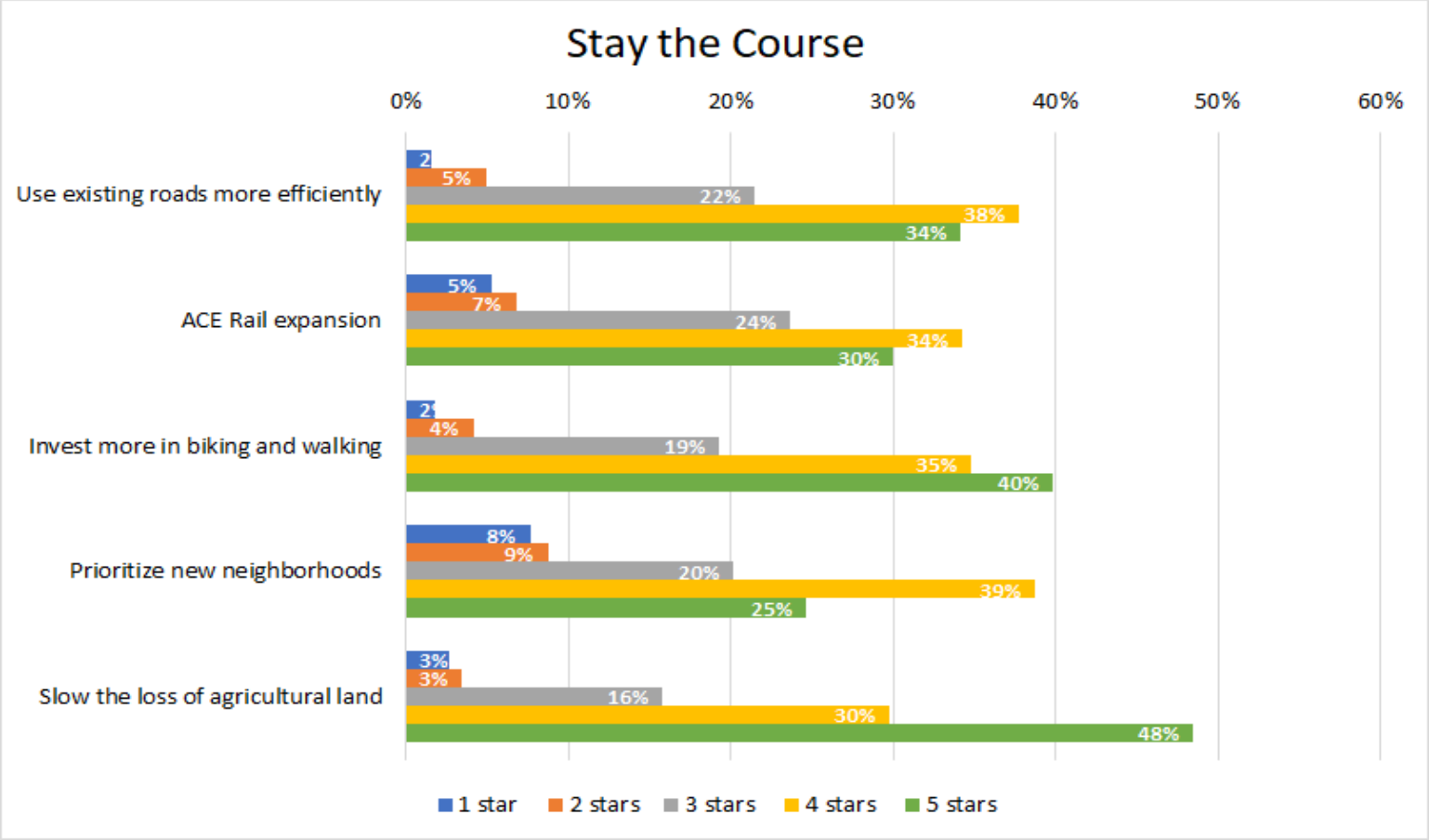
Scenario Features

Survey Question: Which features of each scenario do you like?

Stay the Course Scenario

Features with highest percentages of 4 and 5 stars: Slow the loss of agricultural land, Invest in more biking and walking, Use existing roads more efficiently.
Features with highest percentages of 1 and 2 stars: Prioritize new neighborhoods, ACE Rail Expansion
Key concepts: land conservation, transportation

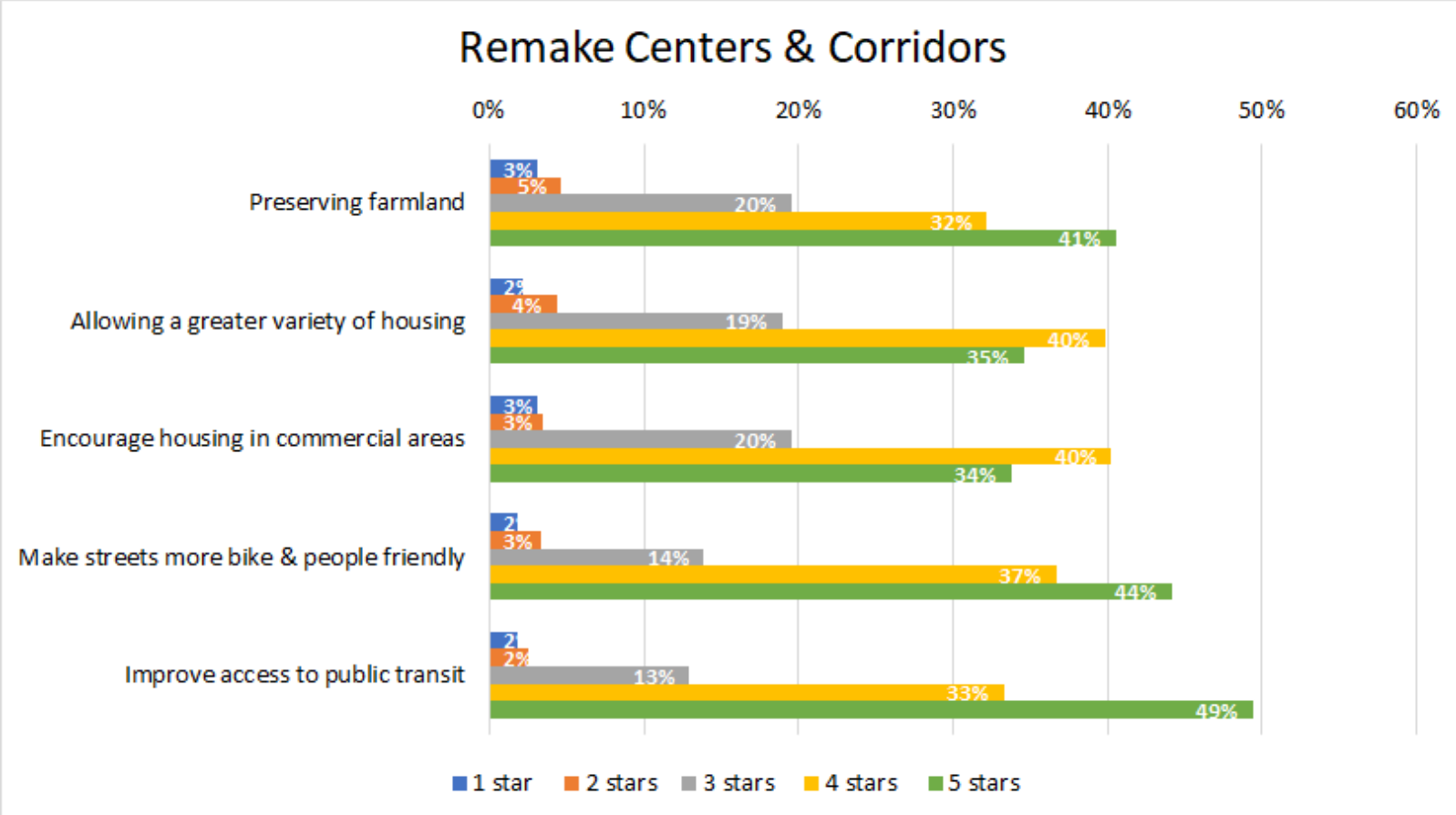
Figure	Use existing roads more efficiently	ACE Rail expansion	Invest more in biking and walking	Prioritize new neighborhoods	Slow the loss of agricultural land
1 star	2%	5%	2%	8%	3%
2 stars	5%	7%	4%	9%	3%
3 stars	22%	24%	19%	20%	16%
4 stars	38%	**34%**	35%	**39%**	30%
5 stars	**34%**	30%	**40%**	25%	**48%**
Sum of % 1 and 2 stars	7%	**12%**	6%	16%	6%
Sum of % 4 and 5 stars	72%	64%	75%	63%	**78%**



Remake Centers and Corridors Scenario

In general, participants rated all five features as important. Considering those rated with 5 stars only, the most important features are: Improve access to public transit and Make streets more bike & people friendly.

Figure	Preserving farmland	Allowing a greater variety of housing	Encourage housing in commercial areas	Make streets more bike & people friendly	Improve access to public transit
1 star	**3%**	2%	**3%**	2%	2%
2 stars	**5%**	4%	3%	3%	2%
3 stars	**20%**	19%	**20%**	14%	13%
4 stars	32%	40%	40%	**37%**	33%
5 stars	41%	35%	34%	44%	**49%**
Sum of % 1 and 2 stars	**8%**	7%	7%	5%	4%
Sum of % 4 and 5 stars	73%	74%	74%	81%	**83%**



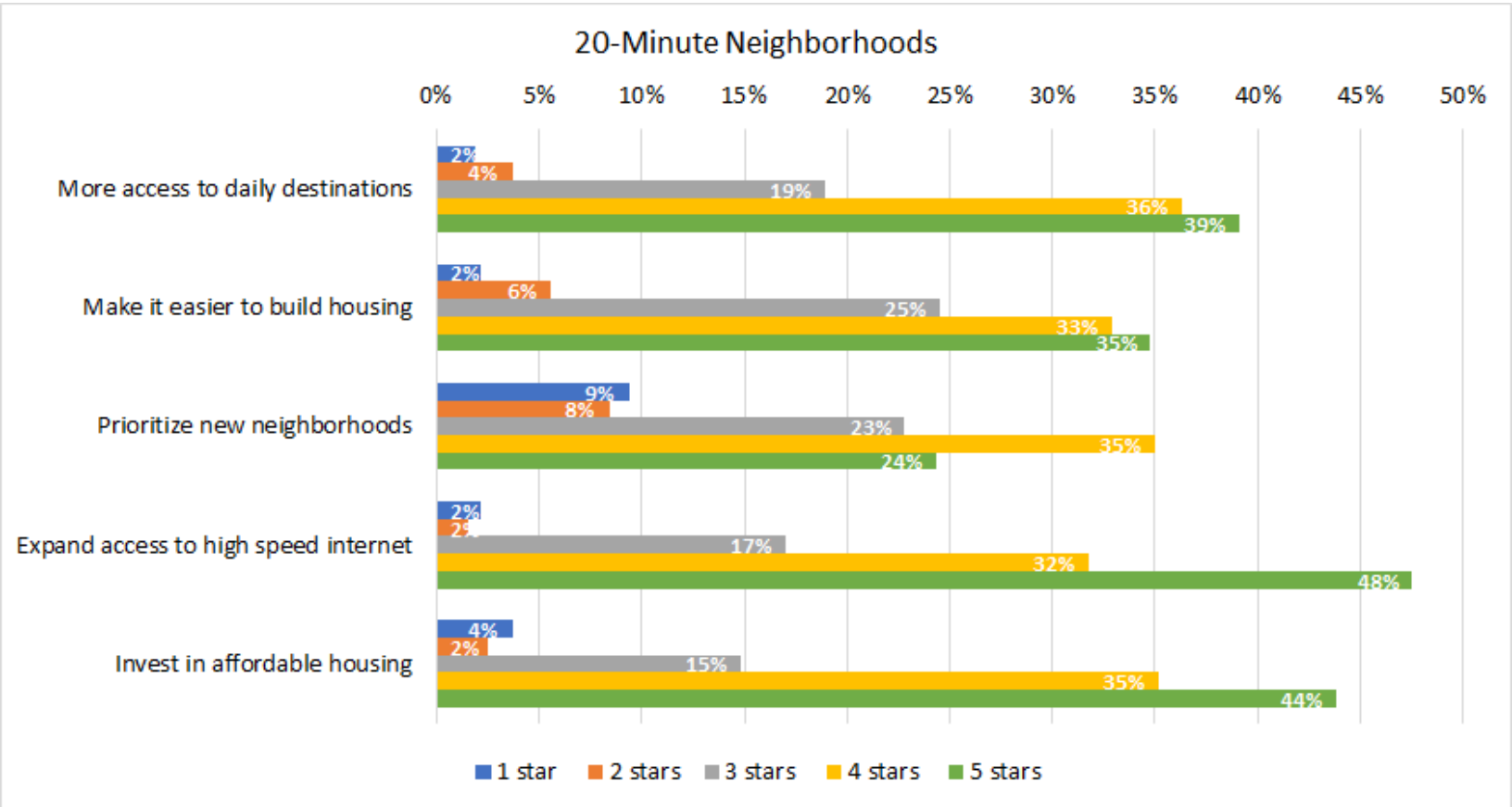
20-Minute Neighborhoods Scenario

Features with highest percentage of 5-stars rate are: 'Expand access to high-speed internet' and 'Invest in affordable housing.' More access to daily destination was also highly rated, with 75% of

4 and 5 stars.

Feature with the highest percentage of 1 and 2 stars: Prioritize new neighborhoods. This is consistent with how participants ranked the same feature in Stay the Course.
Key concepts: Housing affordability, technology, transportation

Figure	More access to daily destinations	Make it easier to build housing	Prioritize new neighborhoods	Expand access to high speed internet	Invest in affordable housing
1 star	2%	2%	**9%**	2%	4%
2 stars	4%	6%	**8%**	2%	2%
3 stars	19%	**25%**	23%	17%	15%
4 stars	**36%**	33%	35%	32%	35%
5 stars	39%	35%	24%	**48%**	44%
Sum of % 1 and 2 stars	6%	8%	**18%**	4%	6%
Sum of % 4 and 5 stars	75%	68%	59%	**79%**	**79%**

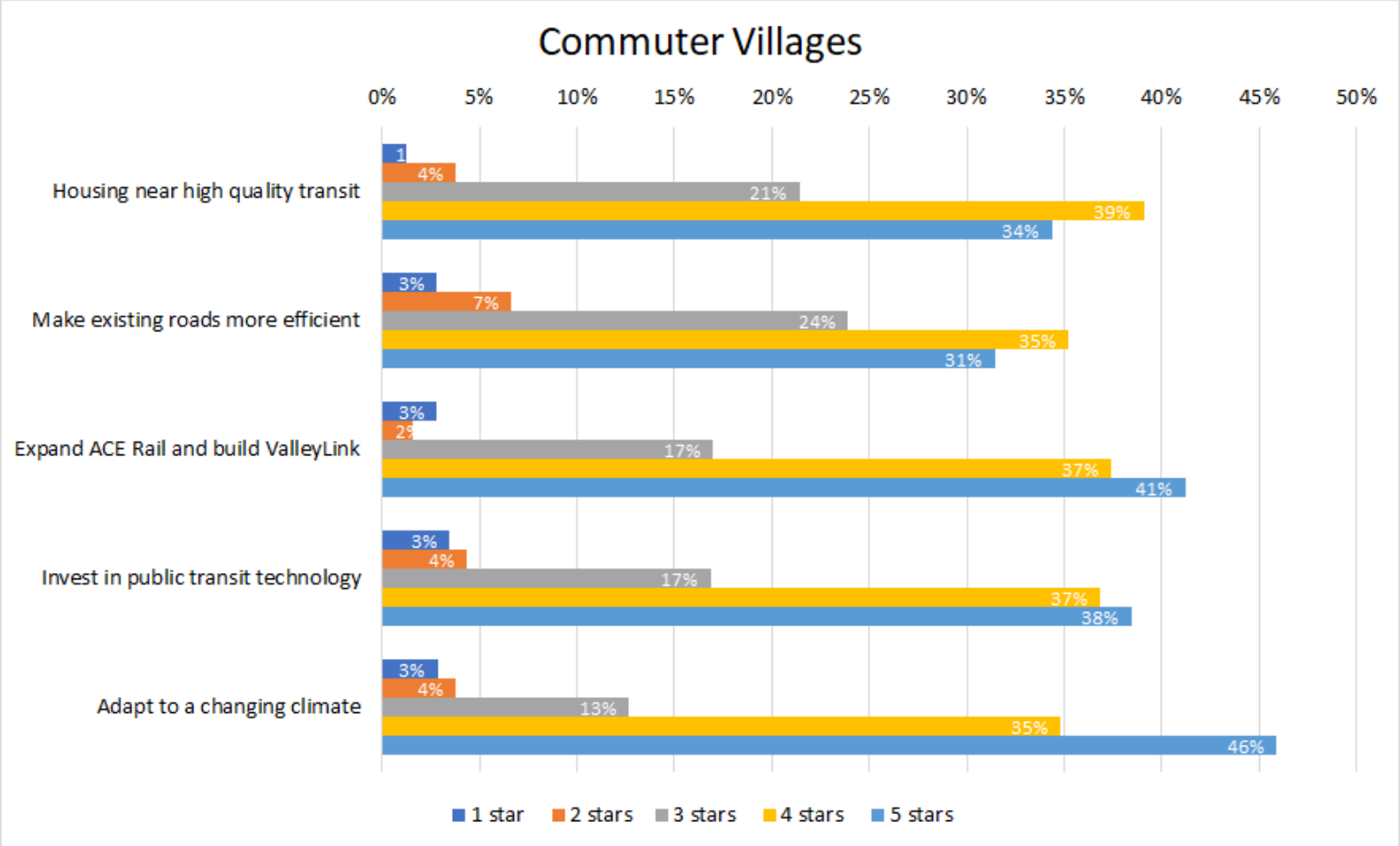


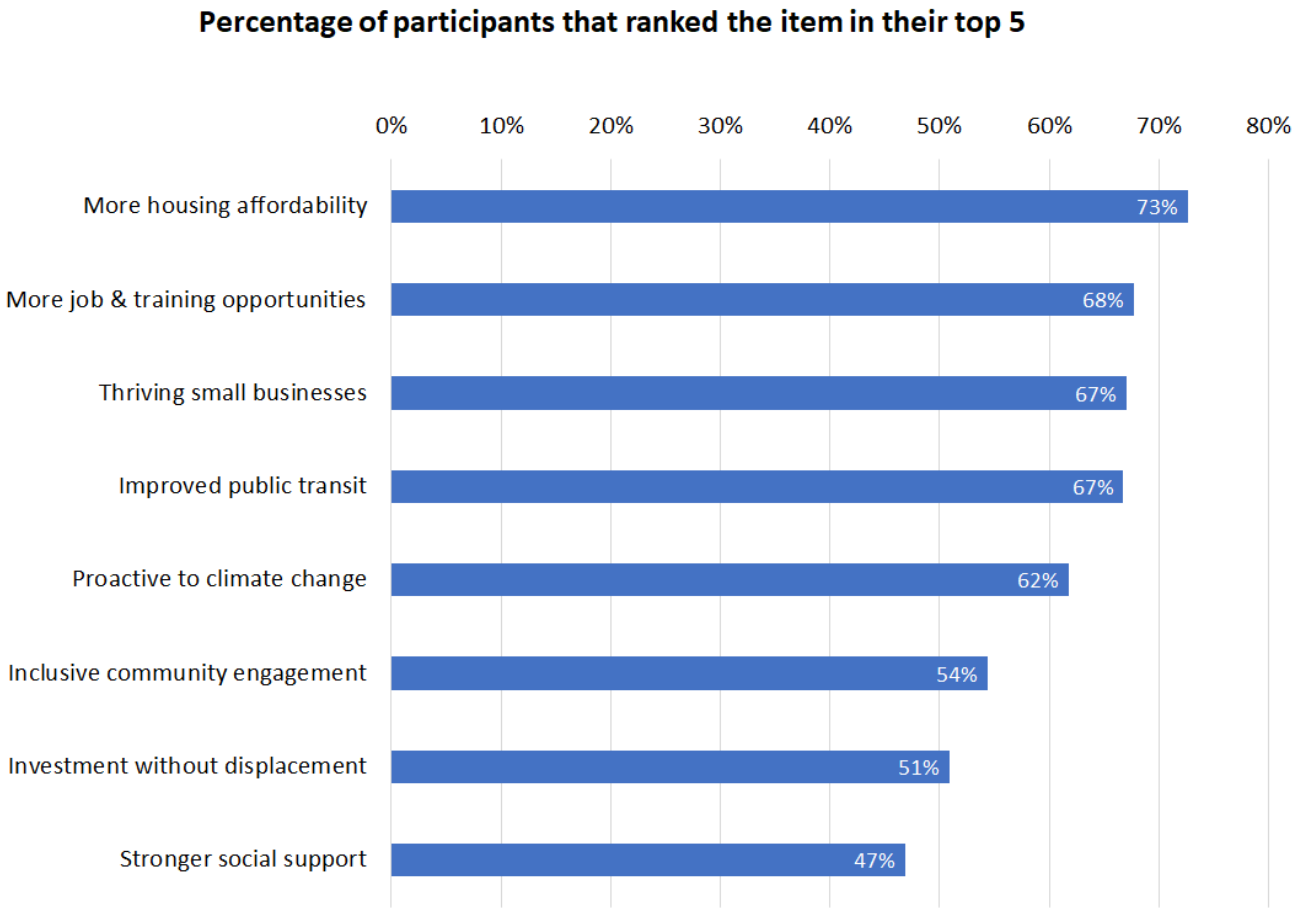
Commuter Villages Scenario

In general, participants rated these five features as equally important. Considering those rated with 5 stars only, the most important feature is 'Adapt to Changing Climate.' Other features with high percentage of 4 and 5 stars are 'Invest in Public Transit Technology' and 'Expand ACE Rail and build ValleyLink.'

Key concepts: Housing affordability, technology, transportation

Figure	Housing near high quality transit	Make existing roads more efficient	Expand ACE Rail and build ValleyLink	Invest in public transit technology	Adapt to a changing climate
1 star	1%	3%	3%	3%	3%
2 stars	4%	7%	2%	4%	4%
3 stars	21%	24%	17%	17%	13%
4 stars	39%	35%	37%	37%	35%
5 stars	34%	31%	41%	38%	46%
Sum of % 1 and 2 stars	5%	9%	4%	8%	7%
Sum of % 4 and 5 stars	74%	67%	79%	75%	81%





Additional Comments

Annual income	Race/Ethnicity	Age	Gender	Comment
$75,000-100,000	Caucasian/White	25-34	Female	Improving biking and walking conditions and making it SAFER to bike and walk by investing in infrastructure, is huge. I don't see that reflected here.
$75,000-100,000	Caucasian/White	25-34	Female	For 20 min neighborhoods: 20 minutes by car, or by another mode? Safe conditions for walking would be imperative to the success of this strategy. Transit can't effectively serve first/last mile trip needs, so we'll just end up with people driving. For remake centers/corridors - why not add affordable housing trusts to this strategy as well?

Less than $15,000	Asian	18-24	Male	I think these five items are important. This is a very hard question of course, because I would like to see improvement in all of these items. Stronger social support and supporting small businesses is important as well.
Less than $15,000	Asian	18-24	Male	As a young person right out of college, affordable housing is incredibly important for me. That being said, reducing GHG emissions is the upmost priority. We need to start tackling the damage we have done to the planet in terms of green living spaces. I think increasing public transport, reducing car travel, and keeping space eco/green/sustainable are very important. Since the Commuter Villages has the better than today in all of those areas, I picked 5 stars.

Summary of Highlights

- The top two scenarios with the highest ratings (4-5 stars): Remake Centers and Corridors and Commuter Villages.
- Participants identified Commuter Villages and Remake Centers & Corridors as the scenarios that best address their priorities.
- Then, we could say that the results from this question are consistent with the scenario rating.
- San Joaquin County residents' top priorities appear to be: Accessibility to public transit and other transportation means, climate change, internet infrastructure, and housing affordability, which is generally consistent with the top 5 priorities.
- "More Housing Affordability" comes out as the regional priority most consistently ranked in the top 5.

V. CONCLUSIONS AND IMPLICATIONS FOR 2022 RTP/SCS

Based on survey results and analysis presented in this report, there are numerous ways to address the needs and priorities identified by survey respondents across the region. Overall, the 2022 RTP/SCS should aim to reduce driving throughout the region and to bring more jobs to San Joaquin County. With a wide range of opinion from survey respondents on how to achieve these goals, the SJCOG Board, stakeholders, and the public would benefit from seeing a range of planning scenarios that:

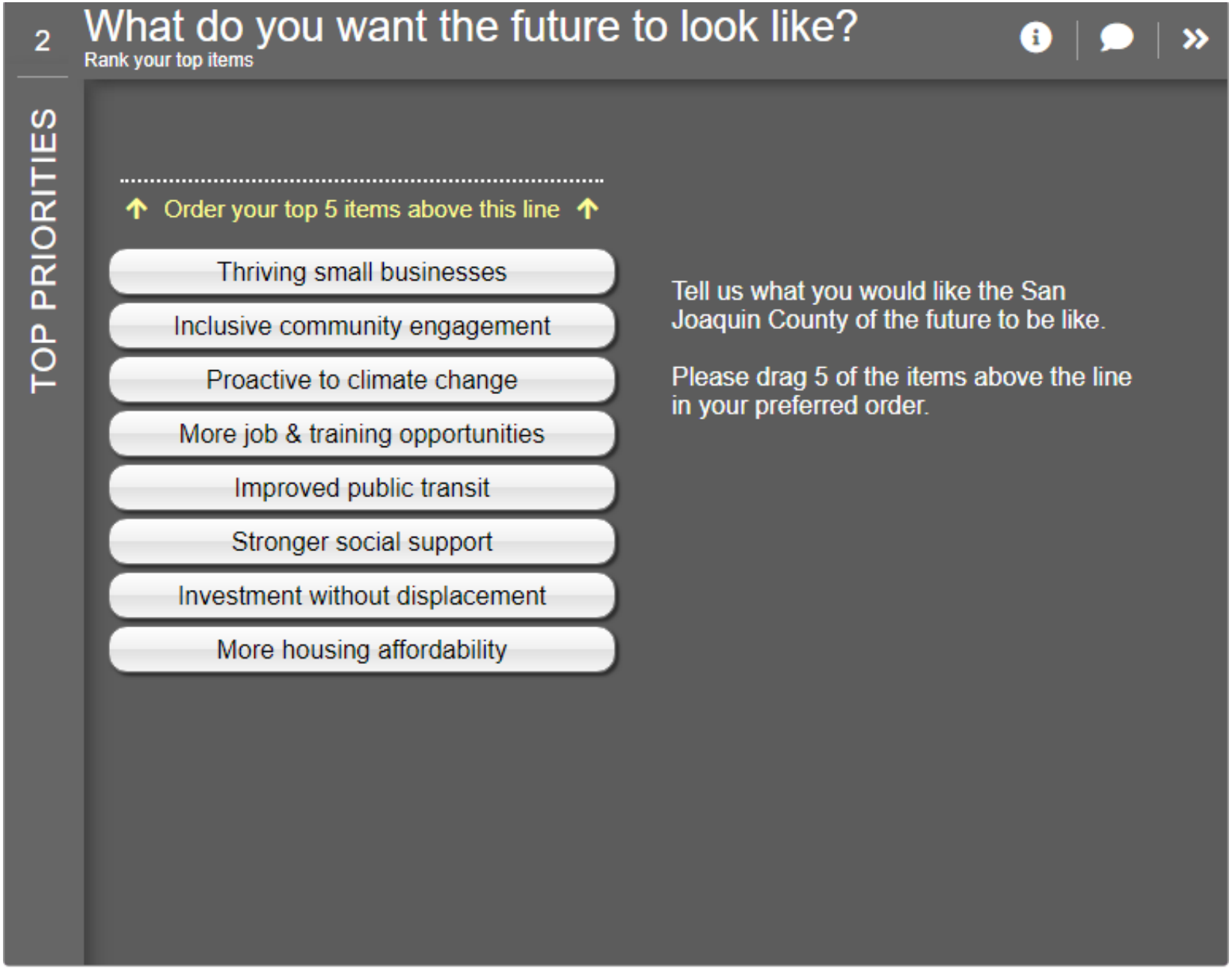
- Explore various ways to address the top regional priorities that highlight a fix-it-first implementation focus, emphasize an expansion of public transit service, and favors transportation management systems to improve congestion.
- Vary the scope of development, and perhaps locations, on Regional Priorities that would address road network capacity and focus on infill development rather than creating new centers. Environmental implementation strategies may include facilitating transit-oriented development, providing infrastructure for charging electric vehicles, and expanding bicycle and pedestrian infrastructure.

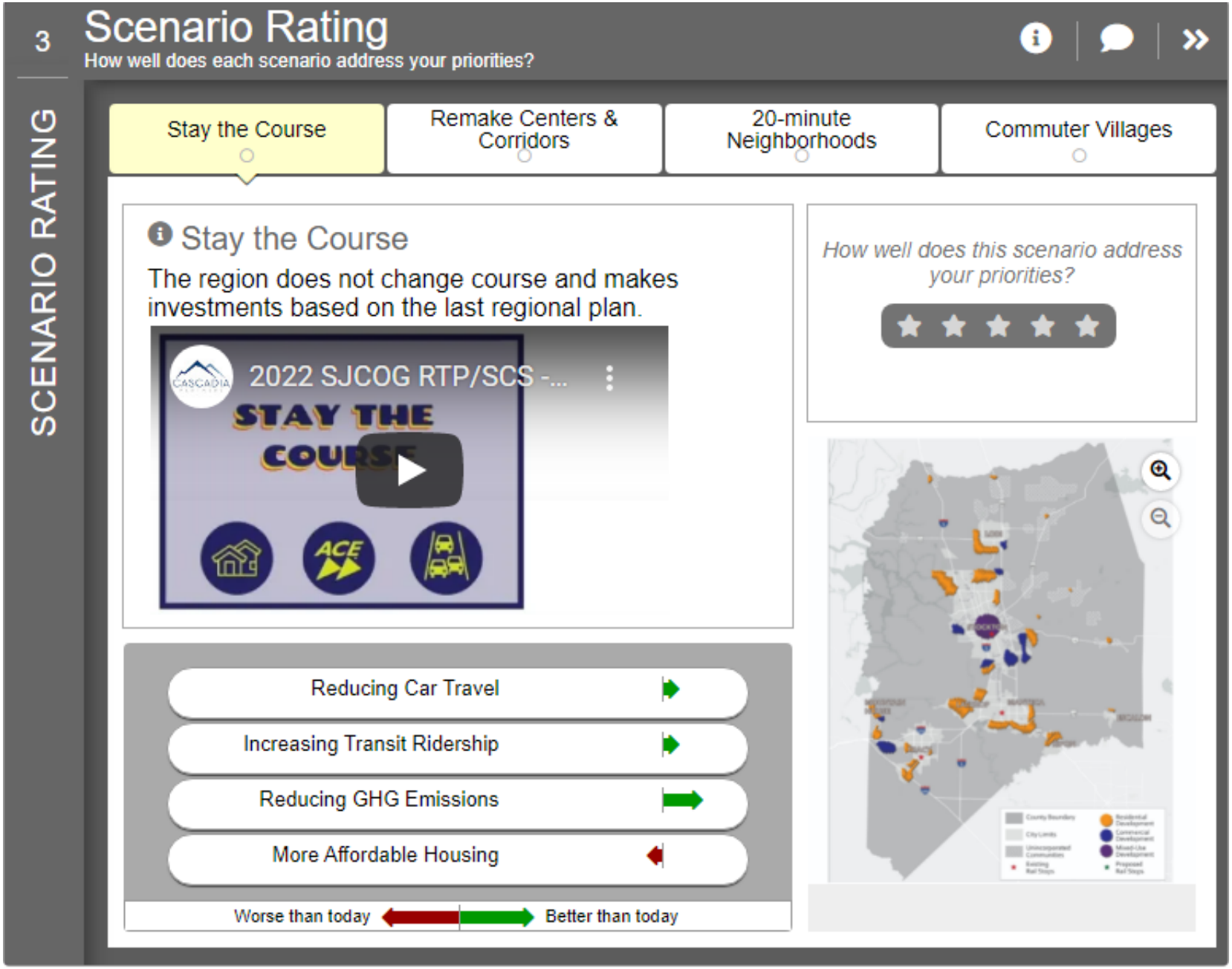
Important considerations should be made regarding how to balance the needs of disadvantaged communities with the strain of the region's growth, especially as SJCOG Board, stakeholders, and the public must consider the needs of residents in the periphery, namely, Ripon, Escalon, Mountain House and unincorporated communities. While there is a great emphasis on accommodating growth in existing communities, mobility in rural areas remains a significant issue. These are the parts of the region that specifically seek improved access to public transit services. Finally, as funding constraints are considered, what potential opportunities might exist when a significant number of survey respondents indicate a willingness to pay for better transit service.

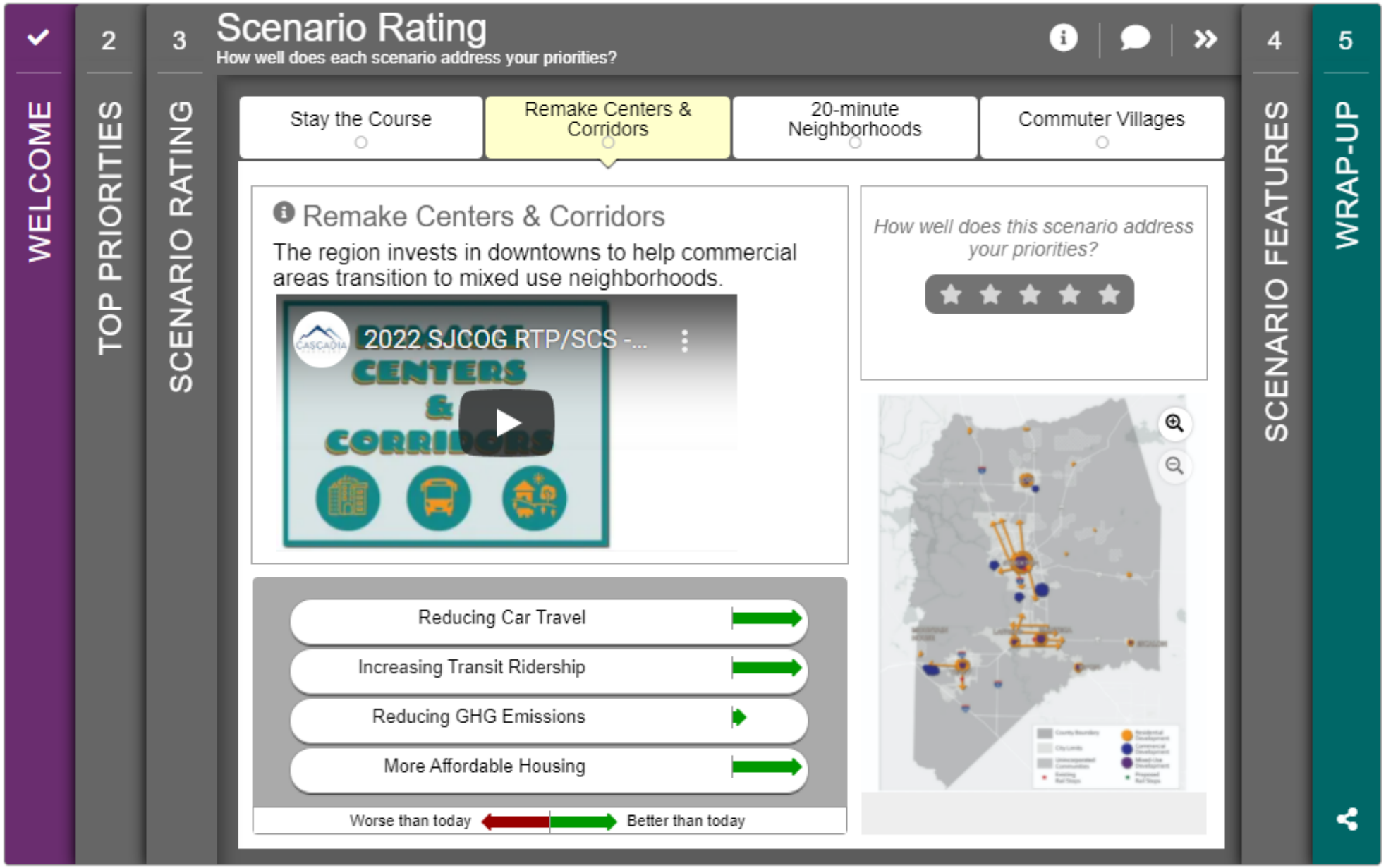
APPENDIX K2-A

Survey 2 - 2022 RTP/SCS Scenario Development – General Outreach

1
Help us plan for the future!
Learn a bit about this initiative before you begin.
WELCOME
Help shape the future of the San Joaquin Region!
SJCOG is updating the Regional Transportation Plan & Sustainable Communities Strategy . With your help, these plans will guide transportation toward a safer, healthier, and better connected region.
2022 RTP/SCS MetroQuest Intro
Watch later
Share
ENVISION 2050
Regional Transportation Plan &
Sustainable Communities Strategy (RTP/SCS)
SJCOG
SAN JOAQUIN COUNCIL OF GOVERNMENTS
Watch on YouTube
Español
Next


2
What do you want the future to look like?
Rank your top items
TOP PRIORITIES
Order your top 5 items above this line
Thriving small businesses
Inclusive community engagement
Proactive to climate change
More job & training opportunities
Improved public transit
Stronger social support
Investment without displacement
More housing affordability
Tell us what you would like the San Joaquin County of the future to be like.
Please drag 5 of the items above the line in your preferred order.


3
SCENARIO RATING
Scenario Rating
How well does each scenario address your priorities?
Stay the Course
Remake Centers & Corridors
20-minute Neighborhoods
Commuter Villages
Stay the Course
The region does not change course and makes investments based on the last regional plan.
2022 SJCOG RTP/SCS -...
STAY THE COURSE
ACE
How well does this scenario address your priorities?
Reducing Car Travel
Increasing Transit Ridership
Reducing GHG Emissions
More Affordable Housing
Worse than today
Better than today



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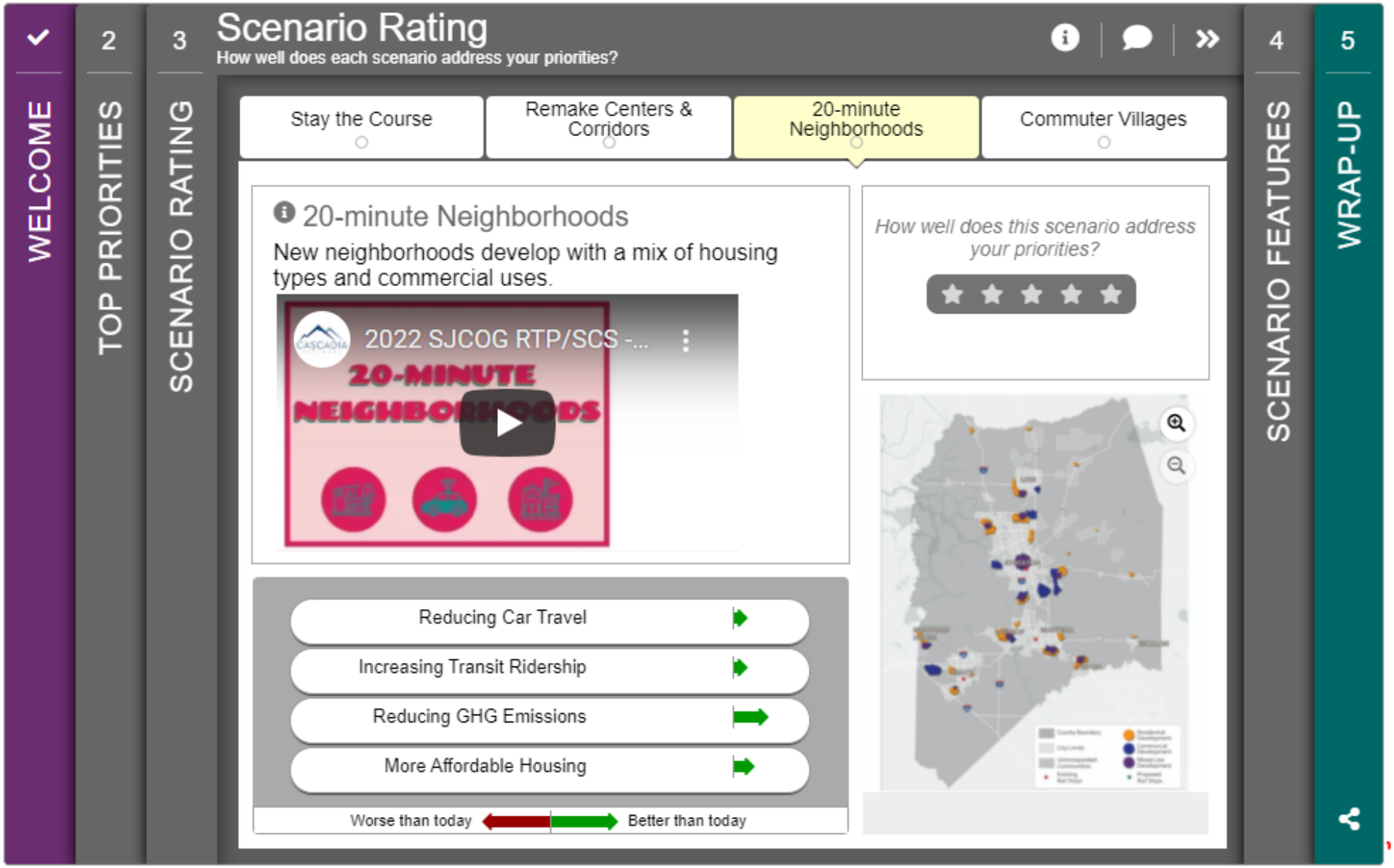

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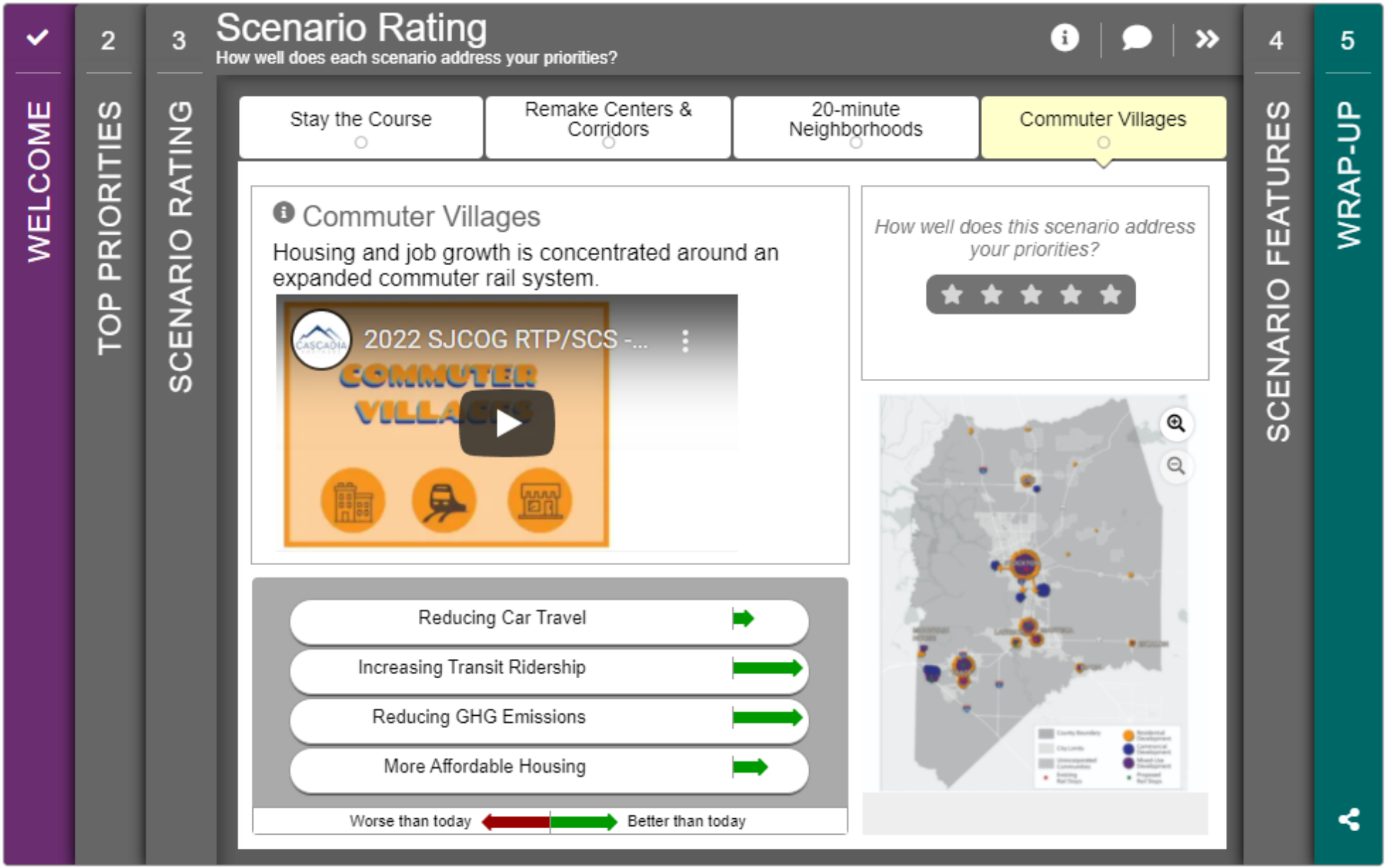

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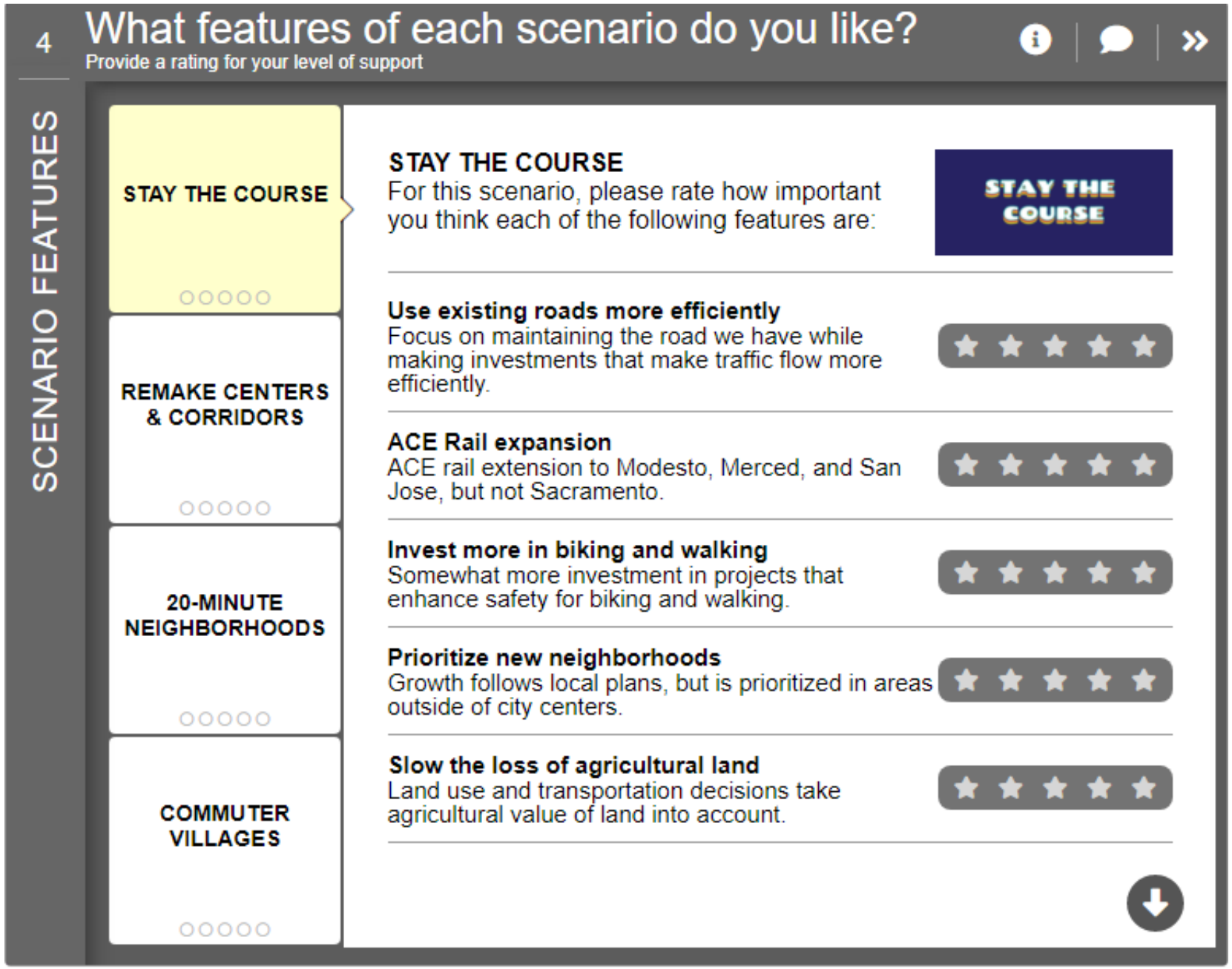
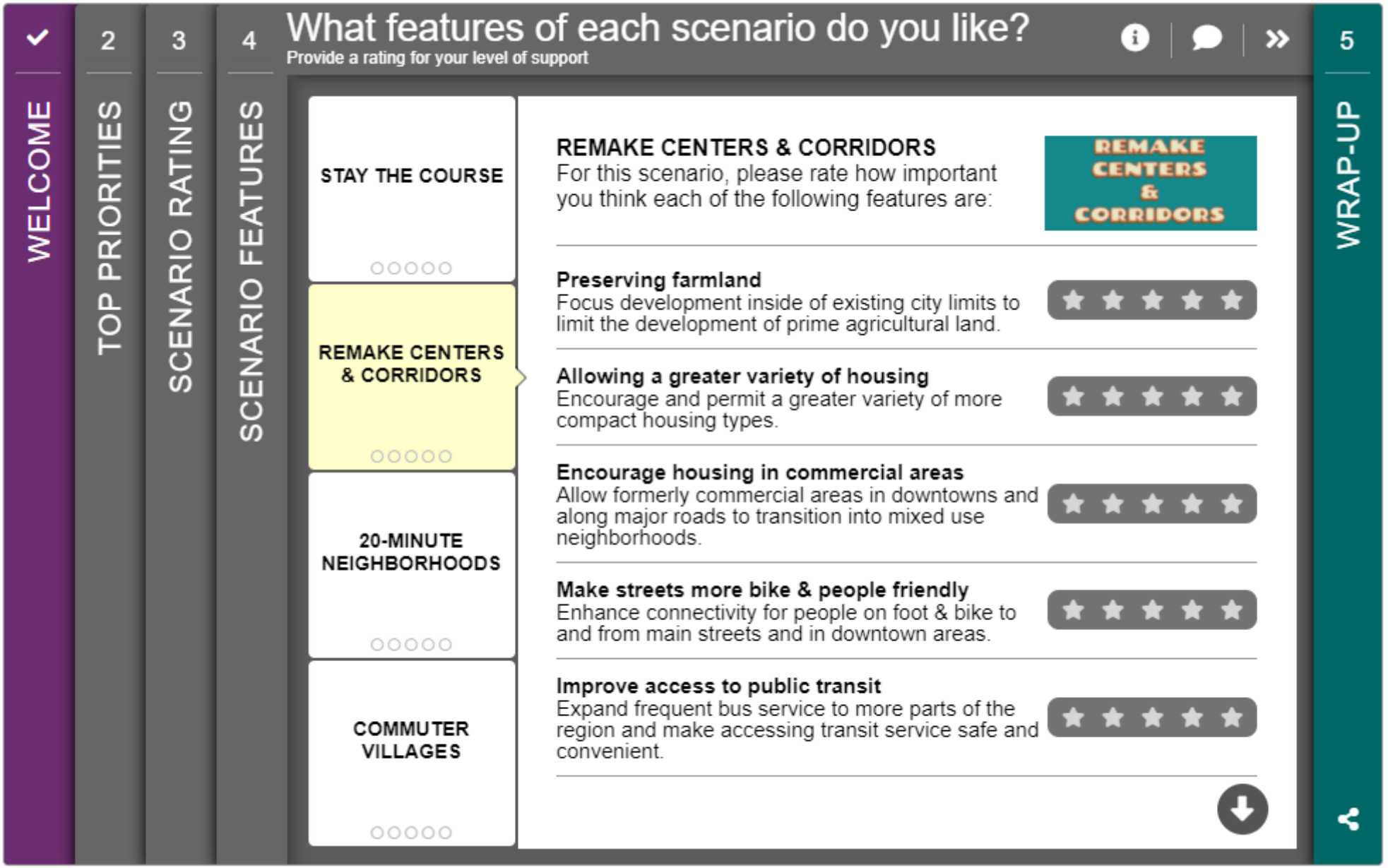

4
What features of each scenario do you like?
Provide a rating for your level of support
SCENARIO FEATURES
STAY THE COURSE
REMAKE CENTERS & CORRIDORS
20-MINUTE NEIGHBORHOODS
COMMUTER VILLAGES
STAY THE COURSE
For this scenario, please rate how important you think each of the following features are:
STAY THE COURSE
Use existing roads more efficiently
Focus on maintaining the road we have while making investments that make traffic flow more efficiently.
ACE Rail expansion
ACE rail extension to Modesto, Merced, and San Jose, but not Sacramento.
Invest more in biking and walking
Somewhat more investment in projects that enhance safety for biking and walking.
Prioritize new neighborhoods
Growth follows local plans, but is prioritized in areas outside of city centers.
Slow the loss of agricultural land
Land use and transportation decisions take agricultural value of land into account.



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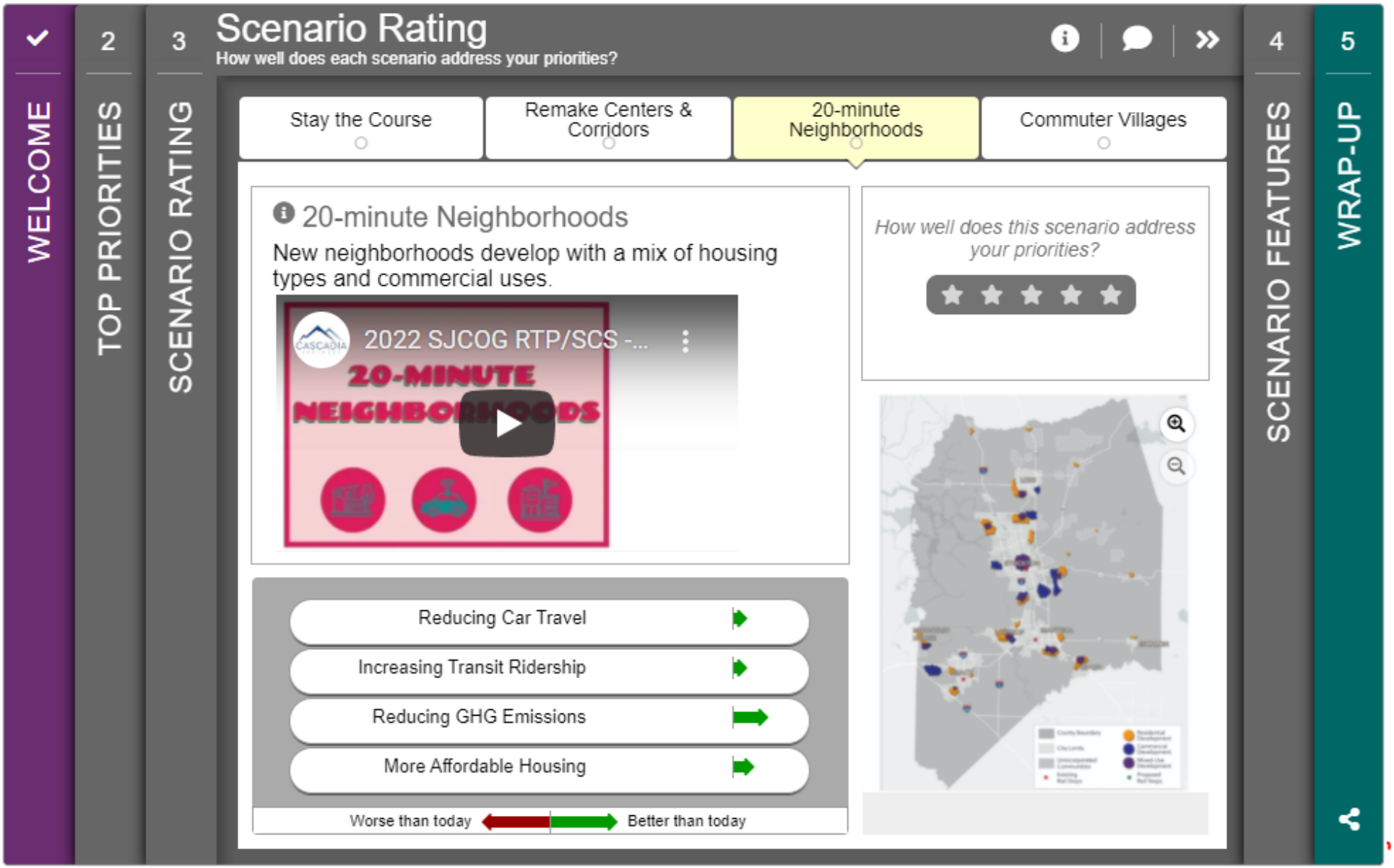

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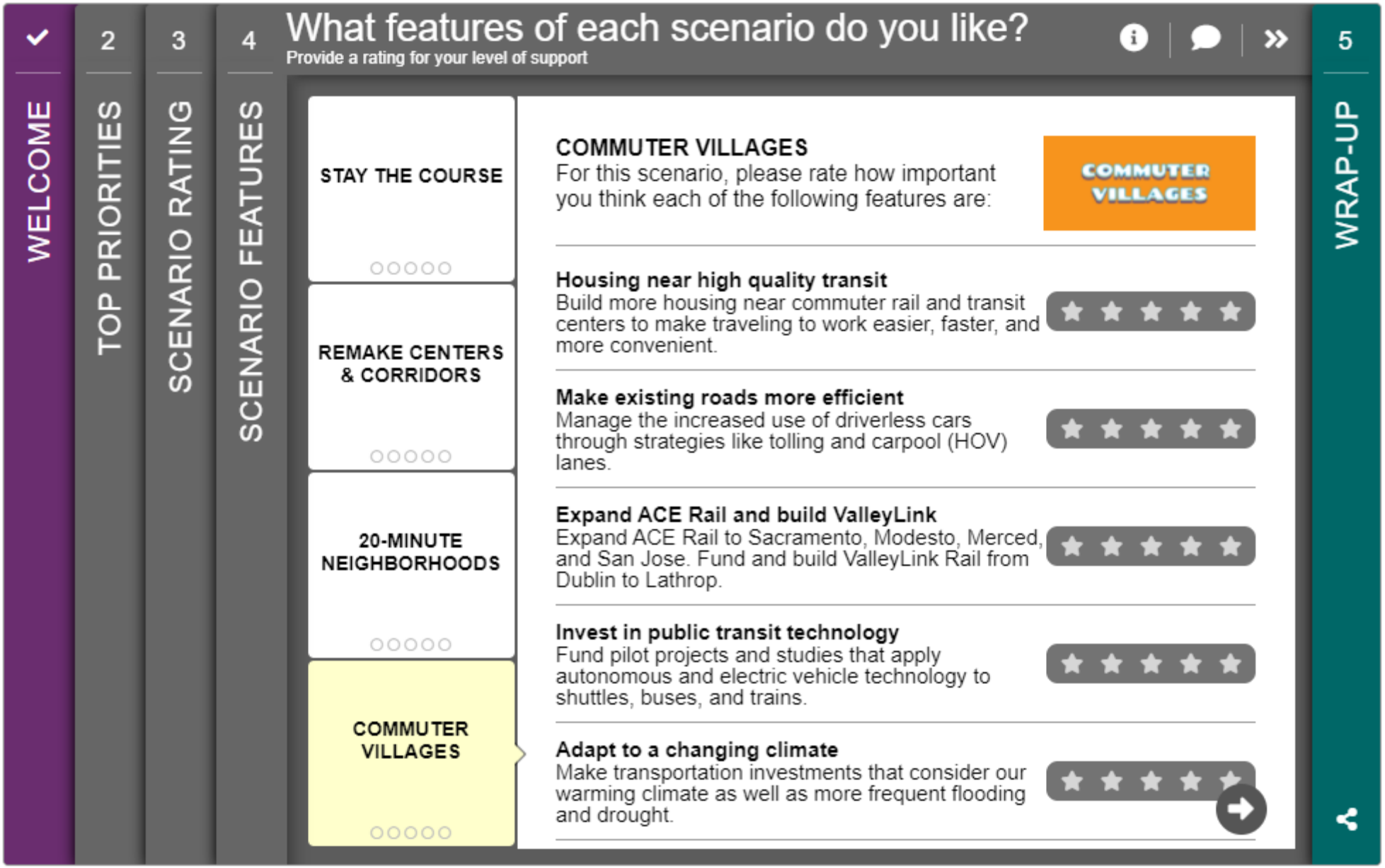

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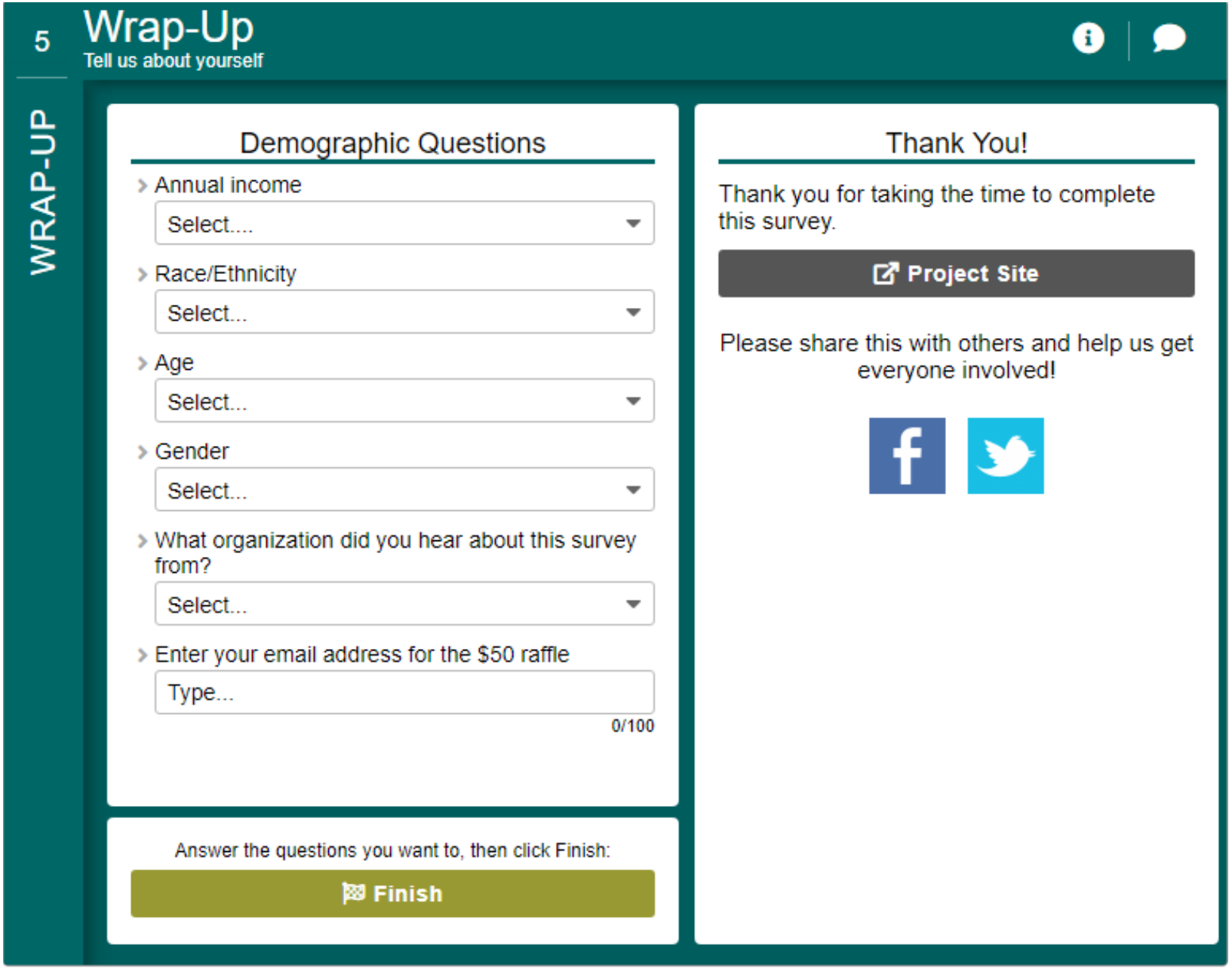
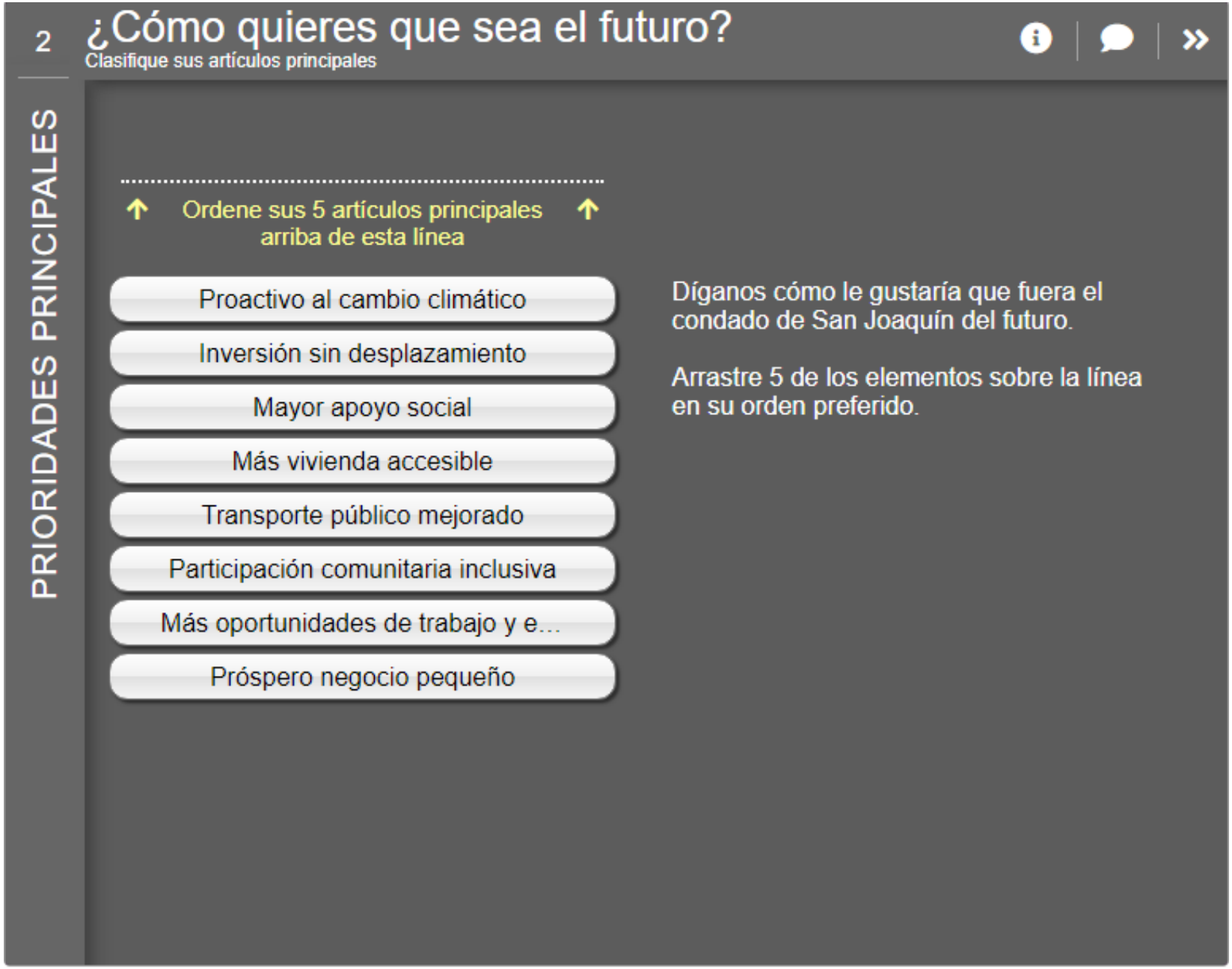

5
WRAP-UP
Wrap-Up
Tell us about yourself
Demographic Questions
Annual income
Select....
Race/Ethnicity
Select...
Age
Select...
Gender
Select...
What organization did you hear about this survey from?
Select...
Enter your email address for the $50 raffle
Type...
0/100
Answer the questions you want to, then click Finish:
Finish
Thank You!
Thank you for taking the time to complete this survey.
Project Site
Please share this with others and help us get everyone involved!

Survey 2 - 2022 RTP/SCS Scenario Development – General Outreach (Spanish)

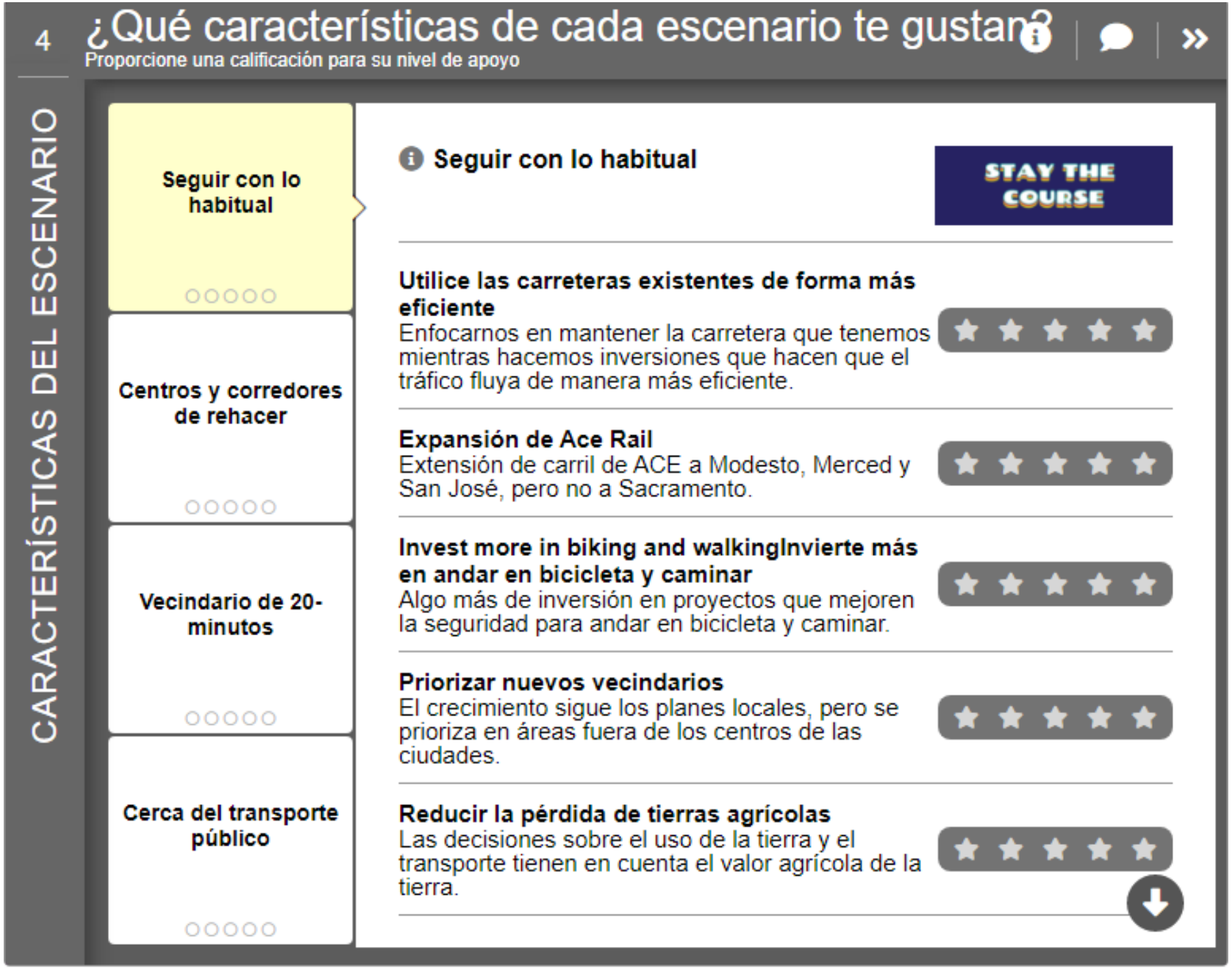

2
¿Cómo quieres que sea el futuro?
Clasifique sus artículos principales
PRIORIDADES PRINCIPALES
Ordene sus 5 artículos principales arriba de esta línea
Proactivo al cambio climático
Inversión sin desplazamiento
Mayor apoyo social
Más vivienda accesible
Transporte público mejorado
Participación comunitaria inclusiva
Más oportunidades de trabajo y e...
Próspero negocio pequeño
Díganos cómo le gustaría que fuera el condado de San Joaquín del futuro.
Arrastre 5 de los elementos sobre la línea en su orden preferido.

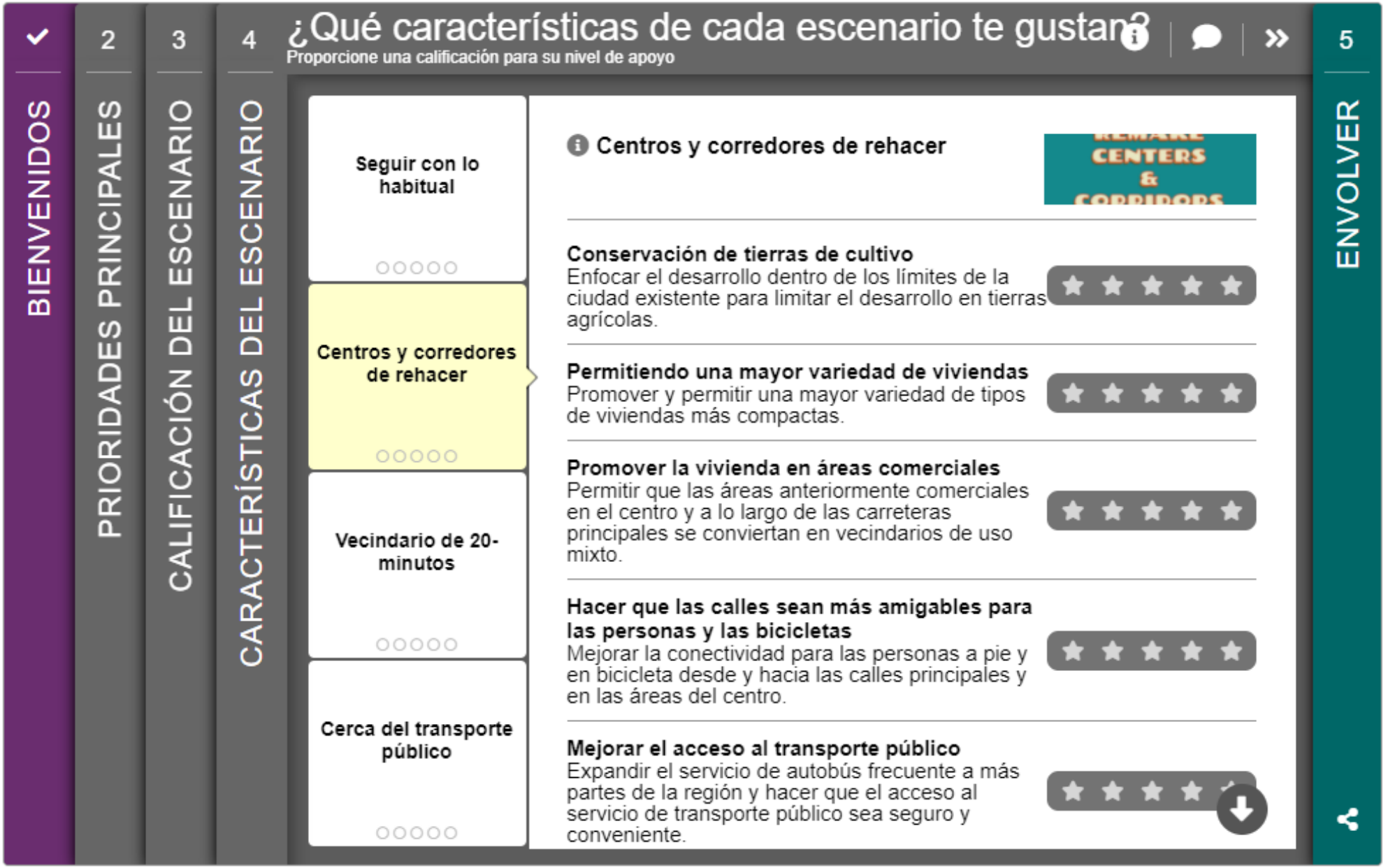
3
CALIFICACIÓN DEL ESCENARIO
Calificación del escenario
¿Qué tan bien toca cada escenario sus prioridades?
Seguir con lo habitual
Revivir el centro y corredores urbanos
Vecindario de 20 minutos
Vivienda cercana al transporte público
Seguir con lo habitual
La región no cambia de rumbo y realiza inversiones en base al último plan regional.
2022 SJCOG RTP/SCS -...
SEGUIR CON LO HABITUAL
ACE
¿Qué tan bien este escenario toca sus prioridades?
Reduciendo viajes en automóvil
Aumentando pasajeros
Reduciendo emisiones de GHG
Vivienda más accesible
Peor que hoy
Mejor que hoy

Confidencialidad - Sobre MetroQuest

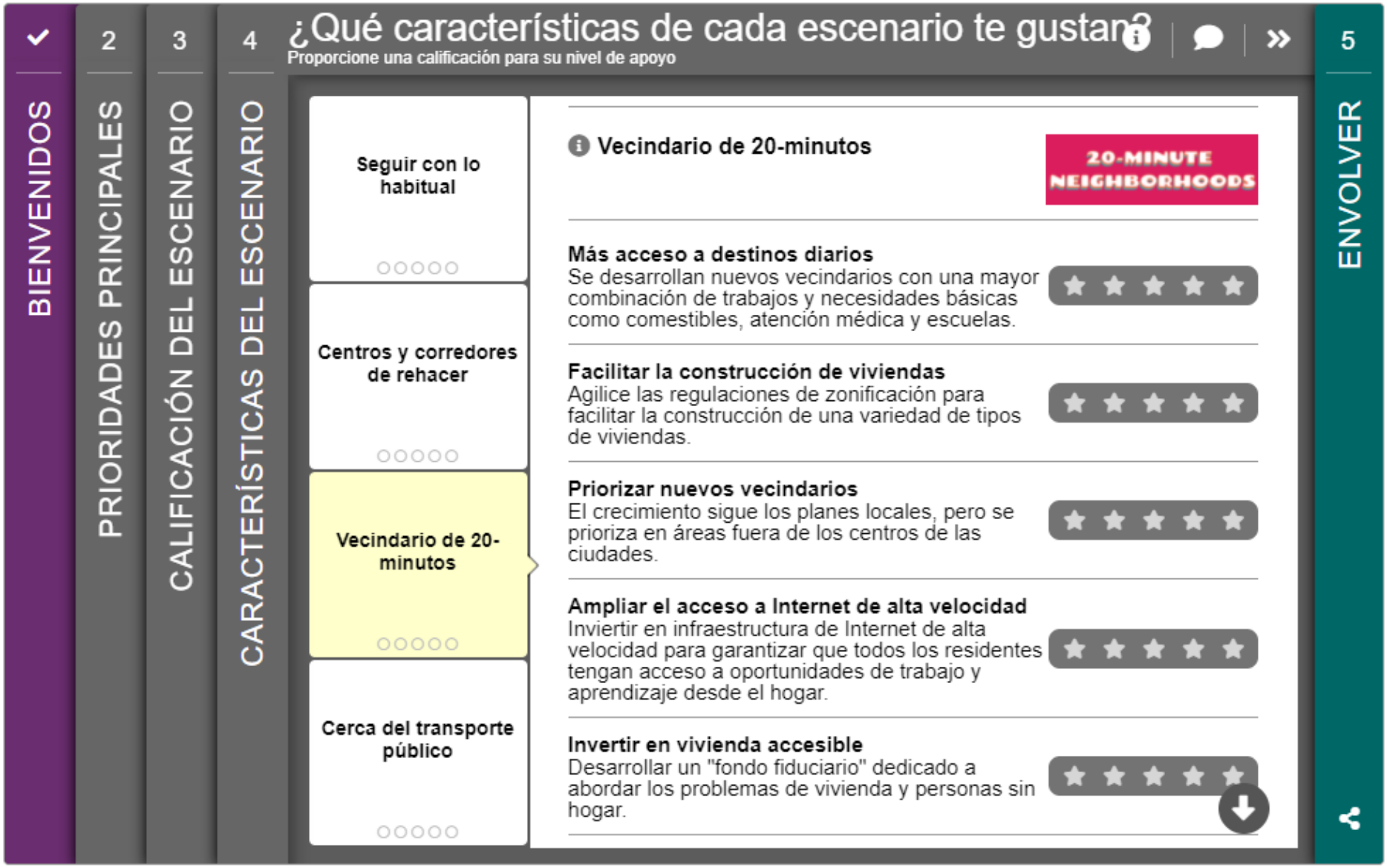
Confidencialidad - Sobre MetroQuest

Confidencialidad - Sobre MetroQuest

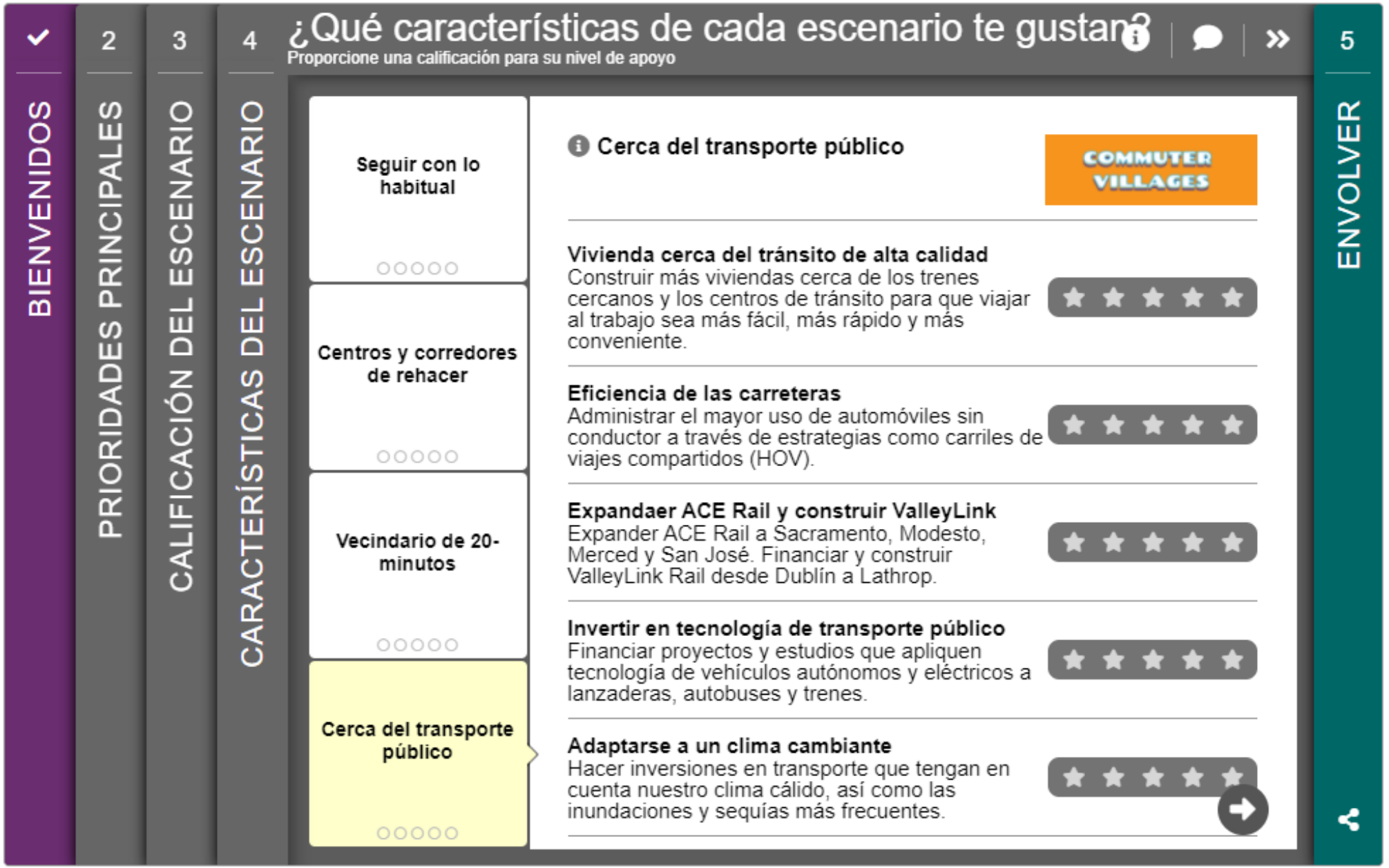

4
¿Qué características de cada escenario te gustan?
Proporcione una calificación para su nivel de apoyo
CARACTERÍSTICAS DEL ESCENARIO
Seguir con lo habitual
Centros y corredores de rehacer
Vecindario de 20-minutos
Cerca del transporte público
Seguir con lo habitual
STAY THE COURSE
Utilice las carreteras existentes de forma más eficiente
Enfocarnos en mantener la carretera que tenemos mientras hacemos inversiones que hacen que el tráfico fluya de manera más eficiente.
Expansión de Ace Rail
Extensión de carril de ACE a Modesto, Merced y San José, pero no a Sacramento.
Invest more in biking and walkingInvierte más en andar en bicicleta y caminar
Algo más de inversión en proyectos que mejoren la seguridad para andar en bicicleta y caminar.
Priorizar nuevos vecindarios
El crecimiento sigue los planes locales, pero se prioriza en áreas fuera de los centros de las ciudades.
Reducir la pérdida de tierras agrícolas
Las decisiones sobre el uso de la tierra y el transporte tienen en cuenta el valor agrícola de la tierra.



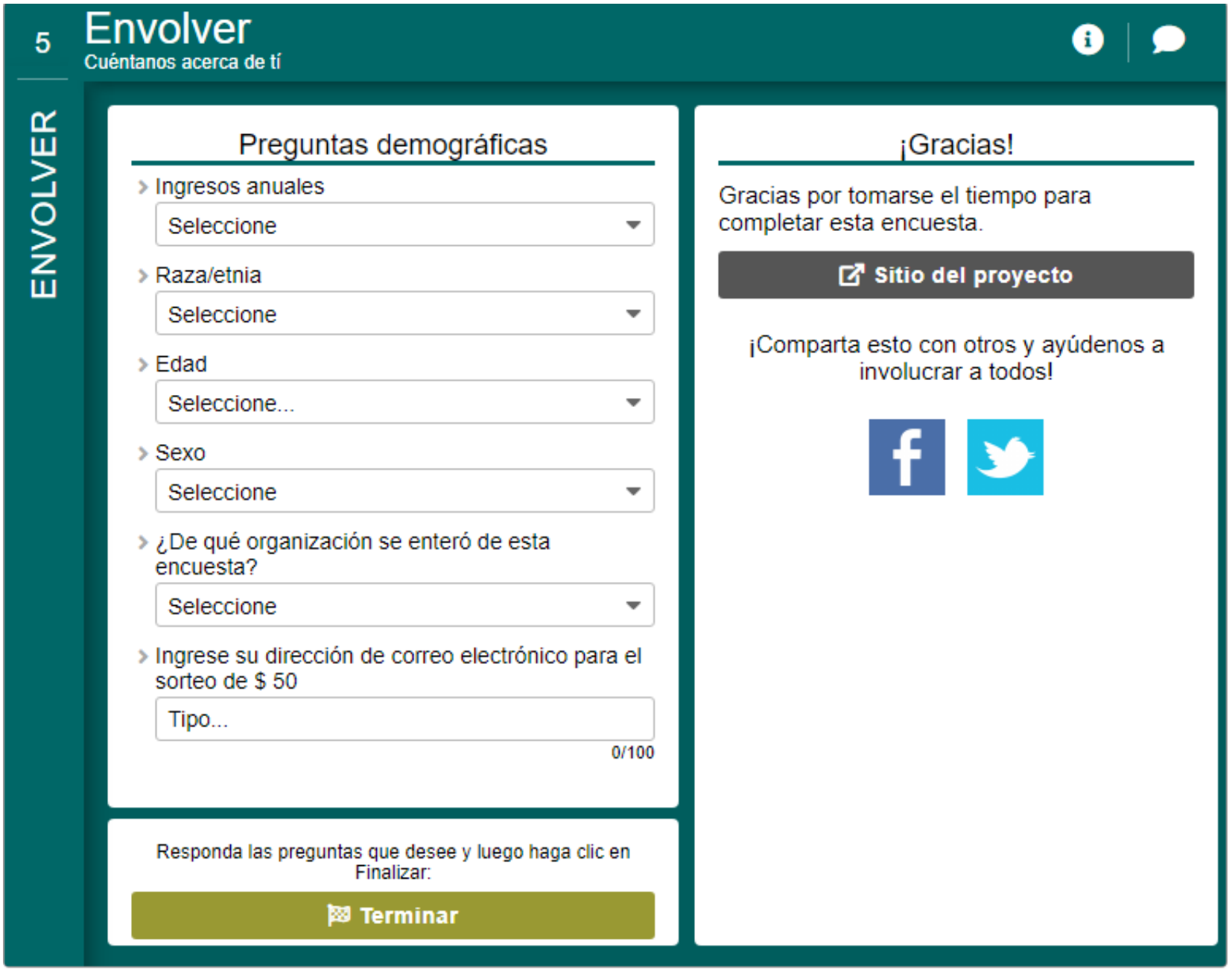
Confidencialidad - Sobre MetroQuest



Confidencialidad - Sobre MetroQuest



Confidencialidad - Sobre MetroQuest


5
ENVOLVER
Envolver
Cuéntanos acerca de tí
Preguntas demográficas
Ingresos anuales
Seleccione
Raza/etnia
Seleccione
Edad
Seleccione...
Sexo
Seleccione
¿De qué organización se enteró de esta encuesta?
Seleccione
Ingrese su dirección de correo electrónico para el sorteo de $ 50
Tipo...
0/100
Responda las preguntas que desee y luego haga clic en Finalizar:
Terminar
¡Gracias!
Gracias por tomarse el tiempo para completar esta encuesta.
Sitio del proyecto
¡Comparta esto con otros y ayúdenos a involucrar a todos!

K2B Typeform General Summary

Table 1

	More housing affordability	Investment without displacement	Stronger social support	Improved public transit	Thriving small businesses	More job & training opportunities	Inclusive community engagement	Proactive to climate change
Ranked 1 (top)	73	20	24	39	41	42	27	56
Ranked 2	48	27	28	40	58	50	32	35
Ranked 3	44	30	33	43	39	54	40	34
Ranked 4	30	36	34	57	44	40	33	37
Ranked 5	39	51	32	36	34	32	43	37
Total	234	164	151	215	216	218	175	199
Percentage of participants that ranked the item in their top 5	73%	51%	47%	67%	67%	68%	54%	62%
Answered	322	322	322	322	322	322	322	322
Skipped	113	113	113	113	113	113	113	113
Total responses	435	435	435	435	435	435	435	435

Table 2

	More housing affordability	Investment without displacement	Stronger social support	Improved public transit	Thriving small businesses	More job & training opportunities	Inclusive community engagement	Proactive to climate change
Ranked 1 (top)	31%	12%	16%	18%	19%	19%	15%	28%
Ranked 2	21%	16%	19%	19%	27%	23%	18%	18%
Ranked 3	19%	18%	22%	20%	18%	25%	23%	17%
Ranked 4	13%	22%	23%	27%	20%	18%	19%	19%
Ranked 5	17%	31%	21%	17%	16%	15%	25%	19%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 3

	Stay the course	%	Remake Centers & Corridors	%	20-min Neighborhoods	%	Commuter Villages	%
1 star	40	12%	2	1%	6	2%	10	3%
2 stars	47	14%	11	4%	28	9%	11	4%
3 stars	74	22%	63	21%	81	27%	48	16%
4 stars	101	31%	115	38%	103	35%	102	35%
5 stars	69	21%	110	37%	78	26%	123	42%
Total	331	100%	301	100%	296	100%	294	100%
Answered	347		347		347		347	
Skipped	88		88		88		88	
Total responses	435		435		435		435	

Table 4

SCENARIO RATING	1 star	2 stars	3 stars	4 stars	5 stars	Sum of % 4 and 5 stars	Sum of % 1 and 2 stars
Stay the course	12%	15%	21%	**28%**	**24%**	52%	26%
Remake Centers & Corridors	1%	3%	21%	**36%**	**39%**	75%	4%
20-min Neighborhoods	2%	9%	26%	**33%**	**30%**	63%	11%
Commuter Villages	3%	4%	15%	**32%**	**46%**	78%	7%

APPENDIX K3

Community-Based Outreach Mini-Grant Program Report

2022 RTP/SCS

Community-Based Outreach Mini-Grant Program

Authored by SJCOG staff

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INTRODUCTION

The Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS, or Plan) is a long-range vision and investment plan that provides a comprehensive look at future transportation needs in San Joaquin County. The Plan considers future population growth and housing needs, as well as economic, environmental, and public health goals. The Plan maps out how the region will integrate transportation and land use, with the goal of providing transportation options to help the region grow in a financially and environmentally responsible way. It also contributes to California state goals of reductions in greenhouse gas emissions and miles driven on the road. The San Joaquin Council of Governments (SJCOG) is required to update the plan every four years in San Joaquin County to reflect emerging trends in population growth and economic development, as well as to report progress on projects and Plan performance.

As SJCOG updates the 2022 RTP/SCS, a major goal of the public outreach effort is to communicate with non-traditional as well as traditional audiences to ensure that environmental justice issues are identified and that interested members of the public have ample opportunity to understand and provide meaningful input throughout the planning process.

2022 RTP/SCS Community-Based Outreach Mini-Grant Program

As a result of its many regional roles, community and stakeholder engagement is an essential component to the integrated approach to regional transportation, land use, and environmental planning efforts led by SJCOG. In addition to planning, working in partnership with community and stakeholders provides additional avenues for coordinated implementation on broader regional goals. This section of the website highlights some of SJCOG's community partnerships. To ensure broad input reflective of the region's diversity, SJCOG expanded its community outreach activities in the spring of 2019. The agency contracted with community-serving agencies and organizations throughout the region to solicit public input into the key activities associated with the preparation of the 2022 RTP/SCS. The primary goals of this effort are to enhance the transportation planning process through:

1. Reaching out to residents of the San Joaquin County region to determine future transportation needs and identify the goals and strategies that will shape the 2022 RTP/SCS.
2. Increasing public engagement among historically underserved and underrepresented communities in the transportation planning process.
3. Obtaining direct input on the draft scenarios for the 2022 RTP/SCS.
4. Building meaningful relationships with and among community-based organizations and local groups invested in shaping the future of the San Joaquin County transportation system.

Building from the success of the 2018 Mini-Grant Program, SJCOG staff posted a Request for

Proposals (RFP) on December 15, 2020, to provide mini-grant awards up to $5,000 to community-based organizations to assist the agency in reaching historically underserved and underrepresented communities. In response to the COVID-19 Pandemic, SJCOG staff extended its deadline to first come first serve until funding was expended. A total of five applications were received, representing diverse constituents in the region. SJCOG staff recommended that all five applicants be award contracts to assist SJCOG with public outreach activities for the 2022 RTP/SCS.

Meet the Mini-Grantees

Overall, the five mini-grantees have been contracted by SJCOG to assist in reaching a wide diversity of constituents in the region. Each mini-grantee offers specialized knowledge of the communities in which they work, including the most effective strategies for engaging their residents and community members. Each brings a unique perspective to the regional planning process and will help to elevate the transportation needs and priorities of communities that have not been represented well in the past. A brief introduction of the five mini-grantees is provided in this section.

Table 1. 2022 RTP/SCS Community-Based Outreach Mini-Grantees

Agency/Organization	Demographic Focus	Geographic Focus
Little Manila Rising	Communities of color, Youth and families, Bilingual and/or bicultural community members	South Stockton
New Genesis Housing Development	Communities of color, low-income and moderate-income individuals and families, Faith-based communities	Stockton, Lodi, Manteca, and Tracy
Public Health Advocates	African American youth and adults	Stockton
Stockton Baptist Church	Seniors (65+), Youth, Immigrant/Refugee, Hispanic, Asian, Filipino Houseless and financially burdened families and individuals	Stockton, Manteca, Lodi, Lathrop, French Camp Stockton, homeless encampments throughout City of Stockton
Grassroots	Low-income, Youth, African American, Hispanic, Pacific Islander, Asian, Low-income families with children. African American youth and adults	Stockton, French Camp Manteca, Lathrop, Tracy

Little Manila Rising

The goal of Little Manila Rising (LMR) is to advocate for the historic preservation of Little Manila and provide education and leadership to revitalize the Filipina/o American community. The Little Manila Foundation, more recently known as Little Manila Rising, was established in 2000 when two newly graduated Filipino American college students returned to Stockton to advocate for the historic preservation of what little was left of the Little Manila Historic Site. Throughout the struggle to preserve the remnants of their community it became clear that the root causes of many of Stockton's problems – the consistent disenfranchisement of the poor and institutionalized racism – must be confronted. Today Little Manila Rising works within those previously redlined neighborhoods to provide historical context to the fallout of Stockton's inequity through community education and advocacy in the interest of equitable solutions for recovering from the past. It is a core belief of the organization that youth development must be a cornerstone to addressing inequity and defining the solutions for their community.

One of the ways LMR's mission is accomplished is through community education and after school programs that promote the importance of art, culture, and education in understanding who the individual is as a person and who the community is as a people. Little Manila Rising's focus is on social and environmental justice through improving health and the environment through direct programming, advocacy, and investing in the people of their community. For additional information, visit https://www.littlemanila.org.

New Genesis Housing Development

New Genesis Housing Development was established in June 2009. Their mission is to provide affordable housing opportunities for low to moderate income individuals and families in the Greater Central Valley of California. New Genesis HDC provides advocacy services in and for families to better improve neighborhoods and communities. New Genesis also supports within its structure a Faith -Based & Community Initiatives Network to empowered individuals and organizations to better improve their communities. Under the umbrella of NGHD, s Faith - Based and Community Initiatives Network, the organization will be launching in late 2021 a theology school called The New Genesis Theological Institute. It will be a hybrid of in-person and online study to educate and empower people of faith to better serve their communities. For additional information, visit https://newgenesiscorporation.org.

Public Health Advocates

Public Health Advocates is a team of diverse, creative, strategic and persistent people committed to tackling the unjust systems that leave far too many behind. Public Health Advocates brings a public health lens to the pressing issues of the day, working with communities to challenge the social, political, and economic systems perpetuating racial, economic, and health disparities. For additional information, visit https://phadvocates.org.

Stockton Baptist Church

Stockton Baptist Church has been ministering over 33 years to the spiritual needs of the San Joaquin Central Valley. Pastor Steve Kihlthau along with his wife, Linda, and their four children planted Stockton Baptist Church on February 21, 1988. Pastor Steve also serves as a Police Chaplain for the Stockton Police Department to reach out to our community and those in need. The church has a private school and a preschool that has open enrollment to the community. Their main goals over the years have always been to reach the lost and disciple the saved. They have consistently experienced tremendous growth as God's "Miraculous Church" as a multi-cultural and caring church for the needs of all people. They believe God's plan is for His Church to grow more and more in steps of faith but always expressive of God's love to the individual and each family. For additional information, visit https://www.sbcstockton.com.

Grassroots

Grassroots mission is to provide little to no cost childcare while teaming up with established businesses and nonprofits to strengthen and empower children and their families socioeconomically by eliciting household participation. They believe that family is important. Grassroots understands the outer societal pressures of life and the demands it places on the family's budget so they fund family events and support family traditions that otherwise would not occur due to limited resources. Grassroots also provide supportive trainings that empower the family to grow closer together and more conscious of their mental and physical health. Grassroots Childcare Cooperative provides a complete wrap around service that supports the family between a child's life from the ages of 4 months to 5 years (School-age years.) They also offer supportive services to other members of the family too. For additional information, visit https://grassrootschildcare.wixsite.com.

COMMUNITY-BASED OUTREACH ACTIVITIES

Outreach and Engagement Activities

The Mini-grantees engaged and facilitated Focus Groups and promoted the MetroQuest survey through their organizations network and social media platforms between April and August 2021. Between April and May 2021, Cascadia Partners, Third City Coalition, and partnering community-based organizations hosted five, 1.5-hour virtual community meetings (focus groups) with residents of San Joaquin County. The purpose of these meetings was to:

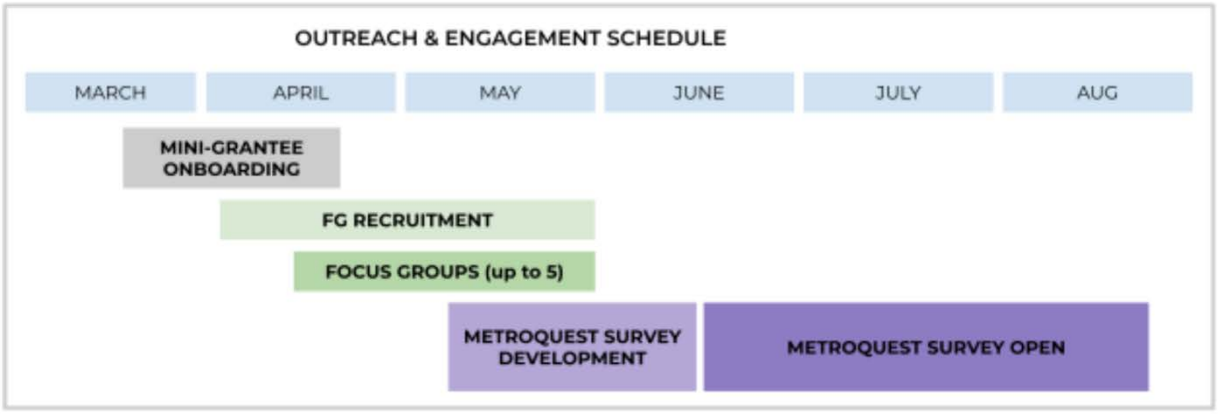
1. Inform community members about the purpose and goals of the Regional Transportation Plan and Sustainable Communities Strategy processes.

2. Provide context and hear feedback from participants about the current status of San Joaquin County.

3. Explain three emerging trends that the region is facing and gather feedback on what pathways are most important for the region to take action in addressing those external forces.

4. Demonstrate how participants can complete the Face-the-Future app activity. Cascadia Partners and Third City Coalition partnered with community-based organization to invite participants, with a special focus to recruit community members of traditionally underrepresented Groups.

The key activities below (1) Focus Groups and (2) General Outreach will take place between April and August 2021. Below is a working schedule of key activities.



The partnering community-based organizations were recipients of SJCOG's 2022 RTP/SCS Mini-Grantee program, which awarded small grants to help with 2022 RTP/SCS outreach and engagement, including assistance with co-hosting the community focus group meetings. Participants included representatives from community-based organizations, housing advocacy

groups, parents, school board leadership, community organizers, students, and business owners. Approximately 30 community members participated across the five focus group meetings. Mini-grantees assisted with the recruiting of meeting participants to a focus group meeting and were trained as co-facilitators to facilitate one focus group meeting. Focus group discussions were facilitated as an interactive presentation by showcasing information (See Appendix KA-2) and asking participants to reflect and relate their perspectives/experiences in order to foster a discussion-based format.

Key Themes and Priorities

The Focus Groups and the Face-the-Future web-based application highlighted the following key themes and concerns:

- The cost of living (both on the spending and income side).
- There are not enough opportunities for living-wage jobs and household expenses (including housing) continue to rise.
- Gentrification and lack of (affordable) housing options.
- Public transportation and its decline as an option and reality for those who do not have a car.
- Fear/concern/skepticism that advances in transportation technology will only increase economic and social divides.
- Implications of creating efficiencies/automation and how that will impact working-class jobs.
- People who lose jobs from efficiencies should be provided options and assistance in transitioning to new living-wage jobs.
- Supporting small businesses to adapt to e-commerce.

Individual Focus Groups

Focus Group #	Date	Mini-grantee Organization	Population	Feedback
1	April 26th 2021 5:00-6:30 PM	Grassroots Childcare	Youth and Families	Emerging technologies like driverless transportation could help people with physical and immigration barriers to have access to cars (i.e. people who are unable to drive themselves because of physical limitations or due to the difficulty of getting a driver's license). Housing affordability and local job opportunities are key concerns.
2	May 6th , 2021 3-4:30	Stockton Baptist Church	South San Joaquin County (Tracy, Lathrop, Mountain House, Ripon, Escalon) - rural focus, disadvantaged community focus	Emerging technologies are exciting and can be beneficial, but they can also create an economic burden for low-income communities. • For example, electric cars are still expensive and low-income people should not be penalized for not having them. Strategies to mitigate unintended consequences of automation are necessary. • For example, alternative jobs and accessible workforce development pathways should be established for workers (i.e. public transit drivers) who might will lose their jobs or job opportunities with driverless transportation. It is important for decision-makers to be aware of how policies on new technologies affect the everyday life of underserved, low-income communities. • There are many people who are not ready for these changes; it will be important to engage and educate populations who are not as ready or open to change before/while implementing new efforts related to technology. People need more effective public transportation and/or transportation alternatives for their commutes; the level of

				service (connectivity and frequency) that is currently offered (even before Covid-19) is not a viable option for many families.
3	May 8th, 2021 5:00-6:30 PM Zoom	Grassroots Childcare Cooperative (GCC)	Youth / faith-based community	People are skeptical about emerging technologies and feel like more research and pilot programs are needed; educating the public about these pilot programs is also important. • Many people don't think that they will be able to buy an electric car and wonder if because of that, they will be "left behind". • People worry about food security, housing security, and effective public transport; basic needs are still a critical priority. • More local jobs that provide living-wage jobs are needed to reduce commuting to the Bay Area.
4	May 13th, 2021 10:30-12:00 Zoom	Little Manila Rising / New Genesis Housing	Youth / faith-based community, disadvantaged community focus	Meeting participants for Focus Group #4 were very family oriented. Impacts of driverless transportation, climate change, and working/shopping from home were from the perspective of how these trends have impacted (positively or negatively) children's social skills, interactions with family members, community values, etc. Solutions for taking action should think through the impacts at a family/household level. • Job creation and higher salaries are needed; there are not many options available. Transportation alternatives to cars should be encouraged by creating and improving infrastructure for them (bike lanes, sidewalks, effective transit). Investment in transportation technologies should provide equitable public benefit and be a public amenity, rather than just

				individual/private benefit. • Affordable housing is a top concern.
5	May 13th, 2021 5:30- 7pm Zoom	Little Manila Rising / New Genesis Housing	disadvantaged community focus	Main concerns are housing affordability and loss of jobs as a result of car automation. Participants are worried that automation and efficiencies will only increase the social and economic divide in San Joaquin County. People are aware that things are changing and that it's important to face them and be proactive. • Health problems resulting from long commutes and less recreation time with family and friends is another concern.

2022 RTP/SCS Focus Groups – Meeting Summary

May 2021

Focus Group – Key Strategies

The qualitative data collected from all five focus group discussions was reviewed and analyzed to connect participant feedback to the working list of 2022 RTP/SCS strategies. Concepts from focus group notes were coded to relevant/related strategies and organized, highest to lowest, by how frequently they were mentioned during the discussion. The following "word clouds" below show the most frequently mentioned strategies as they relate to each trend: Driverless Transportation, Climate Change, and Working/Shopping from Home.

The Face-the-Future web-based application activity was developed as a supplemental survey tool for focus group participants to provide quantitative-based feedback to the three trends (Driverless Transportation, Climate Change, and Working/Shopping from Home) and their level of support for taking specific pathways to address those trends. Below is a summary of the Face-the-Future app feedback, collected from approximately 30 participants. The table below shows the level of support.

	Climate Change	Working/Shopping/ Schooling from Home	Driverless Transportation
How likely do you think this trend will happen?	Very likely	Somewhat-very likely	Somewhat likely
How much of a priority is it to take action for this trend?	High priority for taking action	Medium-high priority for taking action	Medium priority for taking action
Adapt	4.0	4.4	3.0
Invest	4.5	4.8	3.4
Manage	4.5	3.2	4.3

Cascadia also created postcards for the mini-grantees to promote the survey by handing them out in their communities and posting on their social medias.

Little Manila Rising

Summary of Activities

- Survey Collection
- Weekly virtual survey promotion
- Recruiting residents to Focus Group Meetings
- Focus Group Meetings with Third City
- Youth Presentations
- Tabling
- Youth presentations
- Presentations to Conway House tabling
- Nation al night out in person presentation
- Focus groups

- Raffle
- Rise Stockton coalition presentation
- Community Meetings and workshops

LMR staff included the Round 2 transportation survey as part of their outreach activities. The survey administered was identical to the version administered by SJCOG and also made available in Spanish. The purpose of the transportation survey is to gather input on respondent's transportation needs and priorities for the purpose of informing the 2022 RTP/SCS.

In addition to the Conway House tabling, LMR staff administered the surveys in person at booths for the National Night Out and Farmer's Market. Presentations were also given to youth groups and at the Stockton Rising Coalition via zoom webinar. LMR also hosted a raffle for people who completed the survey.

LMR also worked with SJCOG staff to plan, promote, host, and facilitate community meetings at various sites across the region. Meetings were promoted through delivering flyers to resident units, posting in common areas of Housing Authority sites, and inviting referred or assessed clients. All Housing Authority residents were welcome, regardless of age or housing site.

The meetings were coordinated with SJCOG staff to ensure a representative would be available to give a short presentation, listen to community concerns, as well as gather surveys. As an added incentive to participate, Little Manila rising provided refreshments and raffle prizes to those who completed and turned in a survey.

Community Needs Identified

LMR collected approximately 150 surveys. Throughout the outreach process, Little Manila Rising submitted their completed surveys to SJCOG staff. These surveys were included in the regional sample. SJCOG staff performed a cross comparison of residents from low-income households, which included all surveys collected by Catholic Charities. From this analysis, low-income households making less than $25,000 identified the following:

- The need for major improvement of pavement conditions on roads and freeways, and therefore maintenance as an investment priority
- The need for major improvement of the condition of walking routes, including expanding pedestrian routes as well as bicycle routes
- The high importance of increasing jobs within the region
- Increasing the type of development that provides more housing options and jobs that are accessible via high quality transit service

Community meetings also provided a forum for discussion on the transportation needs of Housing Authority residents. Needs varied across all Housing Authority sites. However, residents reinforced the need for improved and expanded public transit services, particularly

the local and regional bus systems. A summary of discussion points from each meeting can be found in this section.

New Genesis Housing Development

Summary of Activities

- Survey Collection
- Presentation
- Community Meetings
- Diversity Mixer
- National Night Out
- Stockton Black Family Day

Community Needs Identified

Social Media Outreach

New Genesis promotes Regional Transportation Plan information to its extensive audience through Facebook, Instagram, and Twitter.

Virtual Webinar Outreach

We will also utilize Go to Webinars to engage our community to ensure that we are able to continue to carry out our outreach strategy through COVID-19.

Email Outreach

New Genesis sends 4-5 emails out a year to an extensive audience with information on the Regional Transportation Plan.

Partner Organization Outreach

New Genesis works closely with other community organizations to maximize our impact and reach. Partner organizations include Family Resource and Referral of Stockton, Grid Alternatives, We will circulate the RTP/SCS campaign materials to various small businesses, laundromats, churches, community centers, flea markets, farmer's markets, and go door to door in order to maximize our reach in the community.

Engagement Audience

Our programs are committed to engaging and outreaching to persons of low or moderate income from diverse and often marginalized communities. We have developed a comprehensive system that records participants' income range when they enter our programs and then on a regular bi-monthly basis to ensure that we're working to support financially vulnerable people in our community. Our engagement audience is highly diverse and primarily made up of African American, Latinx, and Asian populations. We focus our outreach on underserved urban communities to help ensure that the most vulnerable within our county have access to essential services and information.

Engagement Area

San Joaquin County including Stockton, Lodi, Manteca, and Tracy is the primary engagement area. We also engage hard to reach communities in the greater Northern California region through our extensive network of faith-based community organizations.

Public Health Advocates

Summary of Activities

- Survey Collection
- Presentation
- Community Meetings

Community Needs Identified

For the past five years, the US Centers for Disease Control have praised PHAdvocates' Stockton Racial and Ethnic Approaches to Community Health (REACH) program as among its most successful REACH efforts. Our Stockton REACH project focuses on preventing obesity related chronic disease through access to healthy foods and physical activities, and by improving supports available to African American Stockton residents. PHAdvocates works with faith and community-based institutions to adopt organizational guidelines promoting healthy eating, water consumption, and regular physical activity. To cement the work of increasing access to healthy foods, beverages, and physical activity for Stockton's African American residents, staff convened community leaders representing targeted census tracts to advocate for the inclusion of substantive health policies in the city's 2040 General Plan Update. Over three years, staff trained almost 50 residents to participate in the update process. Community leaders attended city council and planning commission meetings and workshops facilitated by the city's consultant, Placeworks, to make their case. Because of these leaders' involvement, the city of Stockton invited PHAdvocates to submit health policy recommendations for the General Plan. On December 4, 2018, Stockton adopted its 2040 Envision Stockton General Plan, which includes many of the WOR Community Leadership Workgroup's recommendations.

Stockton Baptist Church

Summary of Activities

- Survey Collection
- Presentation
- Community Meetings

Community Needs Identified

- Emerging technologies are exciting and can be beneficial, but they can also create an economic burden for low-income communities.
    - For example, electric cars are still expensive and low-income people should not be penalized for not having them.
- Strategies to mitigate unintended consequences of automation are necessary.
    - For example, alternative jobs and accessible workforce development pathways should be established for workers (i.e. public transit drivers) who might will lose

their jobs or job opportunities with driverless transportation.

- It is important for decision-makers to be aware of how policies on new technologies affect the everyday life of underserved, low-income communities.
    - There are many people who are not ready for these changes; it will be important to engage and educate populations who are not as ready or open to change before/while implementing new efforts related to technology.
- People need more effective public transportation and/or transportation alternatives for their commutes; the level of service (connectivity and frequency) that is currently offered (even before Covid-19) is not a viable option for many families.

Grassroots Childcare Cooperative (GCC)

Summary of Activities

- Survey Collection
- Presentation
- Community Meetings

Community Needs Identified

- Emerging technologies like driverless transportation could help people with physical and immigration barriers to have access to cars (i.e. people who are unable to drive themselves because of physical limitations or due to the difficulty of getting a driver's license).
- Housing affordability and local job opportunities are key concerns.

Public Engagement Menu for Mini-Grantees

Cascadia Partners and Third City created an outreach and Engagement Activity "Menu" shown below. This document is a list of key outreach and engagement activities and estimated costs for completing those activities that were used to update Mini-Grantee scope of work and for invoicing.

The key activities below (1) Focus Groups and (2) General Outreach will take place between April and August 2021. Below is a working schedule of key activities.

1 - Focus Groups

5. **Focus Group Recruitment:** Assist with recruiting (10) meeting participants to a focus group meeting.
    a. Estimated time for recruitment: 10 hrs (estimated at 1hr per person recruited)
    b. Estimated cost to complete activity: $1,000
6. **Co-Hosting/Training/Follow-up:** Training staff as co-facilitators to facilitate one focus group meeting.
    c. Estimated time for training staff and participating in meeting: 15 hrs
    d. Estimated cost to complete activity: $1,500

Total for Focus Group Outreach Activity: $2,500

2 - General Outreach

7. **Virtual Survey Promotion:** Promote MetroQuest survey within your organization's network through social media platforms.
    e. Estimated time for online survey promotion: 1 hr per week for 6 weeks
    f. Estimated cost to complete activity: $600
8. **In-person Survey Promotion:** Promote MetroQuest survey within your organization's network through in-person events, postering, announcements during regularly scheduled meetings, etc.
    g. Estimated time for online survey promotion: 3 hrs per week for 6 weeks
    h. Estimated cost to complete activity: $1,800

Outreach and Engagement Timeframe: April - August 2021

The key activities below (1) Focus Groups and (2) General Outreach will take place between April and August 2021. Below is a working schedule of key activities.

1 - Focus Groups

9. **Focus Group Recruitment:** Assist with recruiting (10) meeting participants to a focus group meeting.
    i. Estimated time for recruitment: 10 hrs (estimated at 1hr per person recruited)
    j. Estimated cost to complete activity: $1,000
10. **Co-Hosting/Training/Follow-up:** Training staff as co-facilitators to facilitate one focus group meeting.
    k. Estimated time for training staff and participating in meeting: 15 hrs
    l. Estimated cost to complete activity: $1,500

Total for Focus Group Outreach Activity: $2,500

2 - General Outreach

11. **Virtual Survey Promotion:** Promote MetroQuest survey within your organization's network through social media platforms.
    m. Estimated time for online survey promotion: 1 hr per week for 6 weeks
    n. Estimated cost to complete activity: $600
12. **In-person Survey Promotion:** Promote MetroQuest survey within your organization's network through in-person events, postering, announcements during regularly scheduled meetings, etc.
    o. Estimated time for online survey promotion: 3 hrs per week for 6 weeks
    p. Estimated cost to complete activity: $1,800

Total for General Outreach Activity: $2,400

APPENDIX K4
2022 RTP/SCS Public Outreach and Workshop Materials

Little Manila Rising

Little Manila Rising

INVOICE

DATE SUBMITTED: 6/29/2021

From:
Little Manila Rising
PO Box 1356
Stockton Ca, 95201
209-336-6332

To:
San Joaquin Council of Governments
555 E Weber
Stockton, CA

This invoice is for work done as a result of the 2022 RTP/SCS Community-Based Outreach Mini-Grantee Program.

	Activity 1.1 - Focus Group Recruitment:	# of participants recruited	Hourly Rate	Total
▢	Focus group recruitment	9	$100	$900

	Activity 1.2 - Focus Group Co-Hosting/Training/Follow-up:	# of hours	Hourly Rate	Total
▢	Pre-meeting coordination with Third City	.75	$100	$100
▢	Pre-meeting prep time	.5	$100	$50
▢	Focus Group Meeting	1.5	$100	$150
▢	Post-meeting debrief	[#]	$100	$[x]
▢	Post-meeting participant follow up	1	$100	$100

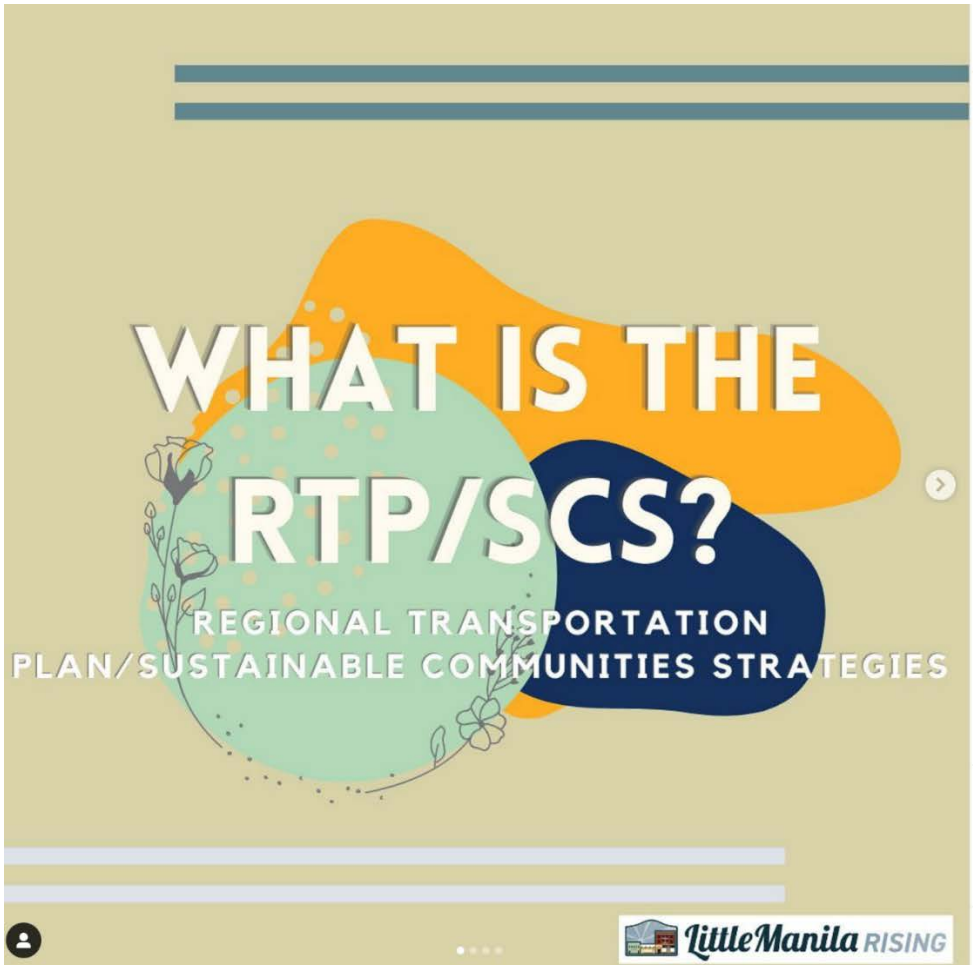
	Activity 2.1 - Weekly Virtual Survey Promotion:	# of weeks	Hourly Rate	Total
▢	Weekly virtual survey promotion	[X]	$100	$

	Activity 2.2 - In-person Survey Promotion:	# of hours	# of people reached	Hourly Rate	Total
▢	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$
▢	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$
▢	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$

TOTAL:	$1,300

Additional Notes:
[WRITE ADDITIONAL NOTES HERE]

Planning for Our Future
COMMUNITY WELLNESS
Thursday, May 13, 2021
5:30 - 7:00 PM
Register: bit.ly/FtF0513
Your participation will inform the development of the 2022 Regional Transportation Plan/Sustainable Communities Strategy
This event is hosted by:
Little Manila RISING
CASCADIA PARTNERS
littlemanilastockton · Follow
littlemanilastockton Join us next Thursday May 13, 2021 where we will explore the challenges and concerns being faced in the San Joaquin County around housing, the economy, and the future of our region, especially as it connects transportation.
Registration link in bio
25w
Liked by jasmine.leek and 22 others
MAY 5



littlemanilastockton • Follow

littlemanilastockton Want to know how to make your voice heard for sustainable planning in your community?🌎🌱 Fill out the Envision 2050 survey! Now is your chance to share what your priorities are and help plan for our future. The link to the survey is in our bio➡️

Survey Link: bit.ly/MetroQuestSJC

16w

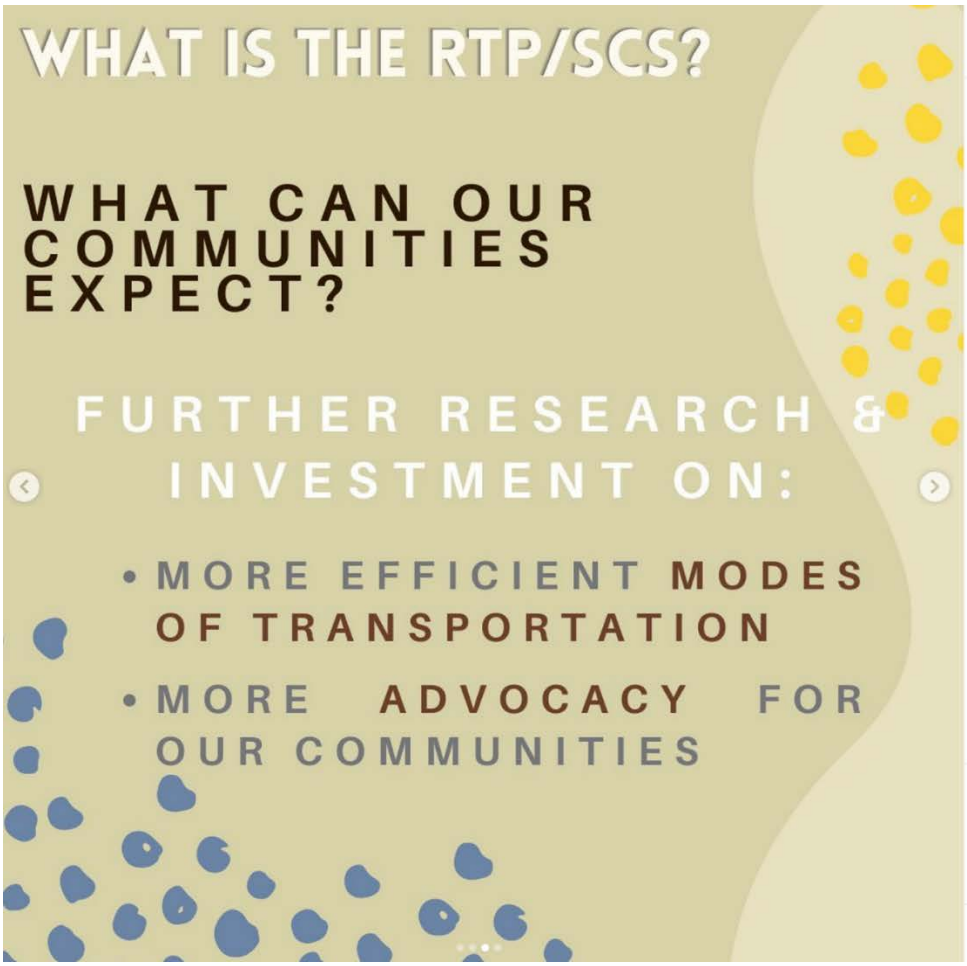
healingpuso 👣👣👣

16w 1 like Reply

Liked by cecorra and 53 others

JULY 7

Add a comment... Post


WHAT IS THE RTP/SCS?
WHAT CAN OUR COMMUNITIES EXPECT?
FURTHER RESEARCH & INVESTMENT ON:
• MORE EFFICIENT MODES OF TRANSPORTATION
• MORE ADVOCACY FOR OUR COMMUNITIES

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Survey Link: bit.ly/MetroQuestSJC
16w
healingpuso
16w 1 like Reply
Liked by cecorra and 53 others
JULY 7
Add a comment...
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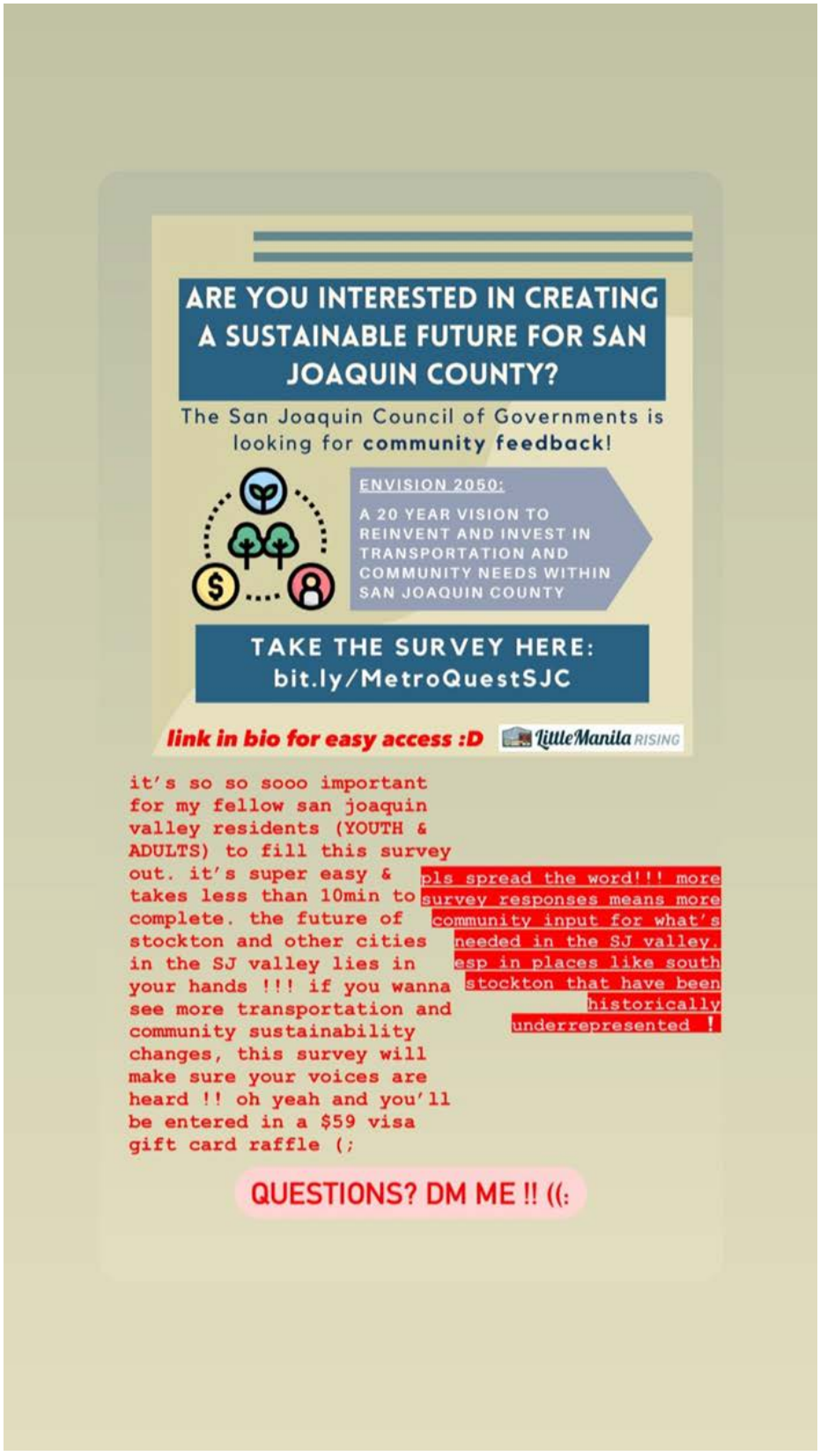
Events
Photos
Vide
Want to know how to make your voice heard for sustainable planning in your community?🌎🌱 Fill out the Envision 2050 survey! Now is your chanc... See More
WHAT IS THE RTP/SCS?
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGIES
LittleManila RISING
WHAT IS THE RTP/SCS?
A 20 year vision to reinvent and invest in transportation needs within San Joaquin County
LOOKING AT:
HOUSING NEEDS
ECONOMIC NEEDS
ENVIRONMENTAL NEEDS
PUBLIC HEALTH GOALS
WHAT IS THE RTP/SCS?
WHAT CAN OUR COMMUNITIES EXPECT?
FURTHER RESEARCH & INVESTMENT ON:
• MORE EFFICIENT MODES OF TRANSPORTATION
• MORE ADVOCACY FOR OUR COMMUNITIES
ARE YOU INTERESTED IN CREATING A SUSTAINABLE FUTURE FOR SAN JOAQUIN COUNTY?
The San Joaquin Council of Governments is looking for community feedback!
ENVISION 2050:
A 20 YEAR VISION TO REINVENT AND INVEST IN TRANSPORTATION AND COMMUNITY NEEDS WITHIN SAN JOAQUIN COUNTY
TAKE THE SURVEY HERE: bit.ly/MetroQuestSJC
LittleManila RISING
2
2 Shares
Like
Comment
Share
253 people reached
Boos
Little Manila Rising For Black Lives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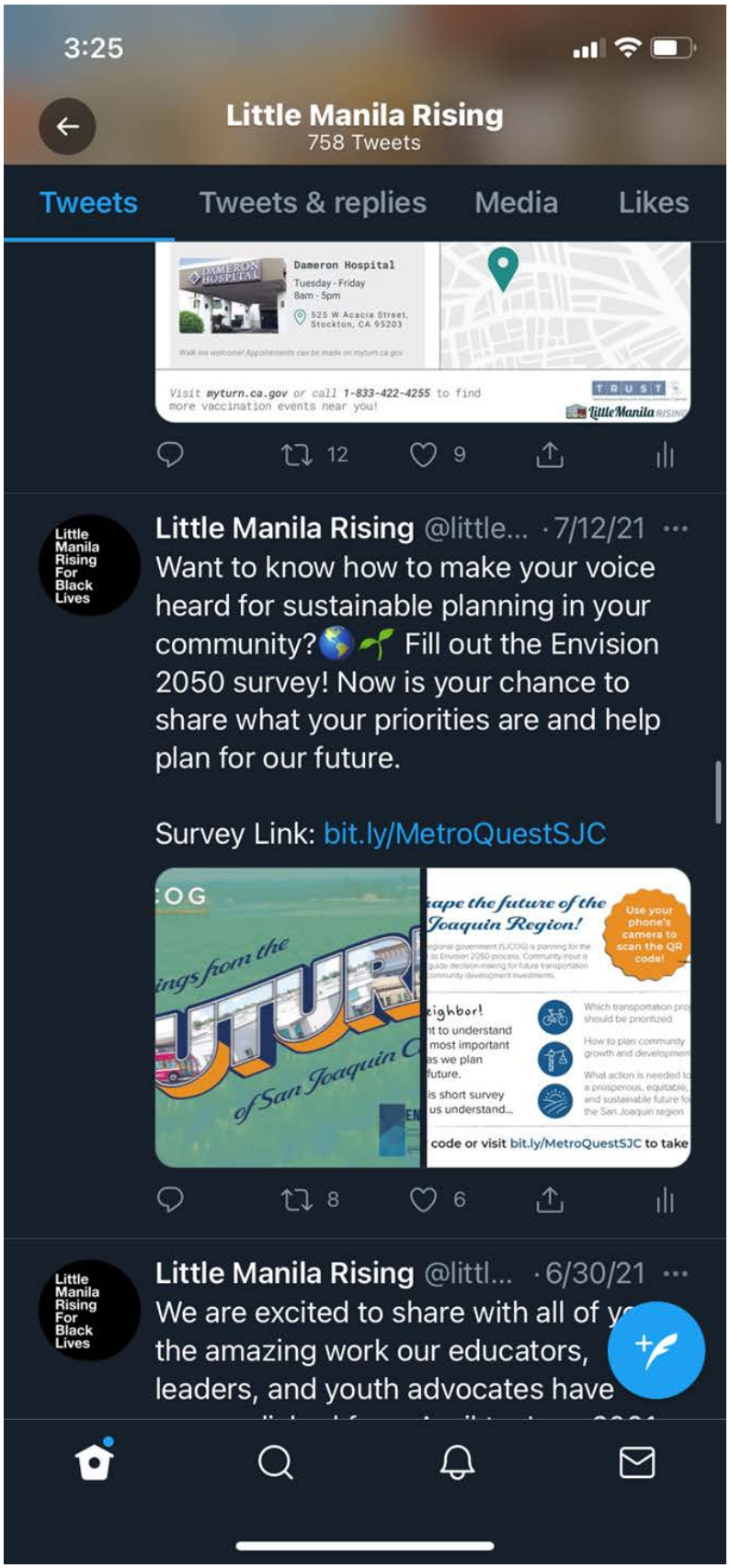
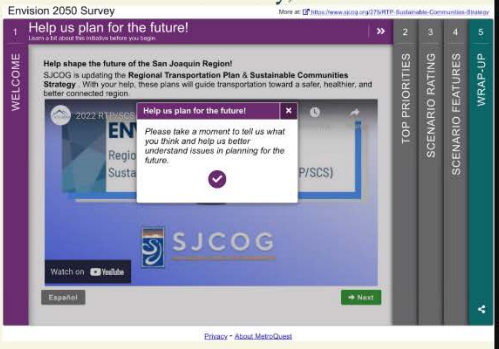
A 20 YEAR VISION TO REINVENT AND INVEST IN TRANSPORTATION AND COMMUNITY NEEDS WITHIN SAN JOAQUIN COUNTY
TAKE THE SURVEY HERE:
bit.ly/MetroQuestSJC
link in bio for easy access :D
LittleManila RISING
it's so so sooo important for my fellow san joaquin valley residents (YOUTH & ADULTS) to fill this survey out. it's super easy & takes less than 10min to complete. the future of stockton and other cities in the SJ valley lies in your hands !!! if you wanna see more transportation and community sustainability changes, this survey will make sure your voices are heard !! oh yeah and you'll be entered in a $59 visa gift card raffle (;
pls spread the word!!! more survey responses means more community input for what's needed in the SJ valley, esp in places like south stockton that have been historically underrepresented !
QUESTIONS? DM ME !! ((:


3:25
Little Manila Rising
758 Tweets
Tweets
Tweets & replies
Media
Likes
Dameron Hospital
Tuesday - Friday
8am - 5pm
525 W Acacia Street, Stockton, CA 95203
Visit myturn.ca.gov or call 1-833-422-4255 to find more vaccination events near you!
12
9
Little Manila Rising @little... · 7/12/21
Want to know how to make your voice heard for sustainable planning in your community? Fill out the Envision 2050 survey! Now is your chance to share what your priorities are and help plan for our future.
Survey Link: bit.ly/MetroQuestSJC
Use your phone's camera to scan the QR code!
code or visit bit.ly/MetroQuestSJC to take
8
6
Little Manila Rising @littl... · 6/30/21
We are excited to share with all of y
the amazing work our educators,
leaders, and youth advocates have

- Begins with brief video regarding the importance of RTP/SCS and the survey
- A "drag to the top" ranking list of your top priorities
  - Stronger social support
  - More housing affordability
- Includes a couple of scenarios where you can determine whether or not they address your top priorities
- Then you rate how important certain features are from 1 to 5 stars
  - ACE rail expansion
  - Prioritizing new neighborhoods
- Final section includes demographic questions as well as your email in order to be entered in a $50 raffle give away!

Envision 2050 Survey (Metroquest Survey)



D.A.W.N.
Air Purifier
home
Little Manila RISING

Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS)

LMR's Sustainable Communities Youth Advocates

Little Manila RISING

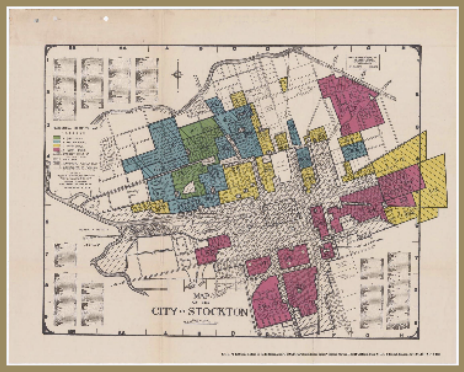
Why should south Stockton residents take the survey?

- historically underrepresented & formerly redlined
- **local input**

  - insight about current climate in their own neighborhoods

  - policymakers' decisions should reflect the community

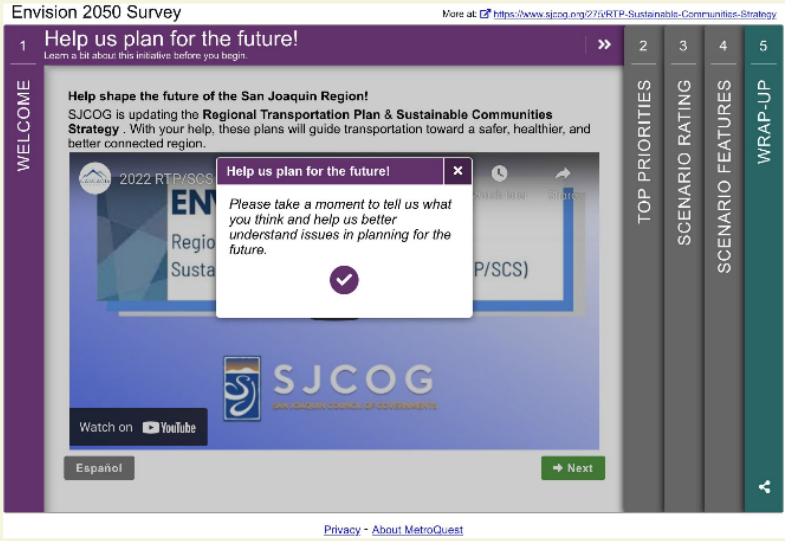
  - "We need the input of all stakeholders - especially those who live, work and commute in our region - to build a plan that meets our diverse needs." - SJCOG



Envision 2050 Survey (MetroQuest Survey)

- Begins with brief video regarding the importance of RTP/SCS and the survey

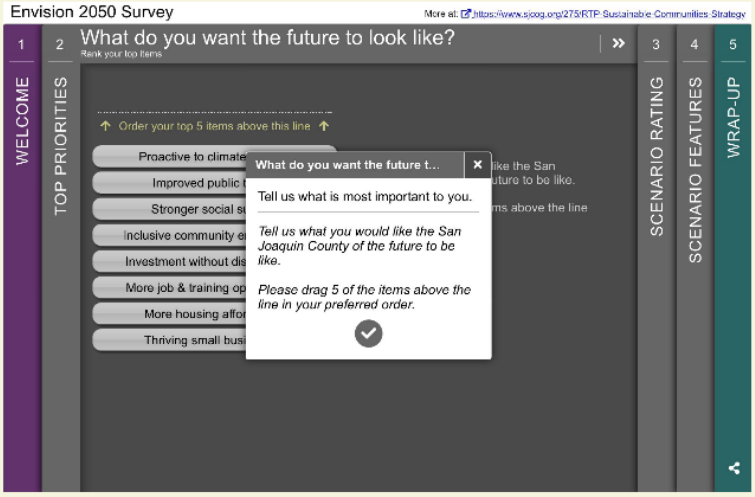
DEADLINE: AUGUST 15, 2021



Envision 2050 Survey (MetroQuest Survey)

- A "drag to the top" ranking list of your top priorities
  - Stronger social support
  - More housing affordability

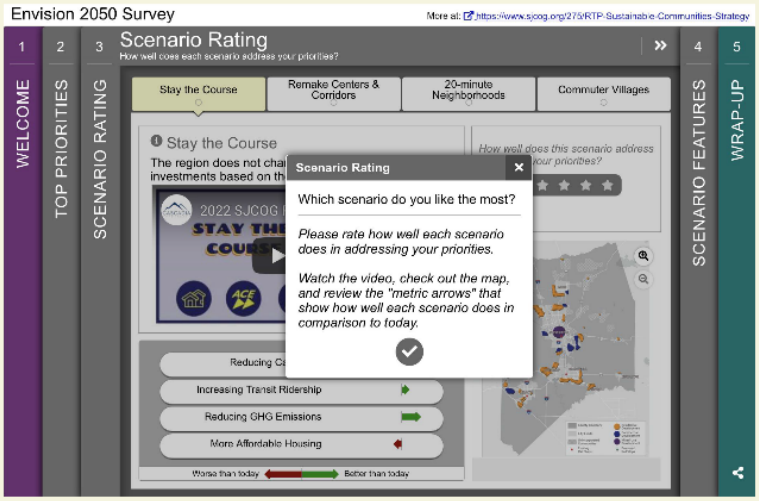
DEADLINE: AUGUST 15, 2021



Envision 2050 Survey (MetroQuest Survey)

- Includes a couple of scenarios where you can determine whether or not they address your top priorities

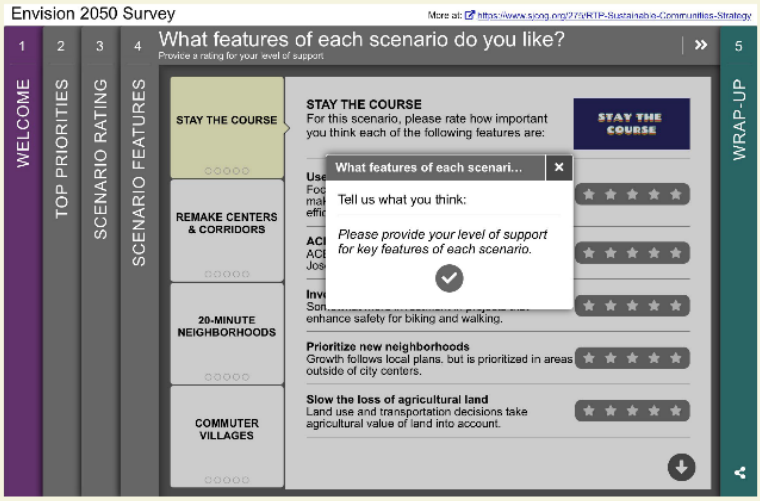
DEADLINE: AUGUST 15, 2021



Envision 2050 Survey (MetroQuest Survey)

- Then you rate how important certain features are from 1 to 5 stars
  - ACE rail expansion
  - Prioritizing new neighborhoods

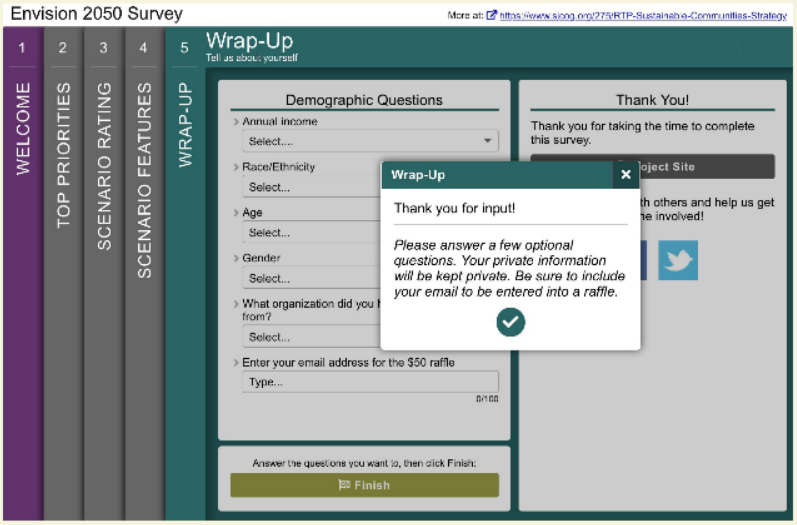
DEADLINE: AUGUST 15, 2021



Envision 2050 Survey (MetroQuest Survey)

- Final section includes demographic questions as well as your email in order to be entered in a $50 raffle give away!

DEADLINE: AUGUST 15, 2021



Where can I take the survey?

English:
metroquestsurvey.com/m4z0k

Spanish:
live.metroquestsurvey.com/?u=rh07g#!/?p=web&pm=dynamic&s=1&popup=WTD

Please share with family, friends, and neighbors!

Thank you!

New Genesis Housing Development

New Genesis Housing Development
2339 W Hammer Lane, C124
Stockton, CA
95209
(209) 298-1357
newgenesishousing@gmail.com

INVOICE
INV0208

DATE
May 25, 2021

BALANCE DUE
USD $1,200.00

BILL TO

San Joaquin Council of Governments
555 E Weber Avenue
Stockton, CA
95202
(209) 462-2132

DESCRIPTION	RATE	QTY	AMOUNT
Focus group recruitment (5 participants recruited) Billed at $100 per participant	$100.00	5	$500.00
Pre-meeting coordination with Third City Colation Billed at $100 per hour	$100.00	3	$300.00
Pre-meeting prep time Billed at $100 per hour	$100.00	0.5	$50.00
Post-meeting de-brief Billed at $100 per hour	$100.00	0.5	$50.00
Post-meeting participant follow up Billed at $100 per hour	$100.00	3	$300.00

TOTAL	$1,200.00
BALANCE DUE	**USD $1,200.00**

NOTE: Invoicing based on rates listed in the "Outreach and Engagement Activity Menu" provided by Third City Coalition.

Please make check payable to New Genesis Housing Development at 2339 W Hammer Lane, C124, Stockton, CA 95209.

Planning for Our Future

YOUTH + FAMILIES

Monday, April 26, 2021
5:00 – 6:30 PM

Register: bit.ly/FtF0426

Your participation will inform the development of the
2022 Regional Transportation Plan/Sustainable Communities Strategy

This event is hosted by:

Grassroots Childcare Cooperative

CYA CENTRAL YOUTH ACADEMY

THIRD CITY COALITION

CASCADIA PARTNERS

Public Health Advocates

Community-Based Outreach Mini-Grant Program

APPLICATION FORM

Organization/Agency: Public Health Advocates

Address: 6702 Inglewood Ave, STE A, Stockton, CA. 95207

Primary Contact: Ericka Dorsey, REACH Program Manager

Phone: 209-762-1606

E-mail: ED@phadvocates.org

Organization/Agency Website and/or Facebook Page (not required): www.PHAdvocates.org www.StocktonREACH.org, https://www.facebook.com/reachsanjoaquin, https://www.facebook.com/PHAdvocates

(Please make responses as concise as possible; applications will not be judged on length of response. Attach a separate sheet with the following questions and your answers.)

1. Please list and describe the outreach activities that your organization proposes to carry out in order to facilitate community-based outreach and public involvement on the 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). You may attach a detailed outreach strategy.

   Note: Proposed costs for all activities described in response to this question must be included on the project budget worksheet.

2. List staff members or other individuals who will be implementing the Community-Based Outreach Mini-Grant Program.
3. Please describe the specific demographics of the community you will be working with and the geographic area your program would reach. If possible, please include ZIP codes. What stakeholders would your program reach from specific communities who traditionally may not have been involved in regional transportation planning processes (i.e. seniors, youth, low-income, communities of color, immigrant/refugee, limited English proficiency, etc.)?
4. How many people do you commit to reaching while implementing your public outreach strategy? (Validate your numbers—i.e. submit recent event registration numbers or a list of contacts with your application)
5. Describe any similar types of projects that your organization has undertaken.
6. How much funding (up to $5,000) do you wish to apply for? What is your justification for the amount?

Community-Based Outreach Mini-Grant Program
APPLICATION FORM

Organization/Agency: Public Health Advocates
Address: 6702 Inglewood Ave, STE A, Stockton, CA 95207
Primary Contact: Ericka Dorsey, REACH Program Manager
Phone: 209-762-1606
E-mail: ED@phadvocates.org
Organization/Agency Website and/or Facebook Page (not required):
www.PHAdvocates.org
www.StocktonREACH.org
https://www.facebook.com/reachsanjoaquin
https://www.facebook.com/PHAdvocates

(Please make responses as concise as possible; applications will not be judged on length of response. Attach a separate sheet with the following questions and your answers.)
1. Please list and describe the outreach activities that your organization proposes to carry out in order to facilitate community-based outreach and public involvement on the 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). You may attach a detailed outreach strategy. Note: Proposed costs for all activities described in response to this question must be included on the project budget worksheet.

Since 2014, Public Health Advocates (PHAdvocates) has worked closely with Stockton's African American residents and the organizations that serve them to deploy community driven solutions to increase access to nutritious foods and settings for physical activity in order to decrease the onset of obesity related chronic illnesses. Building on our success reaching Stockton's African American residents, PHAdvocates will assist the San Joaquin Council of Governments (SJCOG) with outreach for its 2022 RTP/SCS according to the following plan:

Objectives	Activities	Responsible Parties	Timeline
1. Conduct 5 outreach meetings with at least 75 total residents in target neighborhoods to provide information and gain feedback on the 2022 Regional Transportation Plan.	• Coordinate meetings with the Within Our REACH Community Leadership Workgroup, Community Strong (Residents of Kelley Drive), Conway Homes Residents Council, TEAM Charter Elementary, and Faces of Resilience Youth Leadership Group • Coordinate with SJCOG staff to present at select meetings • Compile findings and share with SJCOG staff using SJCOG provided reporting outline.	• PHAdvocates staff: -Associate Program Manager (lead) -REACH Program Manager -REACH Community Outreach Specialist • SJCOG staff • Within Our REACH Steering Committee	September 2020- September 2021
2. Share information and collect feedback from at least 200 total residents at 2	• Register for 2 community events (Stockton Black Family Day and Community Strong Block Party)	• PHAdvocates staff	September 2020-

4. How many people do you commit to reaching while implementing your public outreach strategy? (Validate your numbers—i.e. submit recent event registration numbers or a list of contacts with your application)

PHAdvocates commits to reaching 75 residents at five outreach meetings and 200 residents at two community events, for a total of at least 275 residents receiving information and invited to offer feedback. The 75 residents are a part of PHAdvocates' existing network and regularly attend meetings. To encourage participation, we will provide food and conduct a drawing for small incentive gift cards at each of the five meetings. We have included rosters for our Community Leadership Workgroup, Faces of Resilience Youth Leadership Group, and Within Our REACH Steering Committee. We will also attend the Community Strong Block Party, which draws over 300 residents, and Stockton Black Family Day, which draws over 2000 residents annually.

5. Describe any similar types of projects that your organization has undertaken.

For the past five years, the US Centers for Disease Control have praised PHAdvocates' Stockton Racial and Ethnic Approaches to Community Health (REACH) program as among its most successful REACH efforts. Our Stockton REACH project focuses on preventing obesity-related chronic disease through access to healthy foods and physical activities, and by improving supports available to African American Stockton residents. PHAdvocates works with faith and community-based institutions to adopt organizational guidelines promoting healthy eating, water consumption, and regular physical activity. To cement the work of increasing access to healthy foods, beverages, and physical activity for Stockton's African American residents, staff convened community leaders representing targeted census tracts to advocate for the inclusion of substantive health policies in the city's 2040 General Plan Update. Over three years, staff trained almost 50 residents to participate in the update process. Community leaders attended city council and planning commission meetings and workshops facilitated by the city's consultant, Placeworks, to make their case. Because of these leaders' involvement, the city of Stockton invited PHAdvocates to submit health policy recommendations for the General Plan. On December 4, 2018, Stockton adopted its 2040 Envision Stockton General Plan, which includes many of the WOR Community Leadership Workgroup's recommendations.

More recently, PHAdvocates has launched its Active People Healthy Stockton (APHS) initiative. APHS is a part of the CDC's Active People Healthy Nation, which focuses on promoting activity-friendly routes to everyday destinations to increase physical activity and promote health. PHAdvocates' APHS works with residents to identify barriers to active transportation and to implement community driven solutions that empower residents to become agents for change. On January 24, 2020, in partnership with the residents of the Kelley Drive community, PHAdvocates organized a community walk audit with students at Bear Creek High School. Residents and PHAdvocates staff met up with Bear Creek students at 5:30am to walk with them as they leave their homes each day before 6:00am to walk over two miles each day to and from school. Along the route, residents, staff, and partners identified obstacles such as an extremely dangerous short cut along a levee with rising water levels at certain times of year, with no visibility from the street in the event of an emergency. PHAdvocates is planning similar events around Stockton.

6. How much funding (up to $5,000) do you wish to apply for? What is your justification for the amount?

Community-Based Outreach Mini-Grant Program

PROPOSED PROJECT BUDGET WORKSHEET

Name of Agency/Organization: Public Health Advocates

A. Proposed Operational Expense Breakdown: Includes costs associated with telephone and postage expenses directly related to the project, use of in-house copier and external printing and copying jobs, etc. Overhead can be no more than 15 percent of contract total.	
Indirect at 15% of project direct costs	$652
TOTAL PART A. PROPOSED OPERATIONAL EXPENSES	$ 652

B. Proposed Staff Costs: Includes staff who will work on the project and their costs with hourly rates required to complete the project.			
Staff Member	**Hourly Rate**	**Hours**	
TOTAL PART B. PROPOSED STAFF COSTS			$ 0

C. Other Proposed Direct Cost Breakdown: May include refreshments, signage, and other appropriate meetings and promotion expenses.	
Meeting meals	$2,400
Meeting supplies and materials	$1,148
Incentives	$800
TOTAL PART C. OTHER PROPOSED DIRECT COSTS	$ 4,348
TOTAL AMOUNT REQUESTED	$ 5,000

PUBLIC HEALTH ADVOCATES

Clergy Network Meeting

Initial	Name	Email	Phone
	Rudolph Peters	rvtpeters@yahoo.com	209-216-8390
	Carolyn Cooper	Carolyncooper4uacf@gmail.com	209-888-7174
	Tenisha Smith	tpmonique81@gmail.com	510-289-9263
	Pearl Wilburn	grannywilburn@gmail.com	209-810-1542
	Valerie Knight	knightwidow@gmail.com	602-275-4751
	Roberta Arrington	birdieis@yahoo.com	
	Jovanna Villadores	Jovannag.jg@gmail.com	209-471-1633
	Glenn McMillon	glsiskosr@sbcglobal.net	209-518-3075
	Louise McMillon	louiseglennmcmillon@sbcglobal.net	
	Stephani Walton	steffw@sbcglobal.net	209-481-5987
	Monica Gort	pastorgort@att.net	209-948-5564
	Sheila McDonald	Platinum8@sbcglobal.net	510-612-7270
	Patricia Clark	Drmm895@aol.com	
	Henry Phillips	Henry.todhop@gmail.com	
	Tamesha Valverde	Tvalverde84@gmail.com	
	Lolita Alverson	Ladyalverson23@yahoo.com	
	Minister Ikel	ministerworship@gmail.com	
	Joyce Love	libbyluv@att.net	
Initial	**Staff**	**Email**	**Phone Ext.**
	Shamari Lathan	SL@PHAdvocates.org	Ext. 272

Date:_____ **Meeting: Faces of Resilience Youth Leadership**

Initial	Name	Email	Phone
	Amari Leslie	Erikareynolds209@gmail.com	209-649-9089
	Damion Magee		209-594-6596
	Ely Cook		
	Jamilah Culington	Milahpooph3@gmail.com	209-641-5288
	Ja'Nia Benton	Janiabenton10@gmail.com	209-594-6146
	Jhirnae Benton	Jhirnaebenton@gmail.com	209-696-6700
	Mackenzie Cook	m.moreno.cook@gmail.com	209-490-9018
	Timothy Vaughn	t.vaughn1@lodiusd.org	209-898-1644
	Jordan Ray	jordanray088@gmail.com	209-810-1159
	Aniyah Stanley	astanleyy264@gmail.com	510-904-7502
Initial	Staff	Email	Phone Ext.
	Christina Peoples	cp@phadvocates.org	Ext. 255
	Tanice Wallace	tw@phadvocates.org	Ext. 271
	Kathleen Kyllonen	kk@phadvocates.org	Ext. 261

Community Leadership Workgroup

Initial	Name	Email	Phone
	Alice Moore	Amoore606@aol.com	209-244-5505
	Brandi Moore	Brandimoore97@live.com	610-595-1152
	Candis Bishop	Bishop.candis31@yahoo.com	209-898-5171
	Cynthia Grayson	Graysoncymp4@aol.com	209-594-7049
	Jennifer Flores	Jflorez209@gmail.com	209-688-1251
	Malinda Castaneda	lynndiec@comcast.net	408-930-9042
	Shani Richards	shaniadams@gmail.com	209-271-4688
	Ernest Williams	Ew327112@gmail.com	209-271-1144
	Roslyn Burse	Msburse1964@gmail.com	209-888-7174
	Tiana Moore	Misspassion75@gmail.com	209-271-1155
	Pandora Crowder	Pjcrowder75@gmail.com	209-898-9345
	Vaunita Duval	vaunitajo@yahoo.com	209-898-6343
	Kenla Brown	kenlabrown@att.net	209-518-2150
	Jeff Alexander	Normanj60@gmail.com	209-405-1031
	Tanissia Bufkin	tanissiabuffkin@gmail.com	209-922-6167
	Nikha Evans	myiesha7714@gmail.com	209-490-3024
	Karen Ivy	Ivyviek52@gmail.com	209-513-4556
	Inita Peoples-Gray	Grayinta2@gmail.com	209-740-0941
	Celia Woolridge	Cannette2629@gmail.com	209-688-8563
Initial	**Staff**	**Email**	**Phone Ext.**
	Christina Peoples	CP@PHAdvocates.org	Ext. 255
	Coleen Ray	CR@PHAdvocates.org	Ext. 270
	Shamari Lathan	SL@PHAdvocates.org	Ext. 272
	Dana Bailey	DB@PHAdvocates.org	Ext. 274
	Tanice Wallace	TW@PHAdvocates.org	Ext. 271

Steering Committee Meeting

Initial	Name	Email	Phone
	Anna Martin	acmartin@ucanr.edu	(209) 953-6121
	Ashley Lewis	alewis@sjcphs.org	(209) 468-8211
	Brandi Moore	bmoore@visionarypropertymanagement.org	(601) 595-1152
	Caroyln Cooper	carolyncooper4uacf@gmail.com	(209) 910-9141
	Cynthia Grayson	Graysoncymp4@aol.com	(209) 473-1878
	Jovanna Vialdores	jgonsalves@sjgov.org	(209) 953-7694
	Mackenzie Cook	m.moreno.cook@gmail.com	209-490-9018
	Monica Gamboa	Monica.Gamboa@DignityHealth.org	(209) 461-5142
	Pastor Shani Richards	shaniadams@gmail.com	(209) 271-4688
	Roslyn Burse	RB@AAAWLC.ORG	209-888-7174
	Sheila James	Sheila.james@hhs.gov	(415) 437-8075
	Tamesha Valverde	TValverde84@gmail.com	(209) 688-5287
	Timothy Vaughn	t.vaughn1@lodiusd.org	209-898-1644

Initial	Staff	Email	Phone Ext.
	Christina Peoples	CP@PHAdvocates.org	Ext. 255
	Ericka Dickson	ED@PHAdvocates.org	Ext.277
	Erin Reynolds	ER@PHAdvocates.org	Ext. 270
	Tanice Wallace	TW@PHAdvocates.org	Ext. 271
	Shamari Lathan	SL@PHAdvocates.org	Ext. 272
	Jordan Phillips	JP@PHAdvocates.org	Ext. 261

Public Health Advocates

INVOICE

DATE SUBMITTED: 9/24/21

From:
Public Health Advocates
PO Box 2309
Davis, CA 95617
844-962-5900

To:
San Joaquin Council of Governments
555 E Weber
Stockton, CA

This invoice is for work done as a result of the 2022 RTP/SCS Community-Based Outreach Mini-Grantee Program.

	Activity 1.1 - Focus Group Recruitment:	# of participants recruited	Rate	Total
☐	Focus group recruitment	[17]	$100	$1700

	Activity 1.2 - Focus Group Co-Hosting/Training/Follow-up:	# of hours	Hourly Rate	Total
☐	Pre-meeting coordination with Third City	[1]	$100	$100
☐	Pre-meeting prep time	[2]	$100	$200
☐	Focus Group Meeting	[2]	$100	$200
☐	Post-meeting debrief	[4]	$100	$400
☐	Post-meeting participant follow up	[1]	$100	$100

	Activity 2.1 - Weekly Virtual Survey Promotion:	# of weeks	Hourly Rate	Total
☐	Weekly virtual survey promotion	[X]	$100	$

	Activity 2.2 - In-person Survey Promotion:	# of hours	# of people reached	Hourly Rate	Total
☐	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$
☐	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$
☐	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$

TOTAL:	$2,700.00

Stockton Baptist Church

Community-Based Outreach Mini-Grant Program

PROPOSED PROJECT BUDGET WORKSHEET

Name of Agency/Organization:	Stockton Baptist Church & School

A. Proposed Operational Expense Breakdown: Includes costs associated with telephone and postage expenses directly related to the project, use of in-house copier and external printing and copying jobs, internet, meeting support, etc,. Overhead can be no more than 15 percent of contract total.

Postage Expenses	**$**	**400.00**
Copier Expenses	**$**	**200.00**
Internet	**$**	**50.00**
Meeting Support	**$**	**100.00**
Overhead /Indirect		
TOTAL PART A. PROPOSED OPERATIONAL EXPENSES	**$**	**750.00**

B. Proposed Staff Costs: Includes staff who will work on the project and their costs with hourly rates required to complete the project.

Staff Member	Hourly Rate	Hours	Cost
Kelly Lopez	**15**	**90**	**$ 1,350.00**
Celina Zarco	**15**	**30**	**$ 450.00**
Steve Kihlthau	**20**	**100**	**$ 2,000.00**
		0	**$ -**
		0	**$ -**
TOTAL PART B. PROPOSED STAFF COSTS			**$ 3,800.00**

C. Other Proposed Direct Cost Breakdown: May include refreshments, signage, and other appropriate meeting and promotion expenses.

Refreshments	$ 220.00
Printed Signs	$ 200.00
Pens & Pencils	$ 30.00
TOTAL PART C. OTHER PROPOSED DIRECT COSTS	$ 450.00

TOTAL AMOUNT REQUESTED	**$ 5,000.00**

Planning for Our Future

YOUTH + FAMILIES

Monday, April 26, 2021

5:00 – 6:30 PM

Register: bit.ly/FtF0426

Your participation will inform the development of the
2022 Regional Transportation Plan/Sustainable Communities Strategy

This event is hosted by:

Grassroots Childcare Cooperative

CYA CENTRAL YOUTH ACADEMY

THIRD CITY COALITION

CASCADIA PARTNERS

Grassroots Childcare Cooperative

Grassroots Childcare Cooperative **From:** Grassroots Childcare Cooperative 110 N San Joaquin, 2nd Floor Stockton, Ca 95202 408-839-0354	**INVOICE** DATE SUBMITTED: 05/20/21 To: San Joaquin Council of Governments 555 E Weber Stockton, CA

This invoice is for work done as a result of the 2022 RTP/SCS Community-Based Outreach Mini-Grantee Program.

	Activity 1.1 - Focus Group Recruitment:	# of participants recruited	Hourly Rate	Total
☐	Focus group recruitment	5	$100	$500

	Activity 1.2 - Focus Group Co-Hosting/Training/Follow-up:	# of hours	Hourly Rate	Total
☐	Pre-meeting coordination with Third City	1.5	$100	$150
☐	Pre-meeting prep time	.5	$100	$50
☐	Focus Group Meeting	3	$100	$300
☐	Post-meeting debrief	.5	$100	$50
☐	Post-meeting participant follow up	1	$100	$100

	Activity 2.1 - Weekly Virtual Survey Promotion:	# of weeks	Hourly Rate	Total
☐	Weekly virtual survey promotion		$100	

	Activity 2.2 - In-person Survey Promotion:	# of hours	# of people reached	Hourly Rate	Total
☐	FACEBOOK		[#]	$100	$
☐	INSTAGRAM		[#]	$100	$
☐	[BRIEF DESCRIPTION OF ACTIVITY]	[#]	[#]	$100	$

	Direct Costs	How expense is related to project?	Cost	Total
☐	Zoom Meeting Subscription	We are using Zoom to have participants join outreach events to promote RTP	$158.89	$158.89

TOTAL:	$1,308.89

Additional Notes:

Please note forwarding address for check*

Make all checks payable to:
Grassroots Childcare Cooperative
3101 State Highway 31E #52
Tyler TX, 75702
If you have any questions concerning this invoice contact:
Renee Stewart
408-839-0354
reneeystewart@gmail.com

Grassroots Community Meeting Agenda 3/31/21

Moderator: Destiny Sheppard

Introductions (5 mins)
- Name / Organization / Title
- What does living a "Grassroots Life" mean to you?

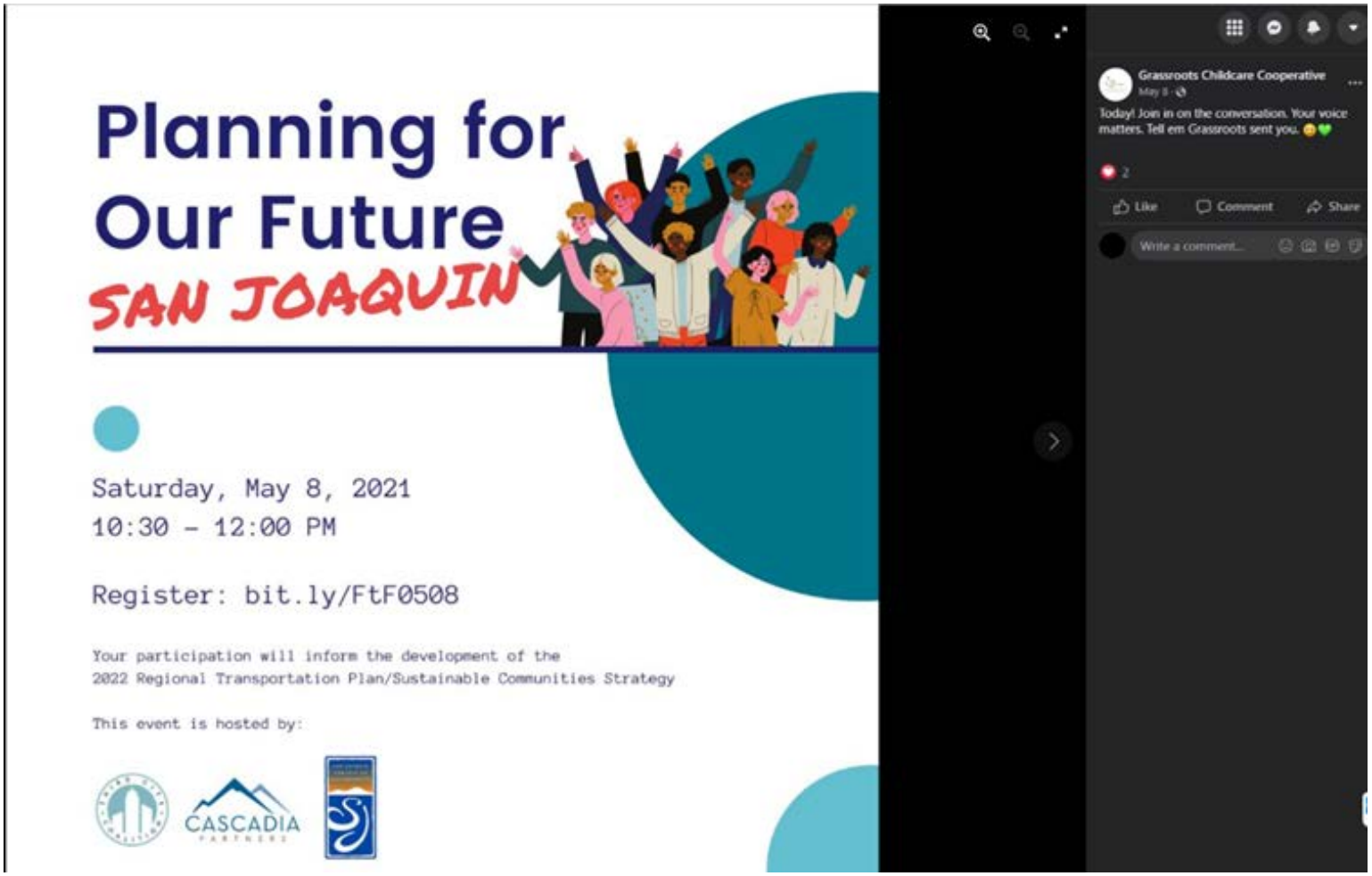
Grassroots Presentation (10 Mins)
- Renee Stewart

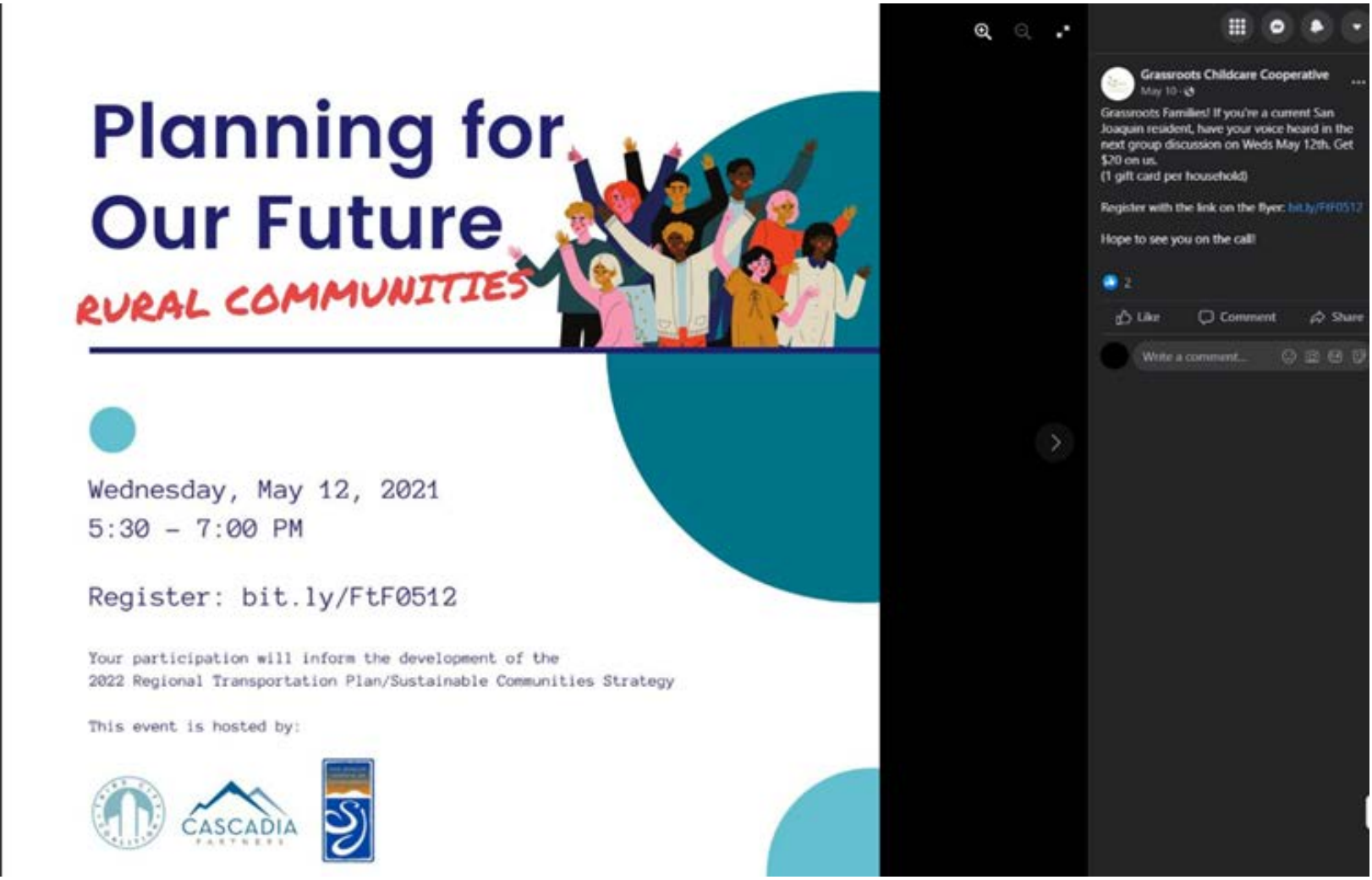
Grassroots Summer Program Announcement (10 mins)
Ashley Goldlist- RTP/SCS Grant Opportunity

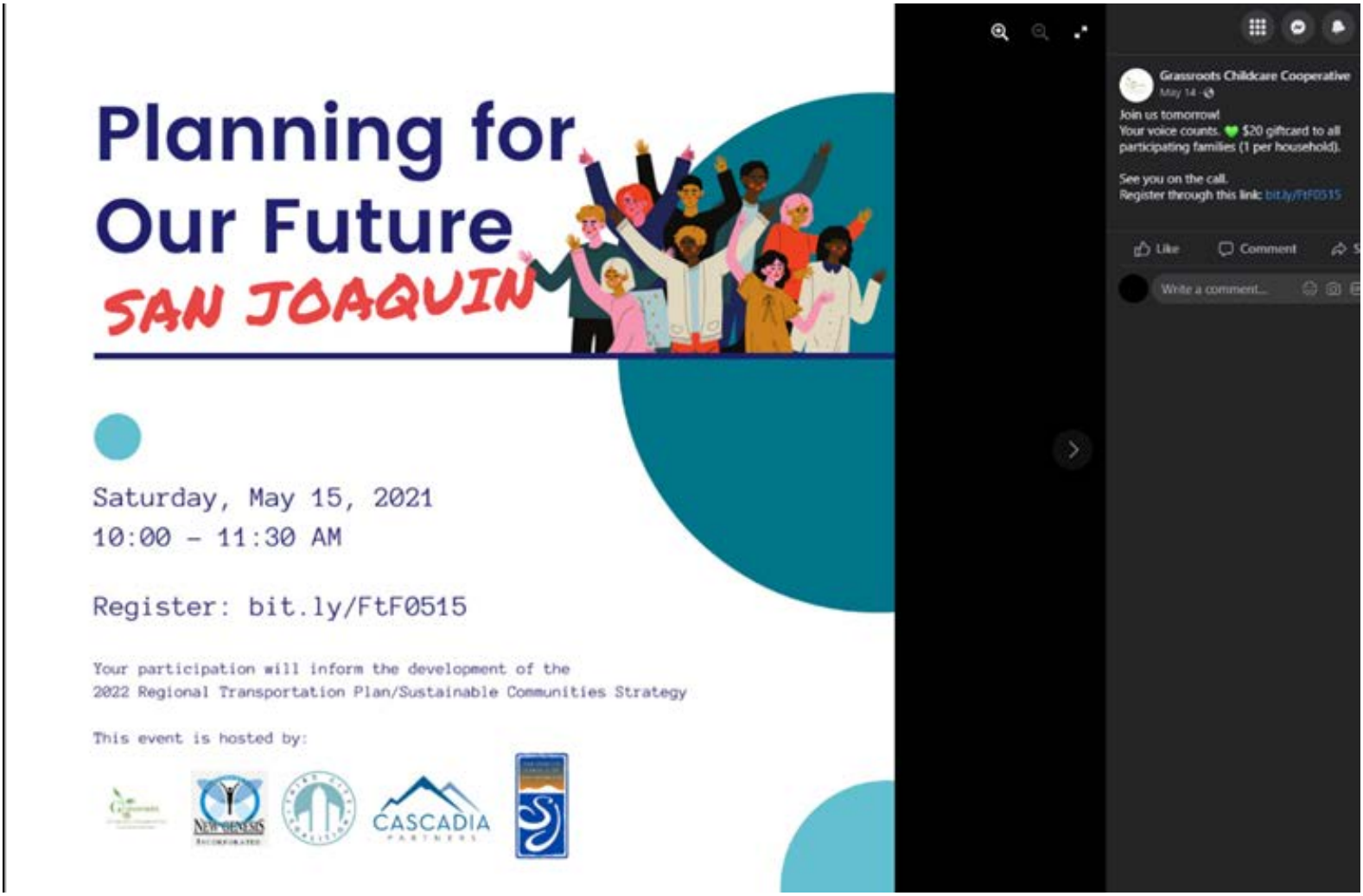
Grassroots Team Opportunities (15 mins)
- 4 Iconsulting Presentation: Lisa & Alanna
- Current Open Grassroots Positions

Grassroots Board Opportunities & Orientation Announcement (5 mins)
- Penni McConnell

Community Updates / Announcements (10 mins)


Planning for Our Future
SAN JOAQUIN
Saturday, May 8, 2021
10:30 - 12:00 PM
Register: bit.ly/FtF0508
Your participation will inform the development of the 2022 Regional Transportation Plan/Sustainable Communities Strategy
This event is hosted by:
CASCADIA
Grassroots Childcare Cooperative
Today! Join in on the conversation. Your voice matters. Tell em Grassroots sent you.
Like
Comment
Share
Write a comment...


Planning for Our Future
RURAL COMMUNITIES
Wednesday, May 12, 2021
5:30 - 7:00 PM
Register: bit.ly/FtF0512
Your participation will inform the development of the
2022 Regional Transportation Plan/Sustainable Communities Strategy
This event is hosted by:
CASCADIA
Grassroots Childcare Cooperative
May 10
Grassroots Families! If you're a current San Joaquin resident, have your voice heard in the next group discussion on Weds May 12th. Get $20 on us.
(1 gift card per household)
Register with the link on the flyer: bit.ly/FtF0512
Hope to see you on the call!
2
Like
Comment
Share
Write a comment...


Planning for Our Future
SAN JOAQUIN
Saturday, May 15, 2021
10:00 - 11:30 AM
Register: bit.ly/FtF0515
Your participation will inform the development of the 2022 Regional Transportation Plan/Sustainable Communities Strategy
This event is hosted by:
CASCADIA
Grassroots Childcare Cooperative
May 14
Join us tomorrow!
Your voice counts. $20 giftcard to all participating families (1 per household).
See you on the call.
Register through this link: bit.ly/FtF0515
Like
Comment
Write a comment...

APPENDIX K4
2022 RTP/SCS Public Outreach and Workshop Materials
Focus Group Presentation

Agenda

1. Introductions / Meeting Orientation
2. About the RTP / SCS
3. What we know (so far)…
4. What could the future look like?
5. Demo the Face-the-Future Activity

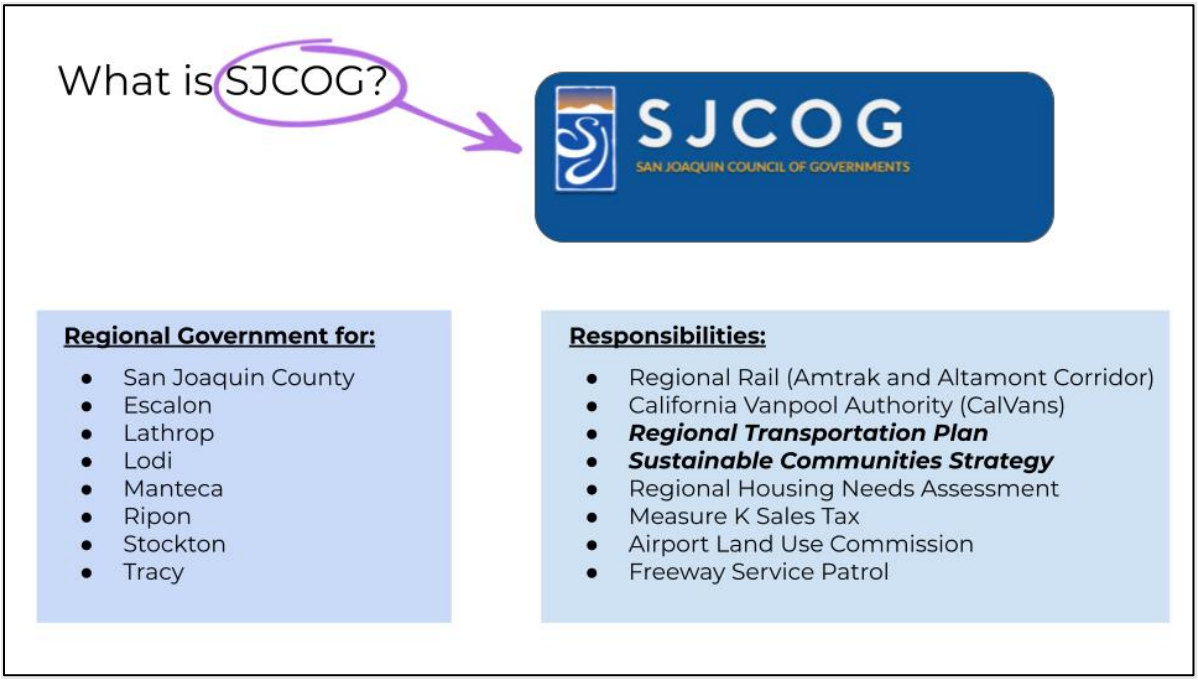
1 Introductions / Meeting Orientation

Thank you to our Community Co-Hosts!

Introductions - please say hello!

1. **Take 2-3 minutes to introduce yourselves**
   - ***What's your name?***
   - ***What city are you from?***
   - *What brought you here?*
   - *What keeps you up at night?*
   - *What would you like to see change in your community/neighborhood?*

2 About SJCOG and the RTP / SCS



What is the RTP / SCS?

Regional Transportation Plan / Sustainable Communities Strategy

The 2022 RTP/SCS lays out a **transportation investments** and **land use policy for the next 30 years.** SJCOG updates this plan **every four years**.

It must:

- Provide guidance for local land use policy
- Identify infrastructure projects and how they will be funded
- Show the region can meet federal and state air quality standards
- Take steps to reduce greenhouse gas emissions from cars and trucks
- Achieve state housing goals

The RTP/SCS matters because...

It picks which **transportation infrastructure projects** get funded...

...and how communities **plan for growth** and development.

It ensures that we continue to get the **funding** we need to keep the region moving.

Most importantly, it's our guide for maintaining a **prosperous**, **equitable**, and **sustainable** region.

3 What we know (so far)...

First we'll talk about the data on:

Demographics

Characteristics of our population

Economy

People employed and how much they're making

Commuting

Where people are going and how

Housing

The types of housing that are available

Land Use & Development

The way we use land

Gentrification & Displacement

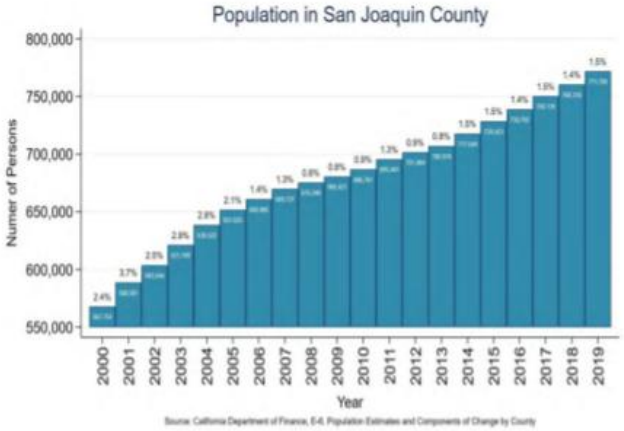
Which communities are most at risk of losing their homes

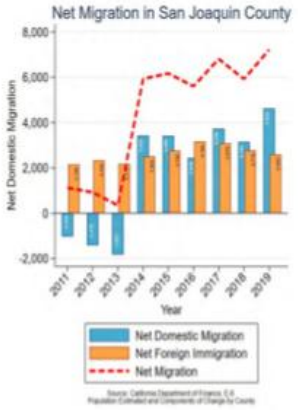
** We realize that there are so many other things on people's minds but these are some of the key things that we are here to talk about.*

What does the recent past tell us?

Demographics

San Joaquin County's population is on the rise, with a significant amount of growth coming from new residents moving into the County.

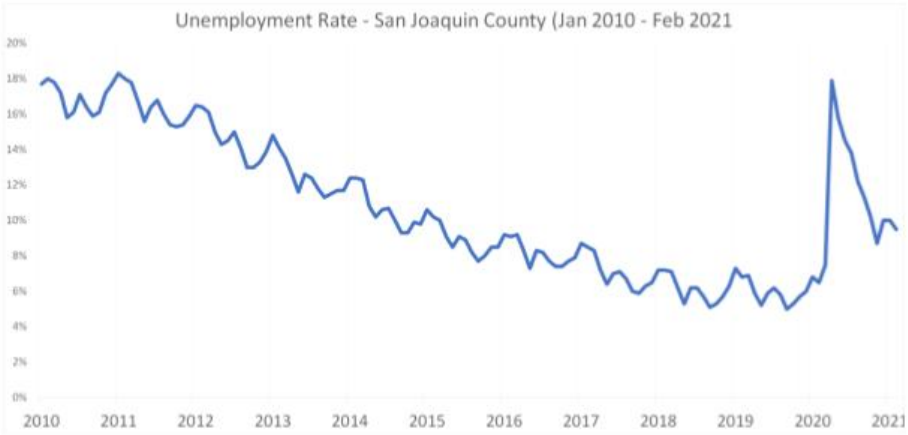




What does the recent past tell us?

Economy

Until the pandemic, unemployment was decreasing. However we are now seeing higher rates of unemployment.



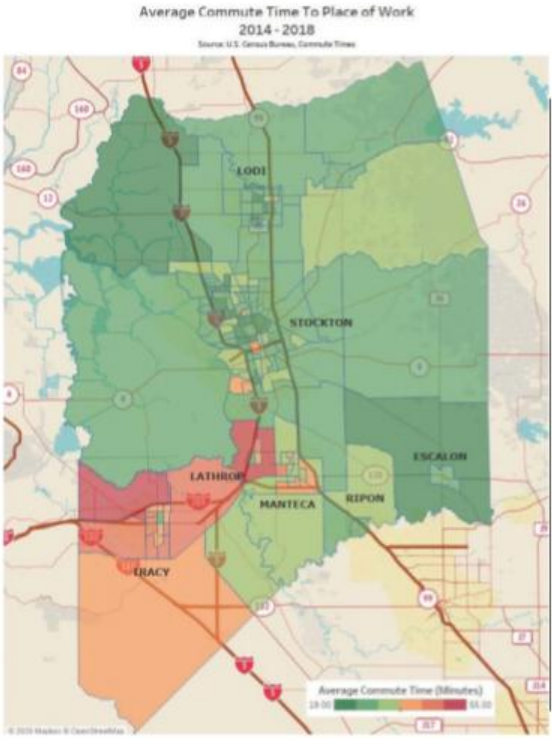
What does the recent past tell us?

Commuting

Since 2010, commuters now spend **27%** more time commuting.

Median Commute Times:

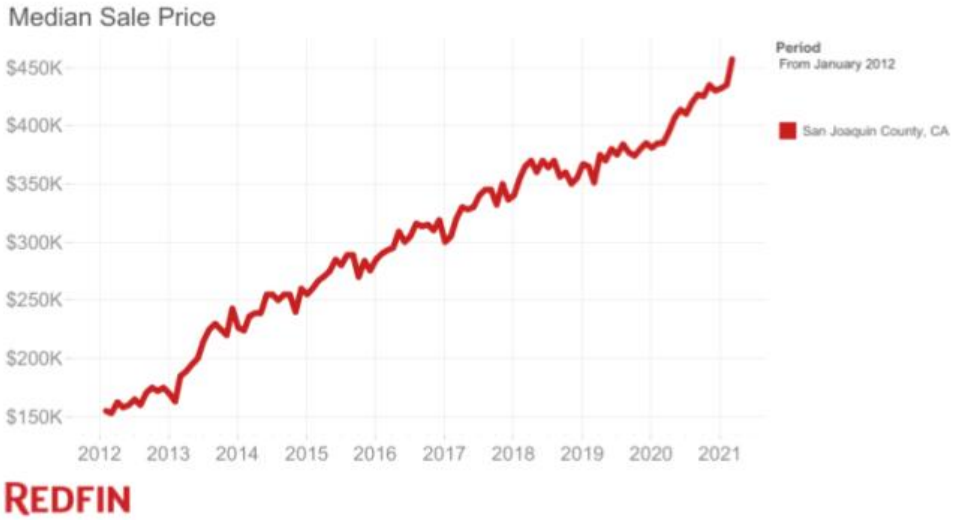
2010	2019
28.5 Minutes	**36.3** Minutes



What does the recent past tell us?

Housing

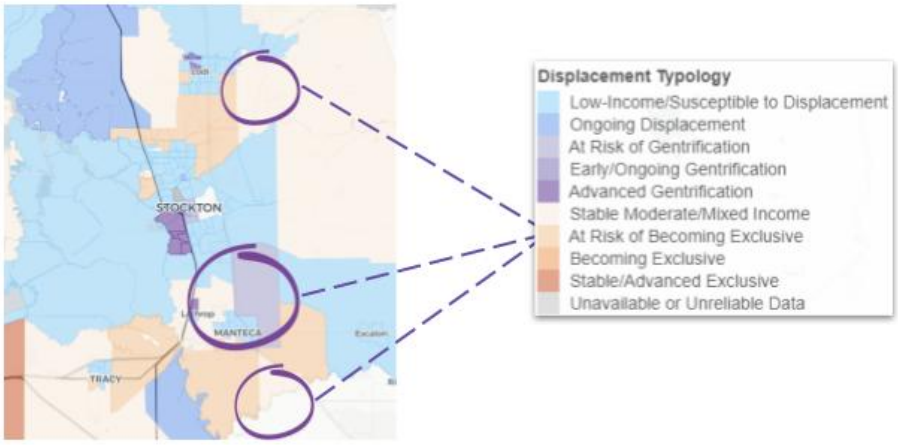
Housing prices have increased nearly 3 times.



What does the recent past tell us?

Gentrification and Displacement

San Joaquin County residents face the risk of displacement.



4 What could the future look like?

How much do we know about **The Future?**

We know that the future is shaped by many external forces/trends

How much do we know about **Trends?**

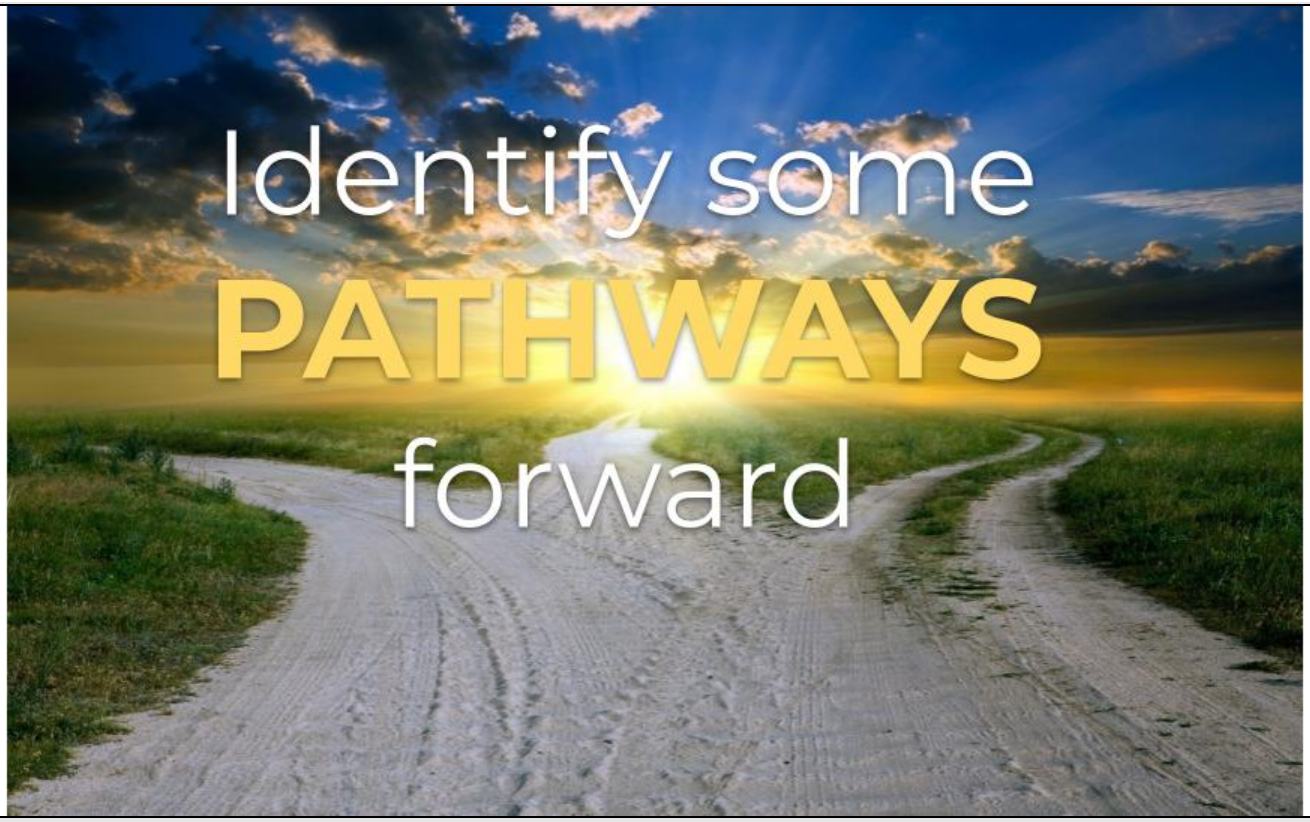
Driverless Transportation	Climate Change	Working / Shopping from Home

What are some **positives** and **negatives** about **Driverless Transportation?**

- More electric cars and less emissions.
- Cheaper and more efficient public transportation.
- Safer roads with fewer collisions.

- More driving, longer commutes, and more traffic.
- More suburban sprawl and loss of farmland.
- Higher housing costs as more people move from the Bay Area.

So what do we do in the face of these trends?



Pathway Definitions

#1 **ADAPT:** Solutions that ***react*** and adjust for that particular trend

#2 **INVEST:** Solutions that ***address that trend directly***

#3 **MANAGE:** Solutions that ***focus on improving the region but do not address the trend directly***

Driverless Transportation Pathways

Adapt	Invest	Manage
RESEARCH EMERGING PLANNING ISSUE BRIEFING AUTOMATED VEHICLES	INVEST IN EMERGING TECHNOLOGIES	ENCOURAGE COMPACT DEVELOPMENT
PILOT PROJECTS	REDESIGN ROADS FOR DRIVERLESS CARS	USE EXISTING ROADS MORE EFFICIENTLY
WIDEN / BUILD NEW ROADS	BUILD ELECTRIC VEHICLE INFRASTRUCTURE	ENCOURAGE TRANSIT USE, BIKING, AND WALKING

Climate Change Pathways

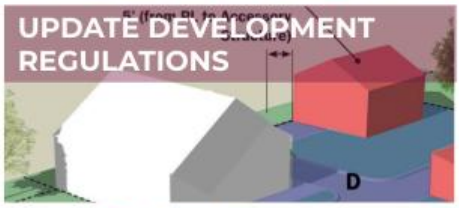
Adapt	Invest	Manage
UPDATE DEVELOPMENT REGULATIONS	CREATE A FUND FOR AFFORDABLE HOUSING	INCENTIVIZE GROWTH NEAR TRANSIT
ADAPT INFRASTRUCTURE FOR A CHANGING CLIMATE	FUND WORKFORCE TRAINING PROGRAMS	PRIORITIZE PROJECTS THAT REDUCE DRIVING
PRESERVE AGRICULTURE AND NATURAL AREAS	BUILD ELECTRIC VEHICLE INFRASTRUCTURE	ENCOURAGE TRANSIT USE, BIKING, AND WALKING

Working/Shopping from Home Pathways

Adapt

Invest

Manage



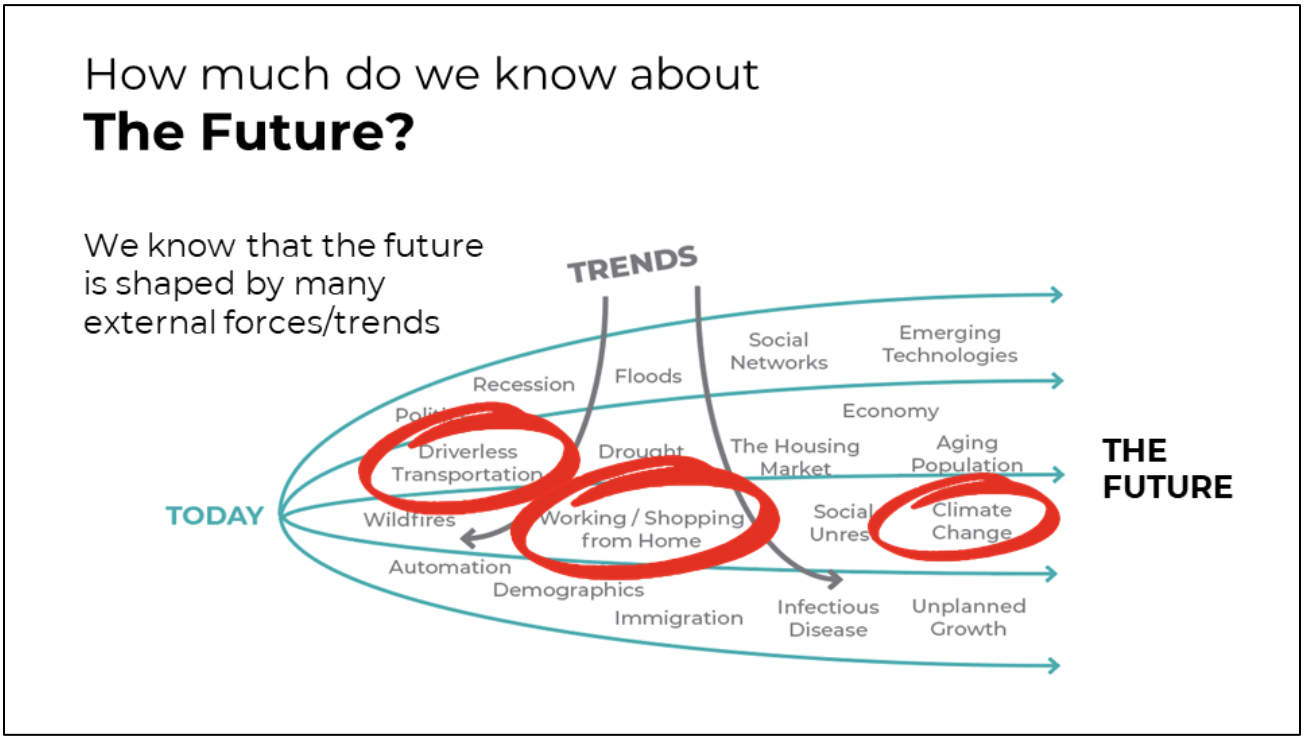
Next Steps

Thank you for attending today! Your input will help inform the development of the 2022 Regional Transportation Plan/Sustainable Communities Strategy.

Surprise! When you submit your responses for each of the three pathways in the app, we'll send a $10 gift card to Starbucks to the email you used to register!

APPENDIX K3
Public Outreach and Workshop Materials

Public Meeting Webinar 5/11/21



What are some **positives** and **negatives** about **Driverless Transportation?**

- More electric cars and less emissions.
- Cheaper and more efficient public transportation.
- Safer roads with fewer collisions.

- More driving, longer commutes, and more traffic.
- More suburban sprawl and loss of farmland.
- Higher housing costs as more people move from the Bay Area.

What are some **positives** and **negatives** about **Climate Change?**

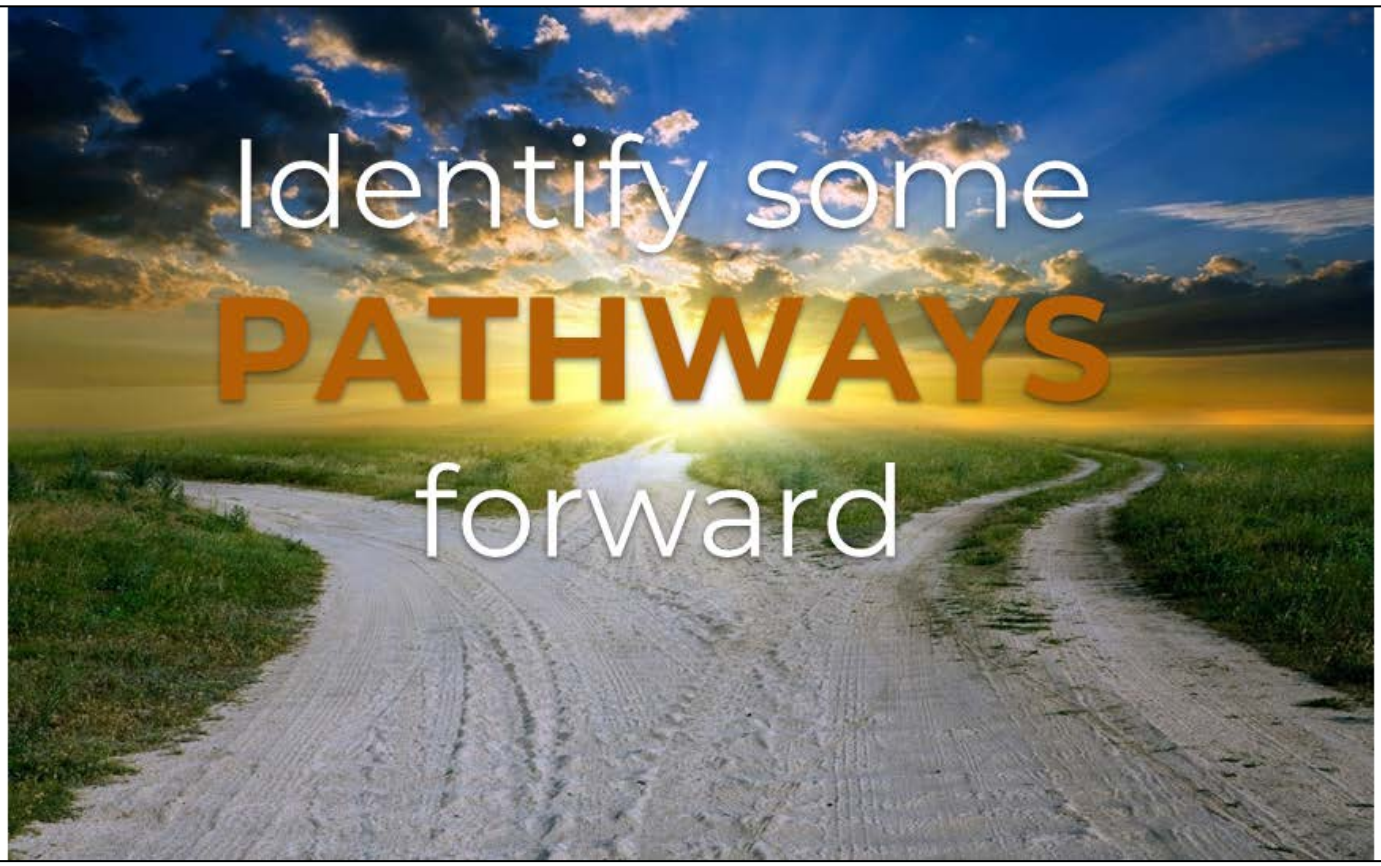
- Climate migration benefits local economies.
- New development needed to house new residents.
- Climate migrants rely on public transportation.

- Rapid growth makes it hard to maintain infrastructure.
- More frequent droughts and floods hurts farmers.
- Difficult to meet the region's need for affordable housing.

What are some **positives** and **negatives** about **Working/Shopping from Home?**

- Local retail benefits from nearby workers.
- Less commuting to work means less congestion and emissions.

- Downtown office never recovers.
- Less commuting means less people riding transit.
- Physical stores lose business to online shopping.



Pathway Definitions

#1 **ADAPT:** Solutions that ***react*** and adjust for that particular trend

#2 **INVEST:** Solutions that ***address that trend directly***

#3 **MANAGE:** Solutions that ***focus on improving the region but do not address the trend directly***

Driverless Transportation Pathways

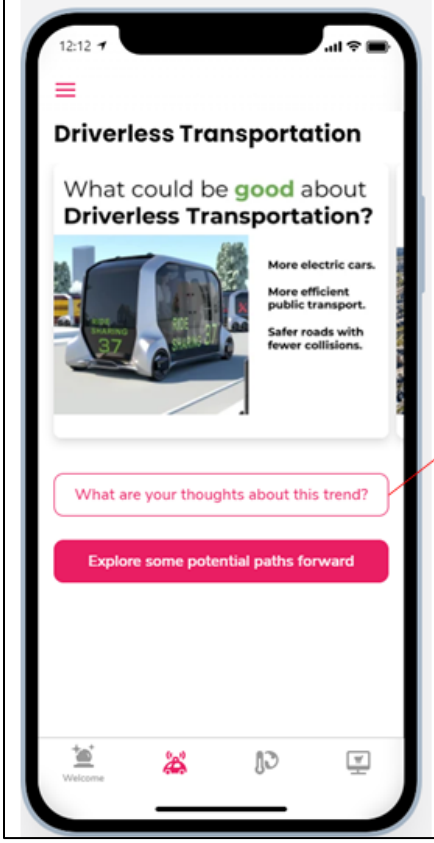
Adapt

Invest

Manage

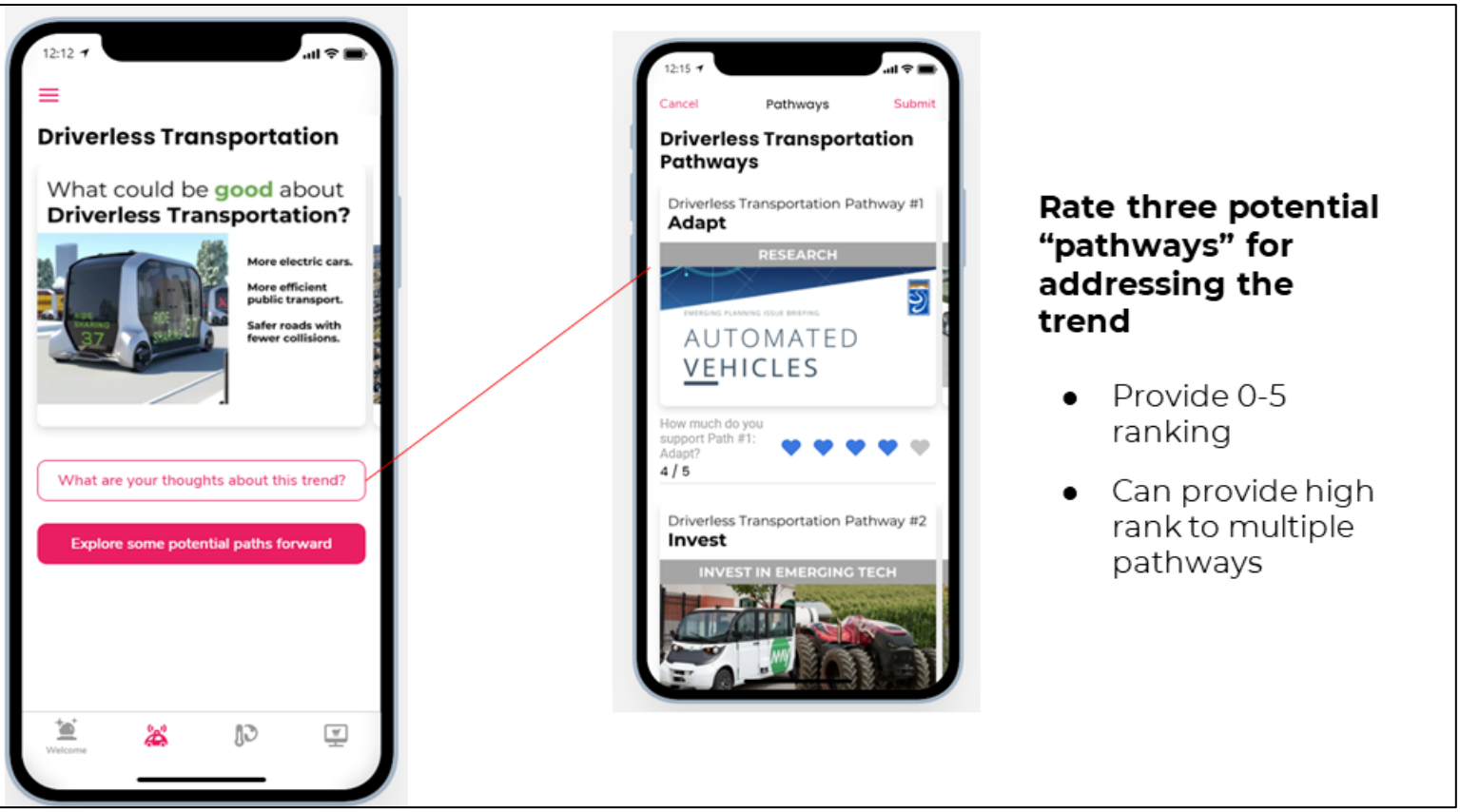
Each "tab" covers a different trend:

- **Driverless Transportation**
- **Climate Change**
- **Working / Shopping from Home**



Provide reactions to the trend

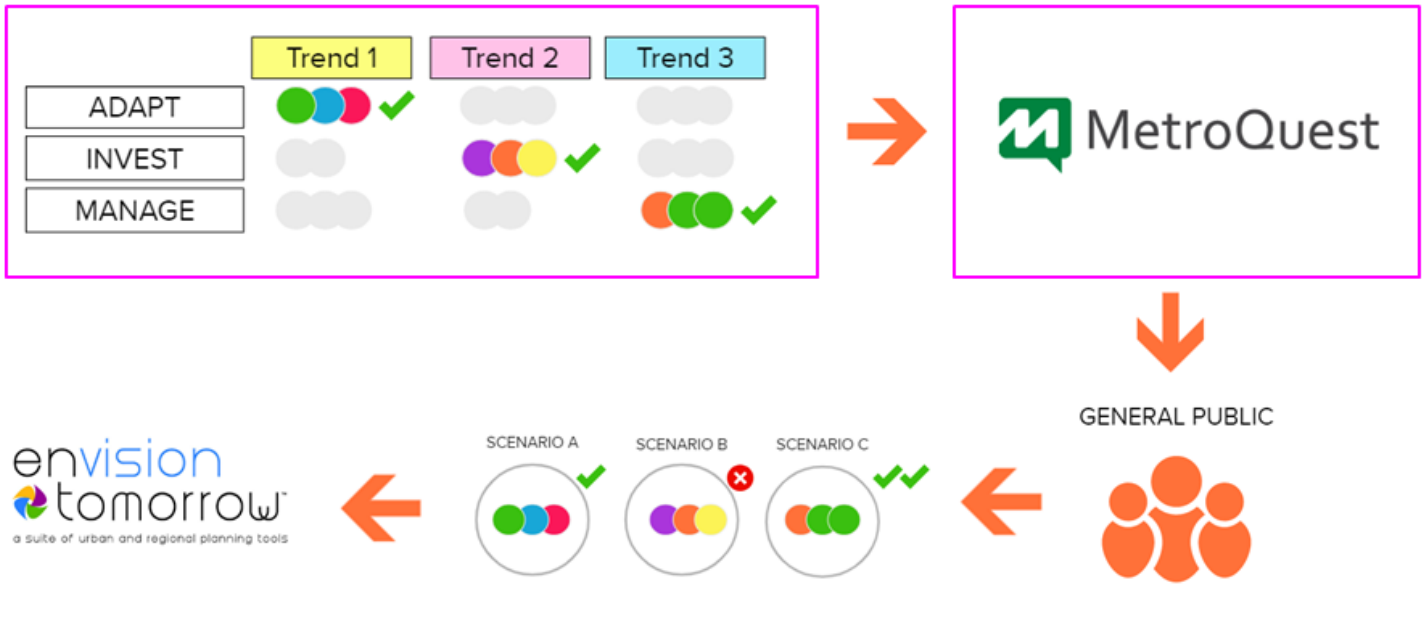
- What concerns you?
- What excites you?
- How focused should we be on this trend?



How will this input be used?

Face-the-Future Survey (May)

MetroQuest Survey (Mid June - Mid July)



Your input will help us develop scenarios!

https://face-the-future-2.glideapp.io/

The survey will stay live through Friday, May 21st.

Public Meeting Webinar 10/5/21

ENVISION 2050

SJCOG REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY

RTP/SCS Public Workshop

October 5th, 2021

SJCOG
San Joaquin Council of Governments

Agenda

1. Welcome: Project Team Introductions & Project Update
2. Reviewing Scenarios & Comparing Scenario Components
3. Reviewing & Evaluation RTP/SCS Strategies
4. Wrap Up & Next Steps

Outcomes for Today's Meeting

1. Receive a project update.
2. Compare and identify which strategies, transportation focus, growth locations, and targets should be prioritized in a preferred scenario.

1

Welcome:

Project Team Introductions & Project Update

Introductions

SJCOG Staff

- Timothy Kohaya - Senior Regional Planner
- Christine Corrales - Senior Regional Planner
- Hailey Lang - Senior Regional Planner
- Kim Anderson - Deputy Director, Planning

Cascadia Partners

- Alex Steinberger, Principal
- Ayano Healy, Project Manager
- Mike McKeever, Strategic Advisor

SJCOG
SAN JOAQUIN COUNCIL OF GOVERNMENTS

CASCADIA
PARTNERS

ZOOM POLL QUESTION #0

This will be asked for when the **Introductions** slide is up:

If you could control time like you control Netflix, would you rather have?:

- *A rewind button*
- *A pause button*
- *A fast forward button*

Introductions - Please say hello in the chat!

Icebreaker Question:

If you could control time like you control Netflix, would you rather have:

A rewind button,

a pause button,

or a fast forward button?

What is the RTP / SCS?

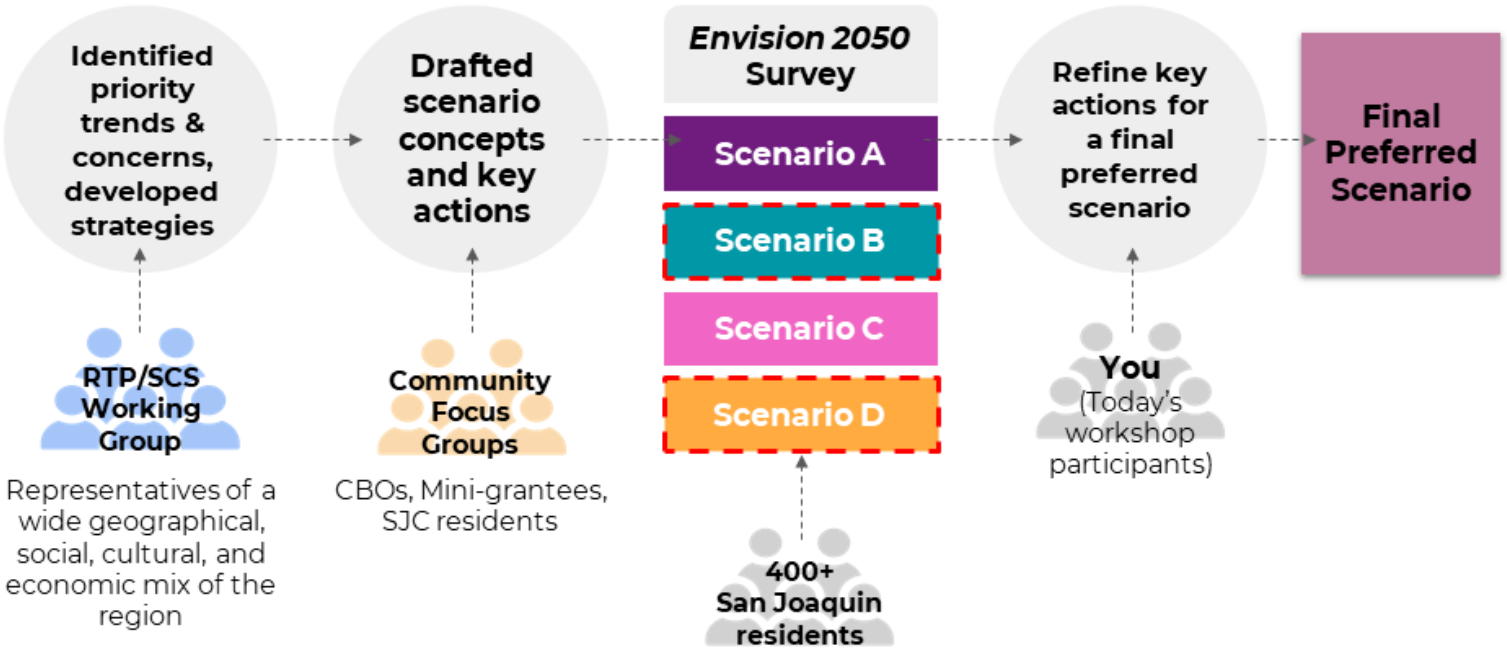
Regional Transportation Plan / Sustainable Communities Strategy

The 2022 RTP/SCS lays out a **transportation investments** and **land use policy for the next 30 years.** SJCOG updates this plan **every four years**.

It must:

- Provide guidance for local land use policy
- Identify infrastructure projects and how they will be funded
- Show the region can meet federal and state air quality standards
- Take steps to reduce greenhouse gas emissions from cars and trucks
- Achieve state housing goals

What has happened so far?



2 Discussion:

Comparing Scenario Components

Envision 2050 Public Outreach

SCENARIO THEMES

A STAY THE COURSE

CLIMATE CHANGE FUTURE | AV ADOPTION FUTURE | TELECOMMUTE FUTURE

The region does not change course and makes investments based on the last regional plan. Growth occurs primarily in new growth areas identified in the region's General or Specific Plans.

- **Development Location Focus:** New Growth Areas
- **Transportation Focus:** Managed Lanes, ACE Rail, Enhanced Bus Rapid Transit

B REMAKE CENTERS & CORRIDORS

CLIMATE CHANGE FUTURE | AV ADOPTION FUTURE | TELECOMMUTE FUTURE

Traditional employment centers and aging commercial corridors are remade into residentially-focused neighborhoods.

- **Development Location Focus:** Urban Arterials, Existing Neighborhoods and Job Centers
- **Transportation Focus:** Transit and bike/ped for infill locations focused along existing arterials, improvements/maintenance focus to local arterials to facilitate new types of development

C 20-MINUTE NEIGHBORHOODS

CLIMATE CHANGE FUTURE | AV ADOPTION FUTURE | TELECOMMUTE FUTURE

Planned new growth areas are redesigned to accommodate a greater mix of uses and modes. Commercial uses develop in traditionally residential areas. This scenario provides a broader range of daily destinations close to home.

- **Development Location Focus:** New Growth Areas
- **Transportation Focus:** Transit and bike/ped for new growth locations that furthers internal circulation in these neighborhoods

D COMMUTER VILLAGES

CLIMATE CHANGE FUTURE | AV ADOPTION FUTURE | TELECOMMUTE FUTURE

Household and employment growth is incentivized near existing and planned regional rail stations and near existing and planned high quality transit hubs.

- **Development Location Focus:** Urban Arterials, Existing Neighborhoods and Job Centers
- **Transportation Focus:** Transit and bike/ped focus on first mile/last mile connections to transit hubs (rail and bus transfer hubs)

A STAY THE COURSE

EXTERNAL FACTOR PERFORMANCE: HIGH CLIMATE CHANGE FUTURE | HIGH AV ADOPTION FUTURE | HIGH TELECOMMUTE FUTURE

OVERVIEW

The region does not change course and makes investments based on the last regional plan.

TRANSPORTATION FOCUS

Managed Lanes, ACE Rail, Enhanced Bus Rapid Transit

KEY STRATEGIES

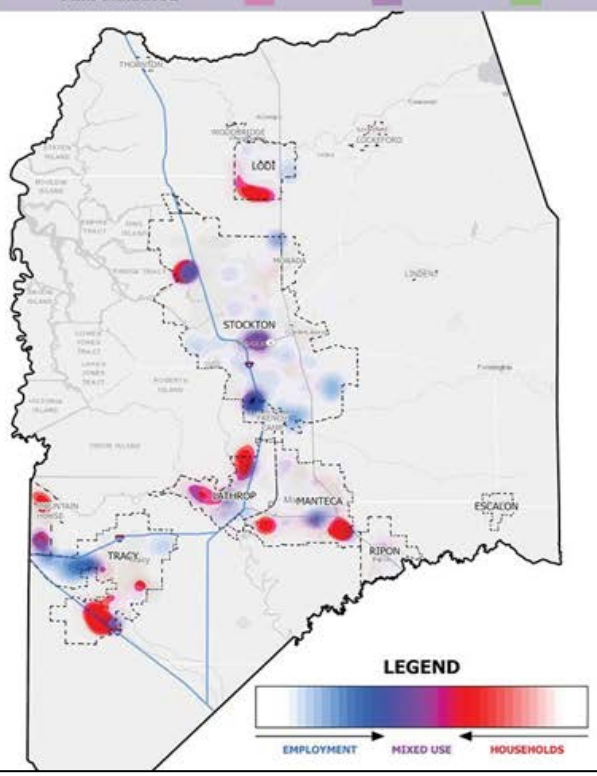
- Prioritize Projects that Make More Efficient Use of the Existing Road Network
- Prioritize Large Employer Recruitment
- Improve access to safe and convenient walking and biking options
- Prioritize Projects that Improve and Expand Access to Public Transit
- Prioritize Expanding the Roadway Network

GROWTH LOCATION

8%	11%	18%	63%
HIGH QUALITY TRANSIT AREAS (HQTAs)	URBAN ARTERIALS	ESTABLISHED NEIGHBORHOODS + EMPLOYMENT AREAS	NEW GROWTH AREAS

PERFORMANCE METRICS

- **32%** % Multifamily Housing Growth
- **7,784** Acres of Prime Farmland Consumed
- **5.3** Units per Gross Acre of Residential Density
- **10%** % Jobs in Existing or Planned HQTAs
- **7%** % Households in Existing or Planned HQTAs



B REMAKE CENTERS & CORRIDORS

OVERVIEW

Traditional employment centers and aging commercial corridors are remade into residentially-focused neighborhoods.

TRANSPORTATION FOCUS

Transit and bike/ped for infill locations focused along existing arterials, improvements/maintenance focus to local arterials to facilitate new types of development.

KEY STRATEGIES

- Encourage infill development
- Promote a Broader Range of Housing Types
- Develop a regional trust fund dedicated to addressing housing issues.
- Prioritize "complete streets" projects throughout the region
- Prioritize Projects that Improve and Expand Access to Public Transit

GROWTH LOCATION

20%	30%	24%	27%
HIGH QUALITY TRANSIT AREAS (HQTAs)	URBAN ARTERIALS	ESTABLISHED NEIGHBORHOODS + EMPLOYMENT AREAS	NEW GROWTH AREAS

PERFORMANCE METRICS

52% % Multifamily Housing Growth

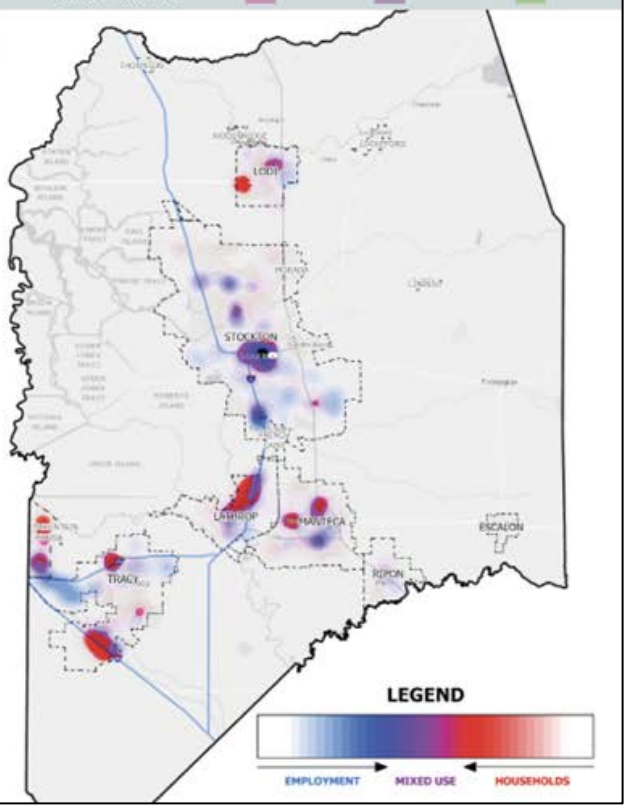
1,052 Acres of Prime Farmland Consumed

8.9 Units per Gross Acre of Residential Density

22% / **16%**
% Jobs in Existing or Planned HQTAs
% Households in Existing or Planned HQTAs

EXTERNAL FACTOR PERFORMANCE

HIGH CLIMATE CHANGE FUTURE	HIGH AV ADOPTION FUTURE	HIGH TELECOMMUTE FUTURE
		✓



C 20-MINUTE NEIGHBORHOODS

OVERVIEW

Planned new growth areas are redesigned to accommodate a greater mix of uses and modes. Commercial uses develop in traditionally residential areas.

TRANSPORTATION FOCUS

Transit and bike/ped for new growth locations that furthers internal circulation in these neighborhoods.

KEY STRATEGIES

- Develop a regional trust fund dedicated to addressing housing issues.
- Invest in High Speed Internet Infrastructure
- Promote adoption of electric vehicles
- Improve access to safe and convenient walking and biking options
- Prioritize "complete streets" projects throughout the region

GROWTH LOCATION

8%	10%	19%	63%
HIGH QUALITY TRANSIT AREAS (HQTAs)	URBAN ARTERIALS	ESTABLISHED NEIGHBORHOODS + EMPLOYMENT AREAS	NEW GROWTH AREAS

PERFORMANCE METRICS

49% % Multifamily Housing Growth

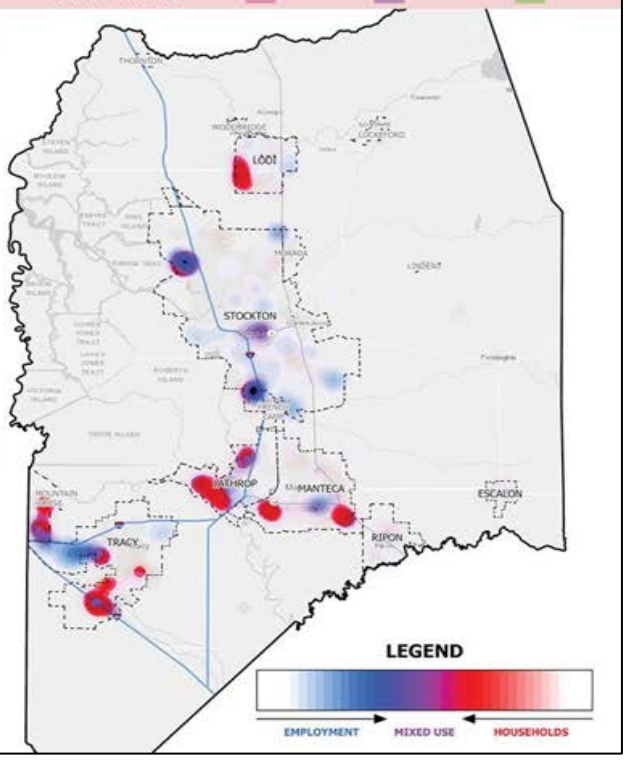
4,869 Acres of Prime Farmland Consumed

7.4 Units per Gross Acre of Residential Density

7% / **8%**
% Jobs in Existing or Planned HQTAs
% Households in Existing or Planned HQTAs

EXTERNAL FACTOR PERFORMANCE

HIGH CLIMATE CHANGE FUTURE	HIGH AV ADOPTION FUTURE	HIGH TELECOMMUTE FUTURE
	✓	✓



D COMMUTER VILLAGES

EXTERNAL FACTOR PERFORMANCE — HIGH CLIMATE CHANGE FUTURE ✓ | HIGH AV ADOPTION FUTURE ✓ | HIGH TELECOMMUTE FUTURE

OVERVIEW

Household and employment growth is incentivized near existing and planned regional rail stations (ACE and Amtrak) and near existing and planned high quality transit hubs.

TRANSPORTATION FOCUS

Transit and bike/ped focus on first mile/last mile connections to transit hubs (rail and bus transfer hubs).

KEY STRATEGIES

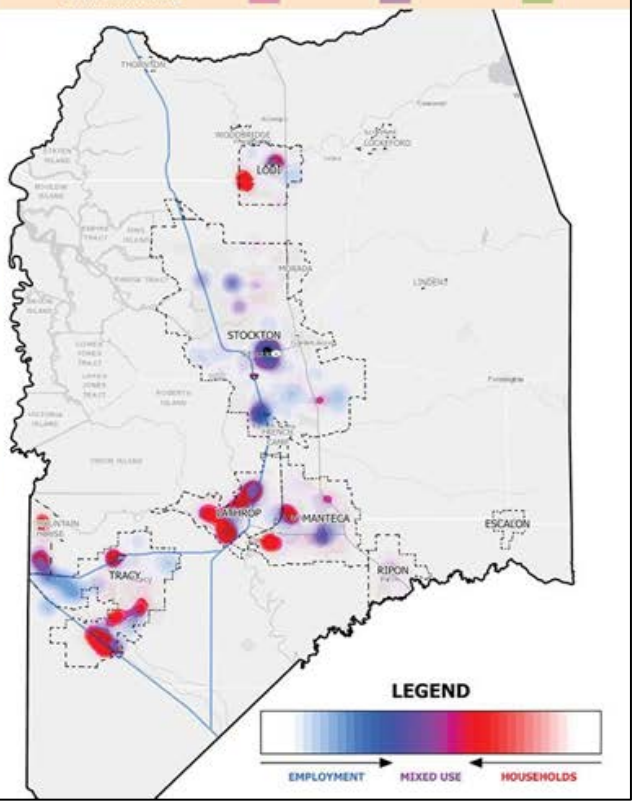
- Prioritize Projects that Improve and Expand Access to Public Transit
- Manage the Adoption of Private Connected and Autonomous Vehicles
- Promote Autonomous Technologies for Public Transit
- Encourage development near transit
- Promote adoption of electric vehicles

GROWTH LOCATION

28%	14%	20%	38%
HIGH QUALITY TRANSIT AREAS (HQTAs)	URBAN ARTERIALS	ESTABLISHED NEIGHBORHOODS + EMPLOYMENT AREAS	NEW GROWTH AREAS

PERFORMANCE METRICS

- **46%** % Multifamily Housing Growth
- **3,053** Acres of Prime Farmland Consumed
- **7.7** Units per Gross Acre of Residential Density
- **31%** / **24%** — % Jobs in Existing or Planned HQTAs / % Households in Existing or Planned HQTAs



Scenarios Comparison

Scenario Components

A STAY THE COURSE

EXTERNAL FACTOR PERFORMANCE — HIGH CLIMATE CHANGE FUTURE | HIGH AV ADOPTION FUTURE ✓ | HIGH TELECOMMUTE FUTURE

OVERVIEW

The region does not change course and makes investments based on the last regional plan.

TRANSPORTATION FOCUS

Managed Lanes, ACE Rail, Enhanced Bus Rapid Transit

KEY STRATEGIES

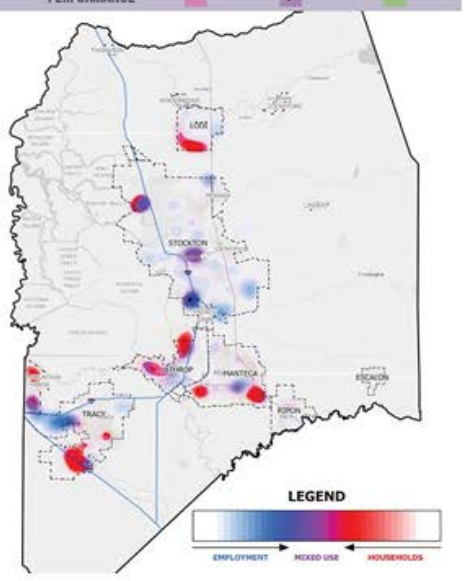
- Prioritize Projects that Make More Efficient Use of the Existing Road Network
- Prioritize Large Employer Recruitment
- Improve access to safe and convenient walking and biking options
- Prioritize Projects that Improve and Expand Access to Public Transit
- Prioritize Expanding the Roadway Network

GROWTH LOCATION

8%	11%	18%	63%
HIGH QUALITY TRANSIT AREAS (HQTAs)	URBAN ARTERIALS	ESTABLISHED NEIGHBORHOODS + EMPLOYMENT AREAS	NEW GROWTH AREAS

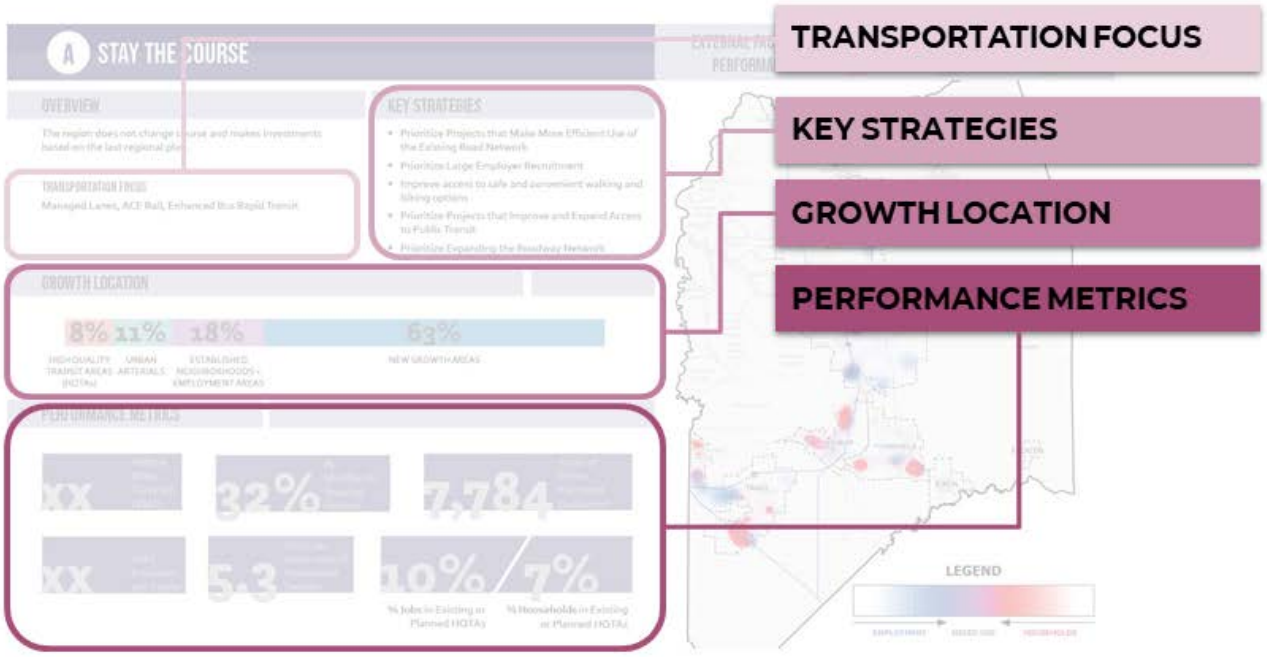
PERFORMANCE METRICS

- **32%** % Multifamily Housing Growth
- **7,784** Acres of Prime Farmland Consumed
- **5.3** Units per Gross Acre of Residential Density
- **10%** / **7%** — % Jobs in Existing or Planned HQTAs / % Households in Existing or Planned HQTAs



Scenarios Comparison

Scenario Components



ZOOM POLL QUESTION #1

This will be asked for when the **Transportation Focus** slide is up:

*Across the four scenarios, which **transportation focus** would you prioritize?*

- *Stay the Course*
- *Remake Centers & Corridors*
- *20-Minute Neighborhoods*
- *Commuter Villages*

Scenarios Comparison

Transportation Focus

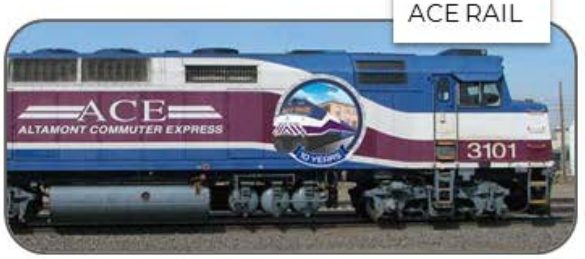
LAST MILE CONNECTIONS

SIDEWALK IMPROVEMENTS

BICYCLE INFRASTRUCTURE

BUS RAPID TRANSIT

MANAGED LANES



ACE RAIL

Scenarios Comparison

Transportation Focus

A STAY THE COURSE	Managed Lanes, ACE Rail, Enhanced Bus Rapid Transit
B REMAKE CENTERS & CORRIDORS	Transit and bike/ped for infill locations focused along existing arterials, improvements/maintenance focus to local arterials to facilitate new types of development
C 20-MINUTE NEIGHBORHOODS	Transit and bike/ped for new growth locations that furthers internal circulation in these neighborhoods
D COMMUTER VILLAGES	Transit and bike/ped focus on first mile/last mile connections to transit hubs (rail and bus transfer hubs)

ZOOM POLL QUESTION #2

This will be asked for when the **Growth Location** slide is up:

*Among these 4 **growth locations**, where should the region prioritize growth?*

- *Urban Arterials*
- *Existing Neighborhoods and Employment Centers*
- *New Growth Areas*
- *High Quality Transit Areas*

Scenarios Comparison

Growth Location

Established Neighborhoods and Employment Centers

Midtown Stockton

Urban Arterials

W. Yosemite Ave, Manteca

High Quality Transit Areas

Downtown Tracy

New Growth Areas

River Islands, Lathrop

ZOOM POLL QUESTION #3

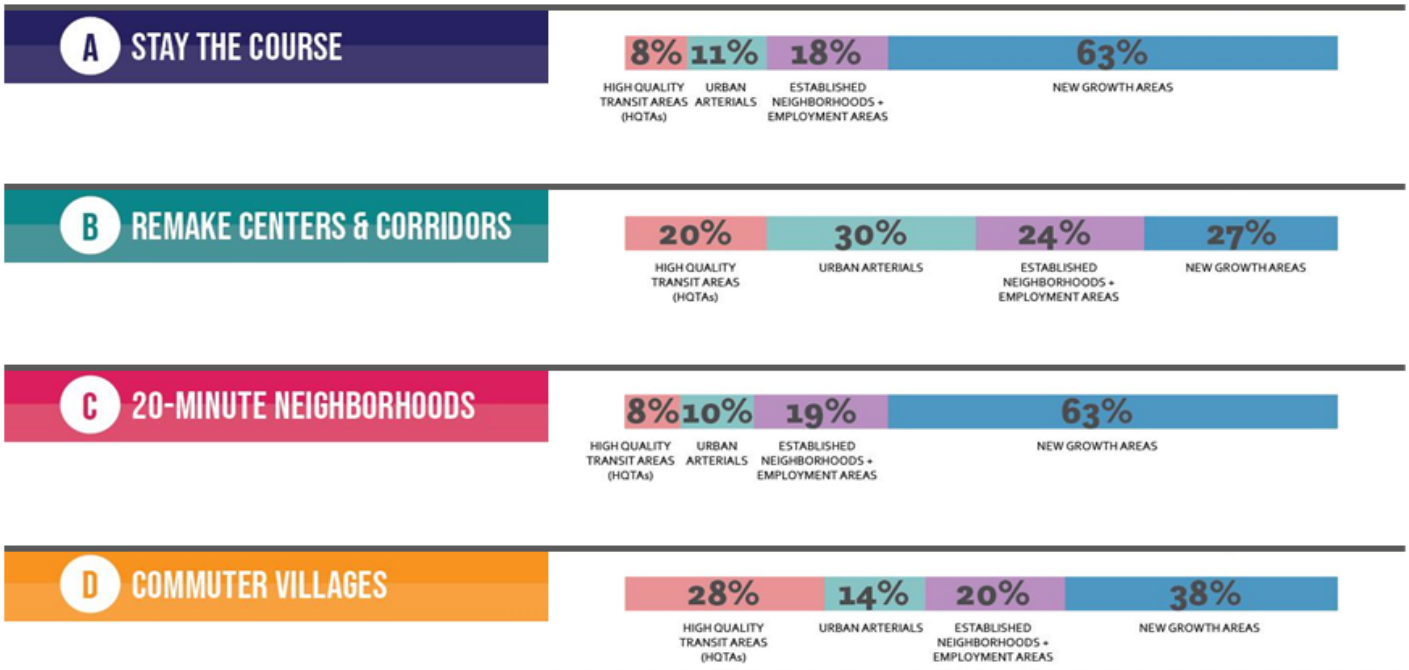
This will be asked for when the **Growth Location** slide is up:

*Across the four scenarios, which **growth location composition** do you think the region should prioritize?*

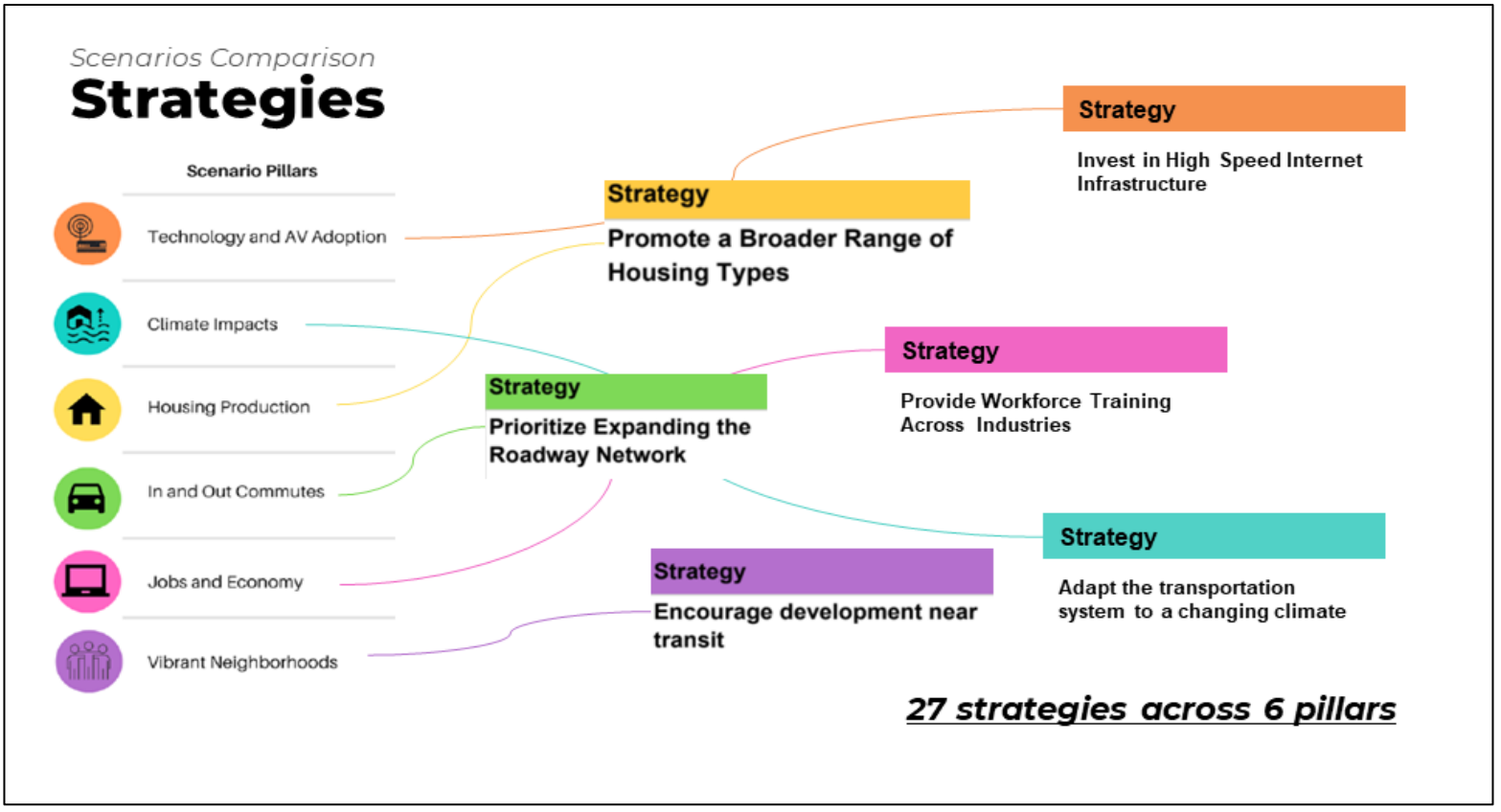
- *Stay the Course*
- *Remake Centers & Corridors*
- *20-Minute Neighborhoods*
- *Commuter Villages*

Scenarios Comparison

Growth Location



3 Discussion: RTP/SCS Strategies



Scenarios Comparison

Strategies

What is a strategy and how does it fit into the RTP/SCS?

Goal:
A "Goal" is the end toward which the overall effort is directed; it is timeless, general and conceptual.

Strategy:
An "Strategy" provides clear, concise guidance to obtaining the goal. Strategies are successive levels of achievement in movement toward a goal.

Policy:
A "Policy" is a direction statement that guides present and future decisions on specific actions. Policies should support the execution of strategies.

Text above adapted from Fresno COG 2018 RTP

ZOOM POLL QUESTION #4

This will be asked for when the **Top 5 Strategies** slide is up:

Of the six pillars, which of them would you like to see better represented in the scenarios?

- *Jobs & Economy*
- *Technology, Transportation*
- *Vibrant Neighborhoods*
- *Climate Impacts*
- *Housing Production*

Scenarios Comparison

Top 5 Strategies

A STAY THE COURS

TER VILLAGES

Prioritize projec
make more effi
of the existing r
network

Prioritize large e
recruitment

Improve access
and convenient
and biking opti

Prioritize projec
improve and ex
access to public

Prioritize expanding the roadway network

Prioritize "complete streets" projects throughout the region

Prioritize "complete streets" projects throughout the region

Encourage development near transit

he adoption of
nnected and
ous vehicles

autonomous
gies for public

projects that
and expand
public transit

adoption of
ehicles

Take a moment to scan the top 5 strategies.

Of the strategies you see here, which one would you like to see in more scenarios?

(enter response into chat)

Scenarios Comparison

Other Strategies

Encourage ener
water conservat
through infrastr
investments

Invest in solar er
generation proje

Encourage pres
agricultural and
resources

Adapt the trans
system to a cha
climate

Integrate flood and fire risk considerations into planning

the
nt process

ity in public
t decision

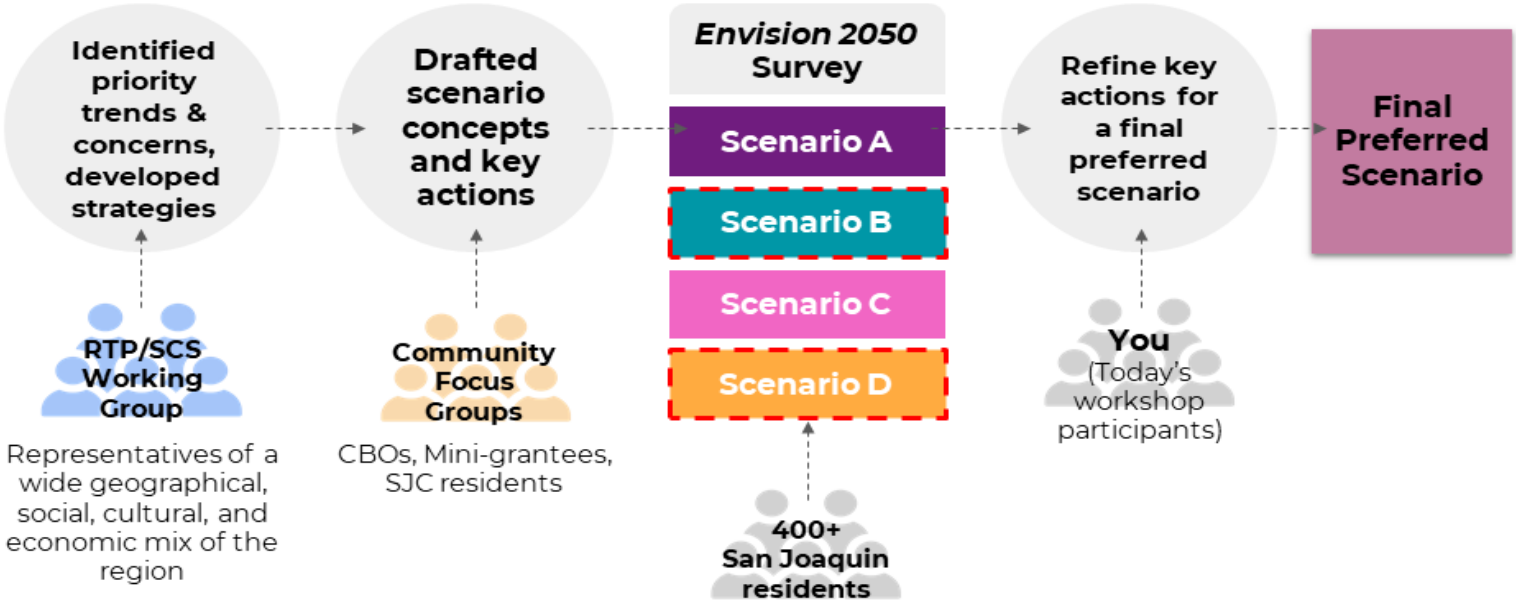
Take a moment to scan the other strategies.

Of the strategies you see here, which one would you like to see in more scenarios?

(enter response into chat)

4 Wrap Up / Next Steps

Reviewing the process



Next Steps

1. *Input gathered today from RTP/SCS Working Group Members be used to develop a preferred scenario & set of strategies.*
2. *The recommendation of the RTP/SCS Working Group will go to the SJCOG Board on **October 28th.***

Cascadia Partners Working Group Meeting 1

ENVISION 2050

SJCOG REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY

Futures Framework Meeting #1

November 10th, 2020

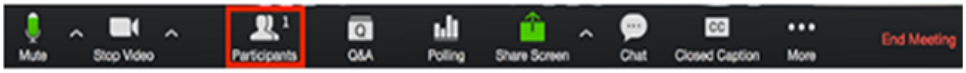
SJCOG
San Joaquin Council of Governments

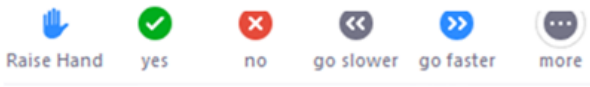
Agenda

1. Introductions / Meeting Orientation
2. What is the RTP/SCS?
3. The Envision 2050 Futures Framework
4. Exploring Futures

1 Introductions / Meeting Orientation

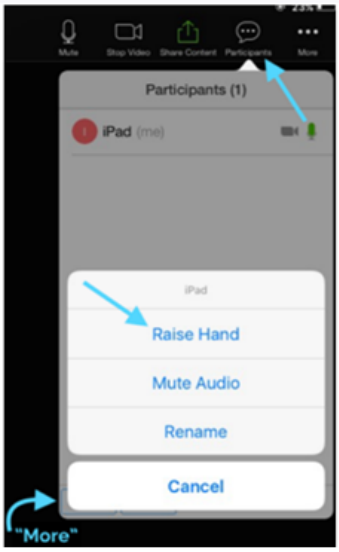
Zoom FAQ





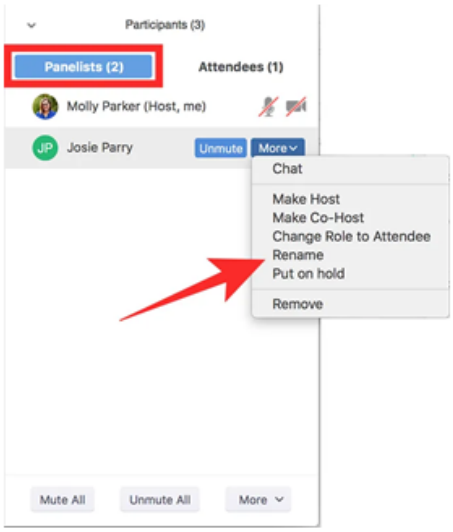
COMPUTER:

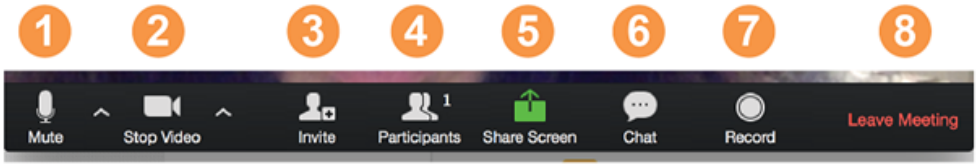
1. Click Participants
2. Click Raise Hand command
3. Or tap Chat



Suggested settings for this call

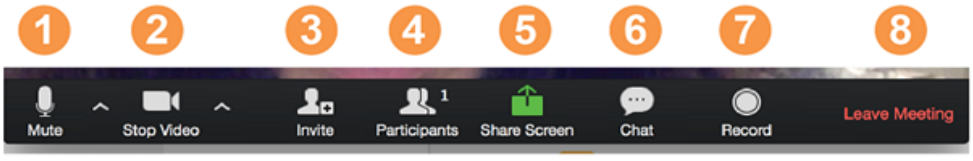
- Name (Organization/Affiliation)
  - i.e. Ayano (Cascadia Partners)





Suggested settings for this call

- Show your video if you are comfortable/able to
- Please keep yourself on mute during presentation portion



Introductions

Briefly, please unmute yourself & share:

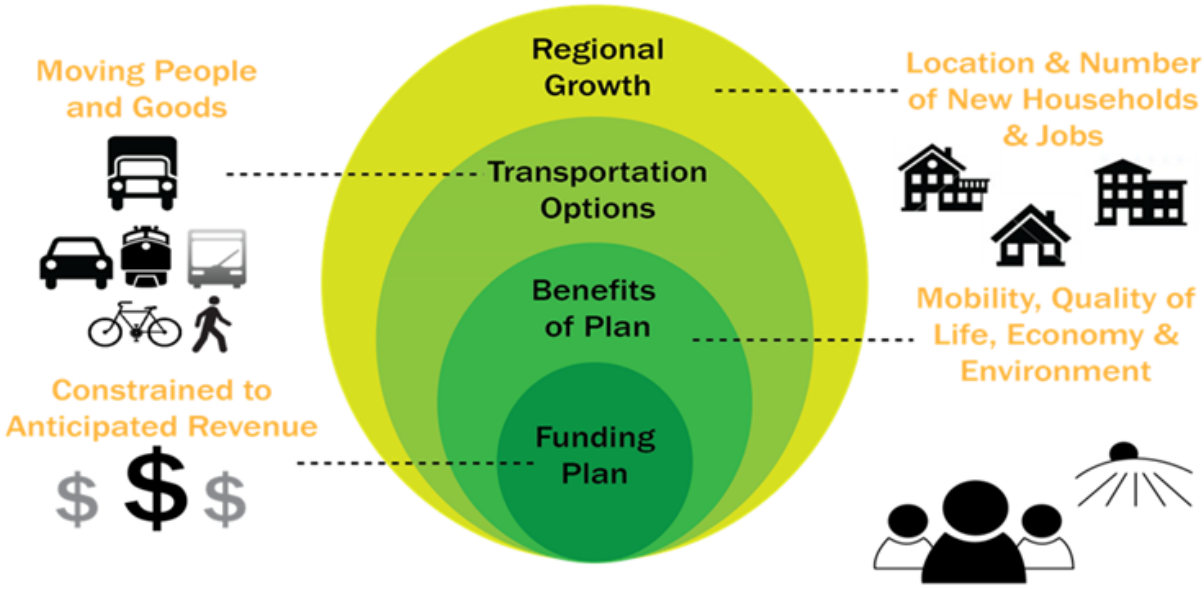
- Name
- Organization/Affiliation
- One thing you are looking forward to in the future

1

2

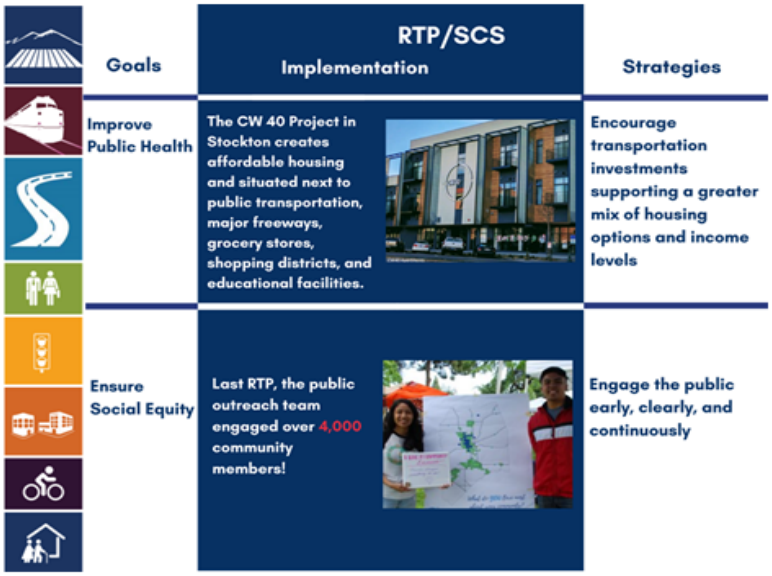
What is the RTP/SCS?

What is the RTP/SCS?



2

What is the RTP/SCS?



2

What is the RTP/SCS?

Sustainable Communities Strategy

- Required by SB 375
- Ties in land use development with the transportation network
- Show how development and transportation work together to meet SB 375 targets

2

Why Does it Matter?

- Required by federal and state law
- Comply with Clean Air Act Standards
- San Joaquin County is a Federal and State Nonattainment Area
- Consequences of not meeting federal and state standards
  - Loss of Federal and State transportation funds
  - Climate change and public health impacts

2

VMT Reduction

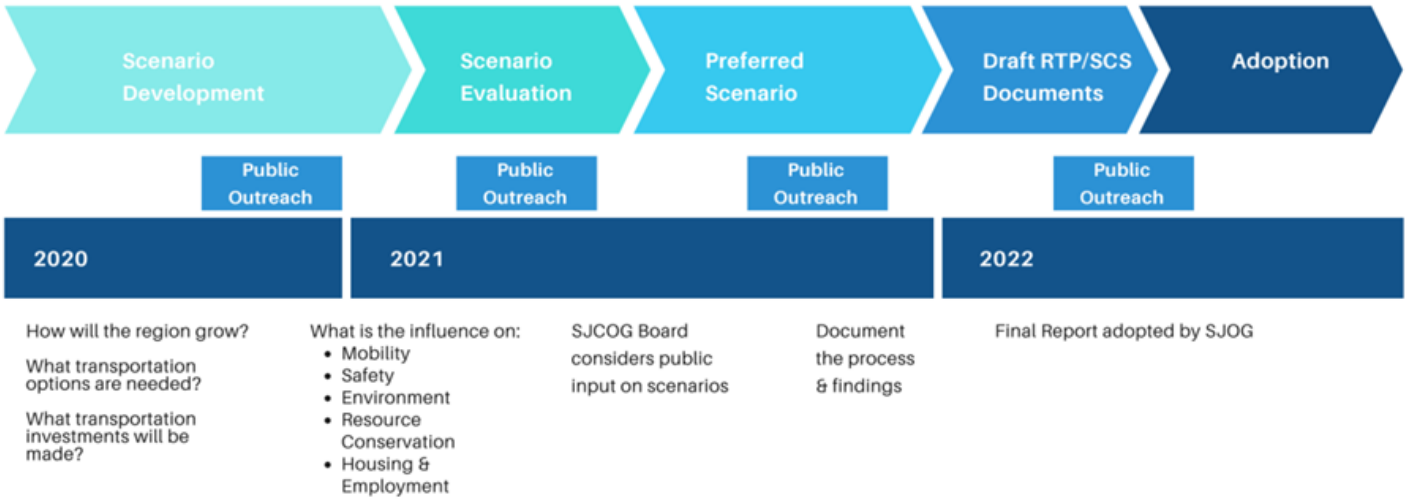
SB 743

- LOS transition to VMT metric for CEQA transportation impacts analysis

Regional Housing Needs Assessment (RHNA)

- Cycle 5 determined that 40,360 units were needed to meet housing need by 2023.
  - Based on current trends, the region will be short by over 20,000 units.
- Cycle 6 is expected to significantly increase housing targets.
  - The SCS must identify the general locations to sufficiently house need.

2022 RTP/SCS TIMELINE



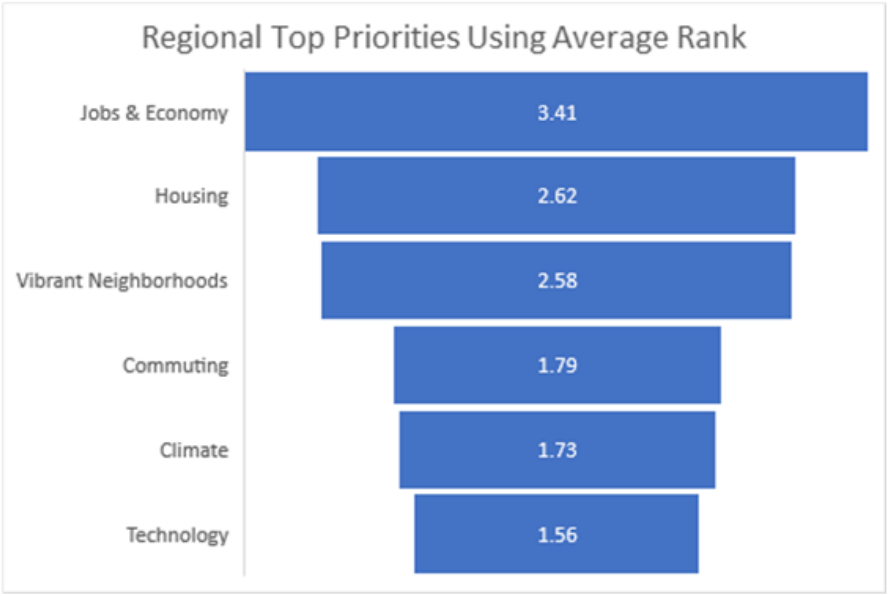
What we have done so far

- Completed population, housing and employment forecasts
- Started the EIR process
- Refining and testing the Transportation Demand Model is almost complete
- Completed MetroQuest Online Survey

MetroQuest Survey Results

Scenario Pillars

- Technology and AV Adoption
- Climate Impacts
- Housing Production
- In and Out Commutes
- Jobs and Economy
- Vibrant Neighborhoods



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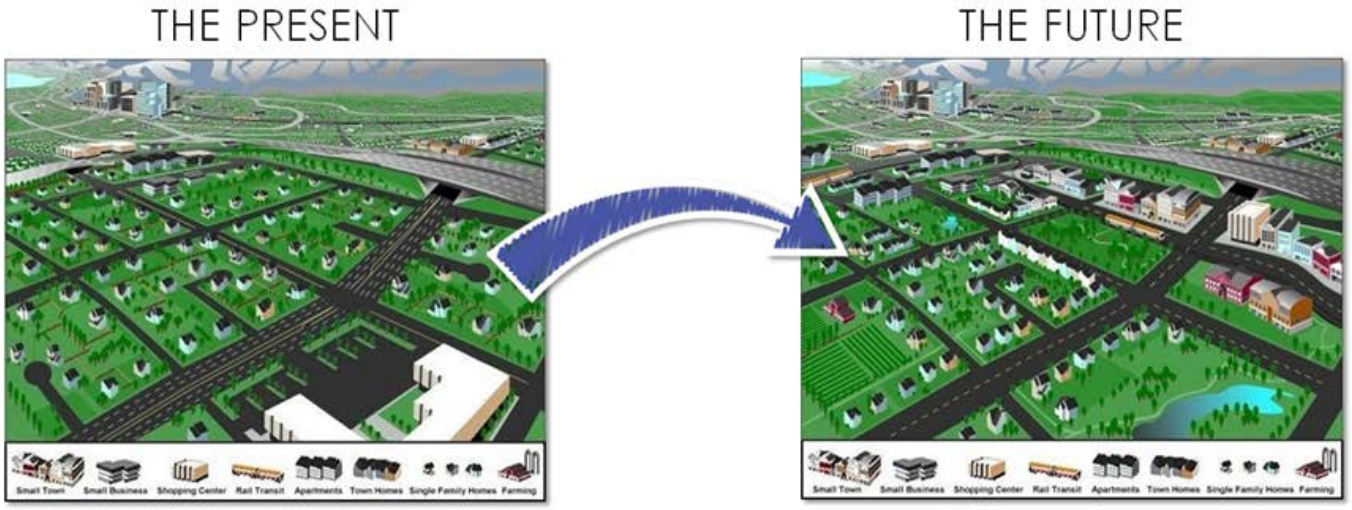
"Traditional" Planning Approach



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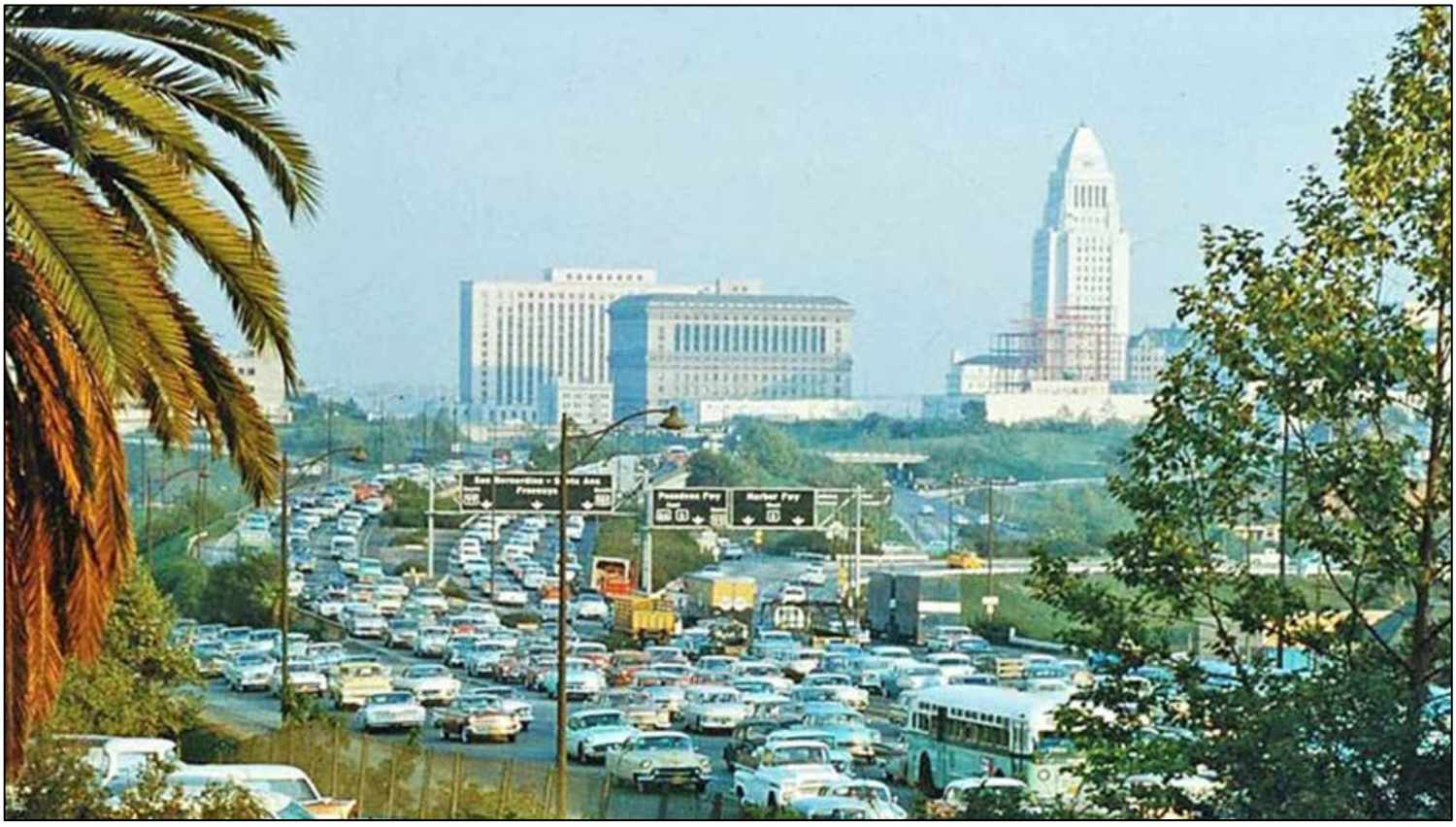
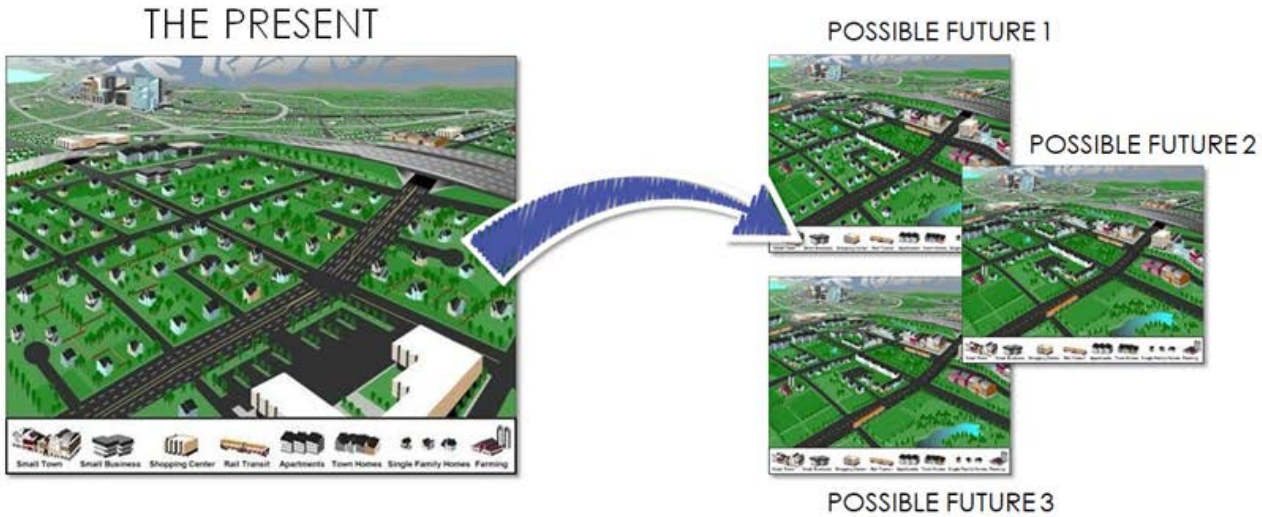
3 Envision 2050 Futures Framework



RYDER

24 HOUR
FITNESS

Scenario Planning Approach



3

Why We Need Scenario Planning - V.U.C.A.

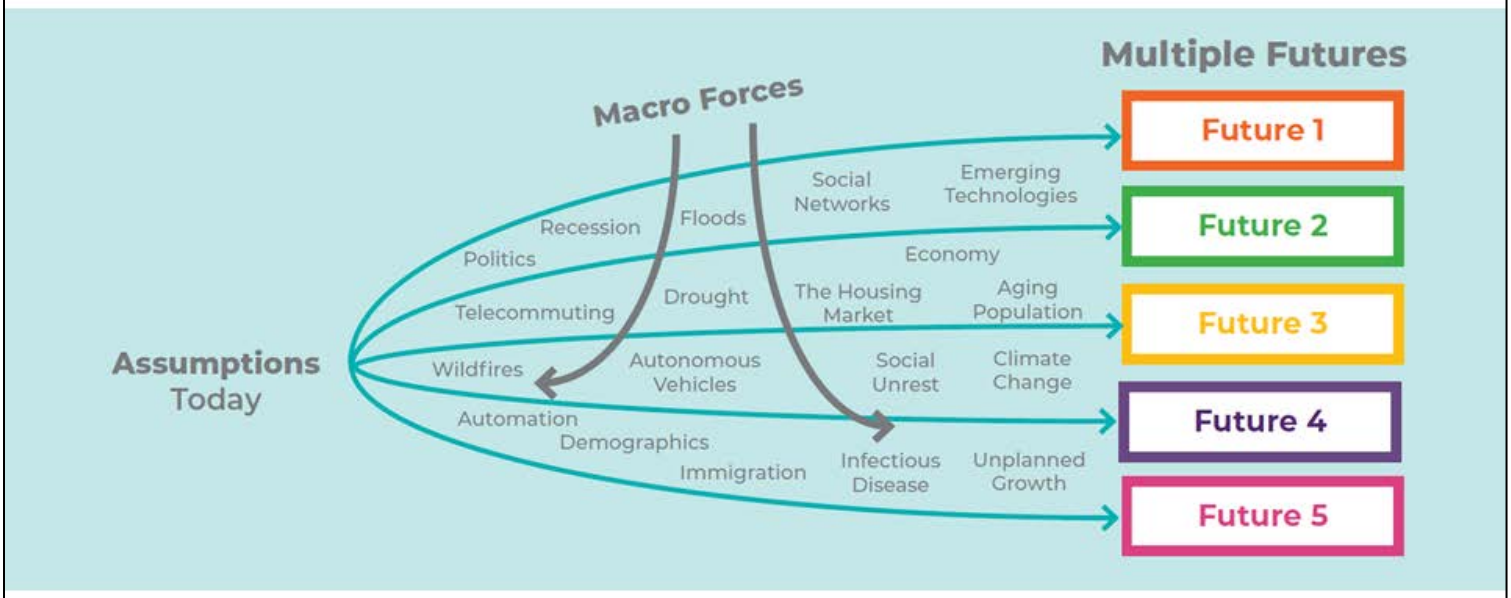
VOLATILITY, UNCERTAINTY,

COMPLEXITY, AMBIGUITY

3

Sources of V.U.C.A. (*Not to Scale*)

3



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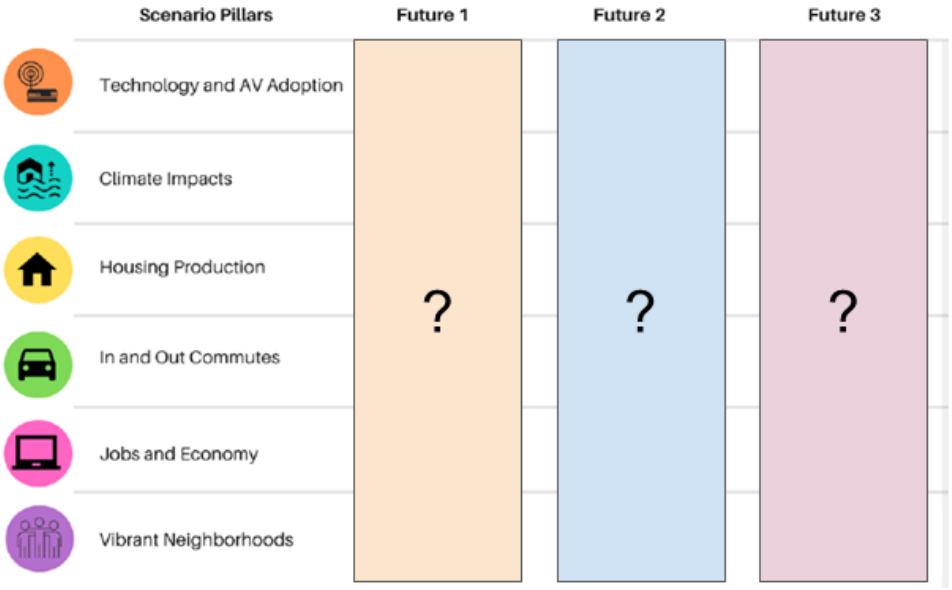
Today's Objective:

Futures are driven by external forces outside of our control. We use them to test the impact of regional strategies in the face of **uncertainty.**



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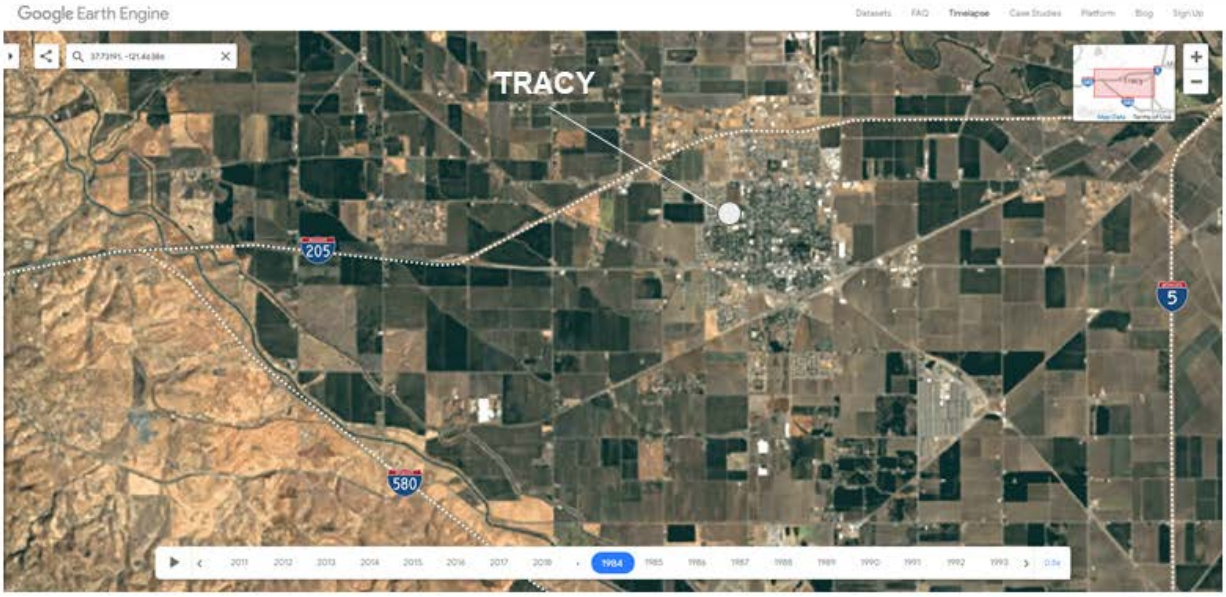
Climate Change

3

3

Land Use and Development



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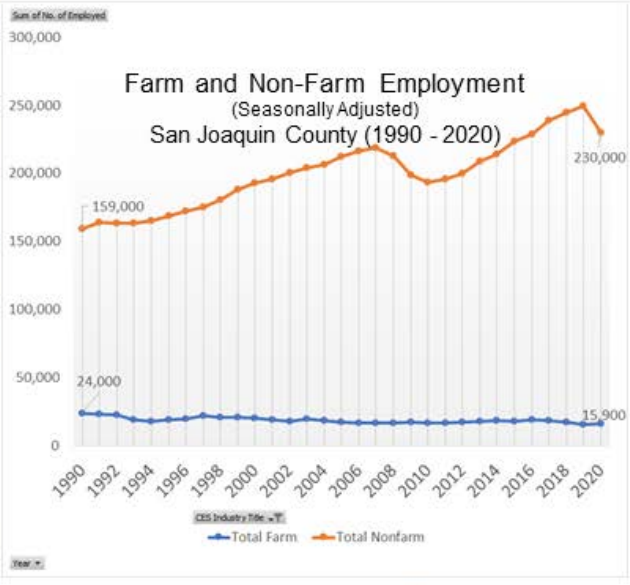
Natural and Working Lands



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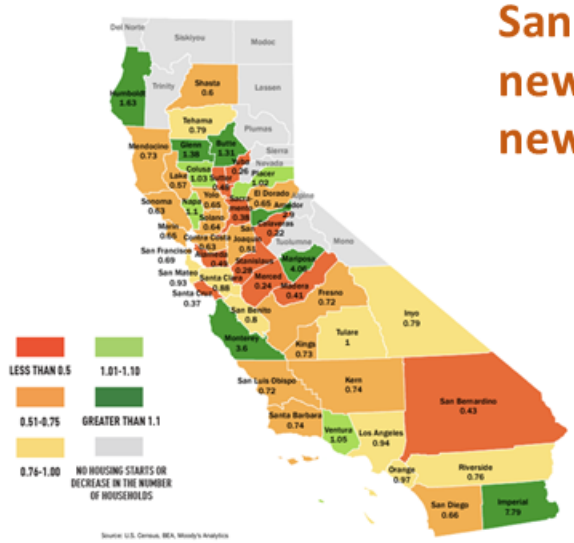
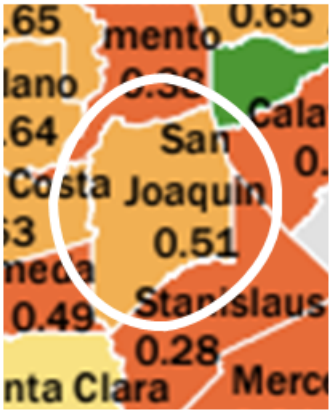
The Housing Market



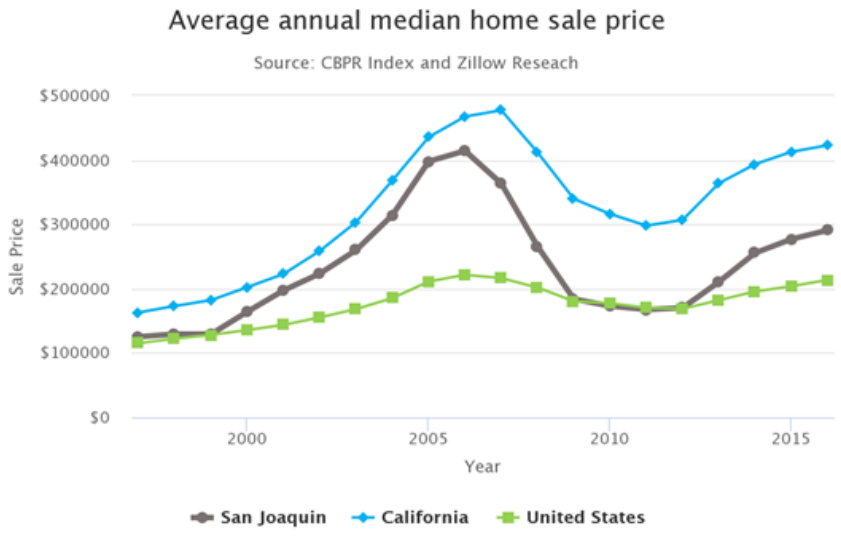
San Joaquin County: 0.51 new homes built for every new household.



Source: HOUSING UNDERPRODUCTION IN CALIFORNIA Economic, Fiscal and Environmental Impacts of Enabling Transit-Oriented Smart Growth to Address California's Housing Affordability Challenge EcoNorthwest 2018

3

The Housing Market



Source: SJCOG

The Big Move

The Big Move: I work in Silicon Valley, but my job is now remote. I can finally live somewhere cheaper. Where should I go?

MARKETWATCH

Published: Aug. 29, 2020 at 5:52 p.m. ET

By Jacob Passy

The coronavirus pandemic has caused many Americans to move in search of bigger, more affordable homes

Tech Workers Are Leaving San Francisco During The Pandemic. Is A Larger Exodus From California's Cities On The Horizon?

3

The Economy

CBRE

SERVICES PROPERTIES RESEARCH & INSIGHT PEOPLE & OFFICES ABOUT CBRE

About CBRE » Supply Chain Restructuring in Response to COVID-19 May Lead to More Demand for Industrial Space in U.S.

Supply Chain Restructuring in Response to COVID-19 May Lead to More Demand for Industrial Space in U.S.

Sacramento, CA | May 26, 2020

GlobeSt.com

What Permanent Remote Work Arrangemen Arrangements Mean for Office Space

By Pearl Wu | June 08, 2020 at 09:46 AM

Global Workplace Analytics estimates that as much as 1 billion square feet of office space could be vacant if workers were allowed to work remotely.

RETAILDIVE Deep Dive Opinion Podcasts Library Events Topics

BRIEF

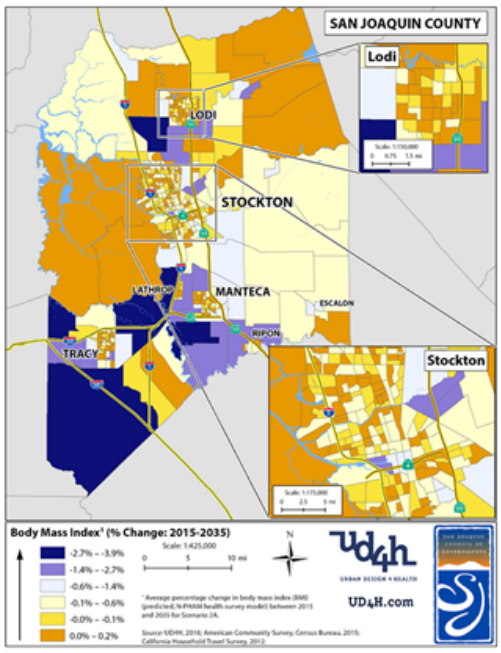
15K stores could permanently close in 2020, Coresight says

CORESIGHT RESEARCH

More than 15,000 stores could shutter in 2020, far surpassing 2019's record 9,548 closures, according to an emailed report from Coresight Research.

3

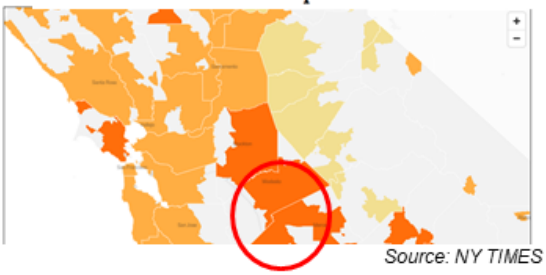
Public Health



Body Mass Index (BMI) - likely to increase in least affluent urban areas of the region...

Increased frequency of pandemics...

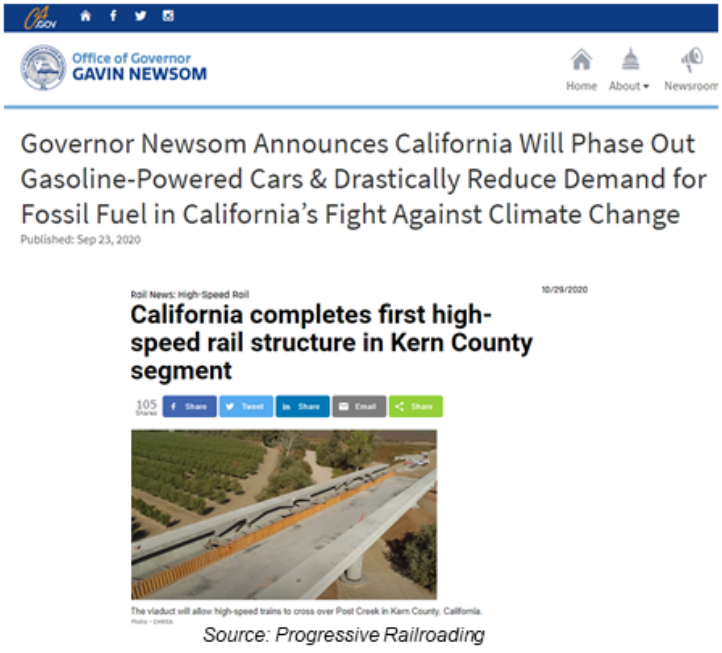
California Covid Map and Case Count



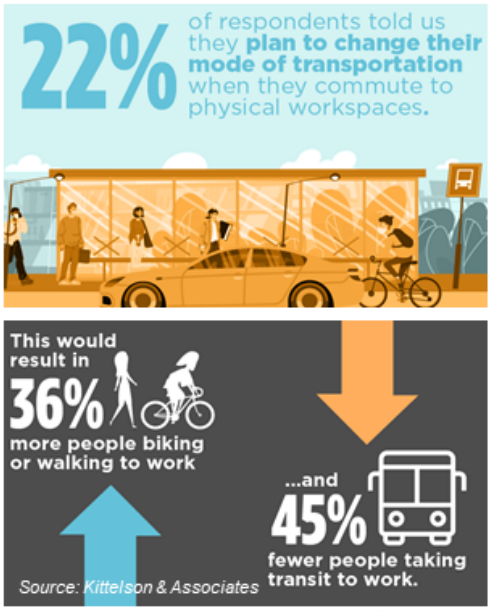
Source: NY TIMES

3

Transportation



Source: Progressive Railroading



Emerging Technologies

AUTONOMOUS VEHICLES

AUTOMATION

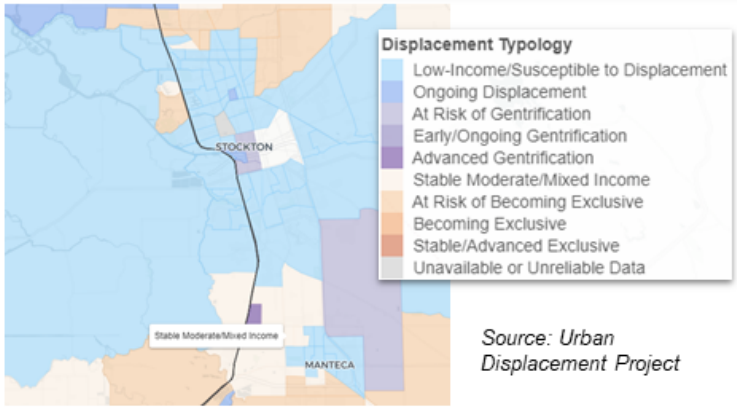
Social Equity and Prosperity

NEWS DESK

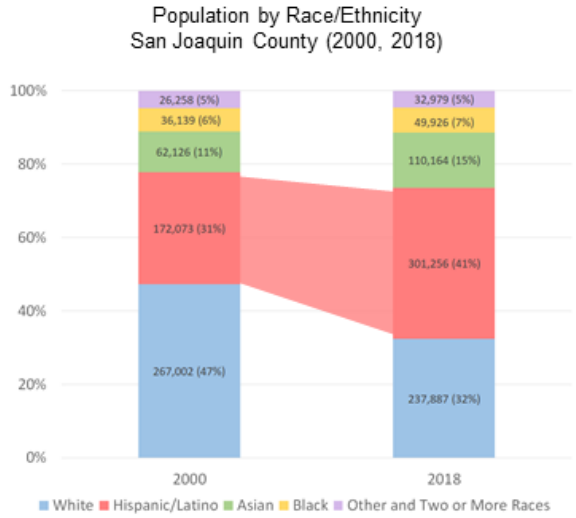
THE PROMISING RESULTS OF A CITYWIDE BASIC-INCOME EXPERIMENT

By Linnea Feldman Emison
July 15, 2020

The New Yorker



Source: Urban Displacement Project



Source: U.S. Census (Decennial and American Community Survey)

3

4 Exploring Futures

A Quick Orientation to MURAL

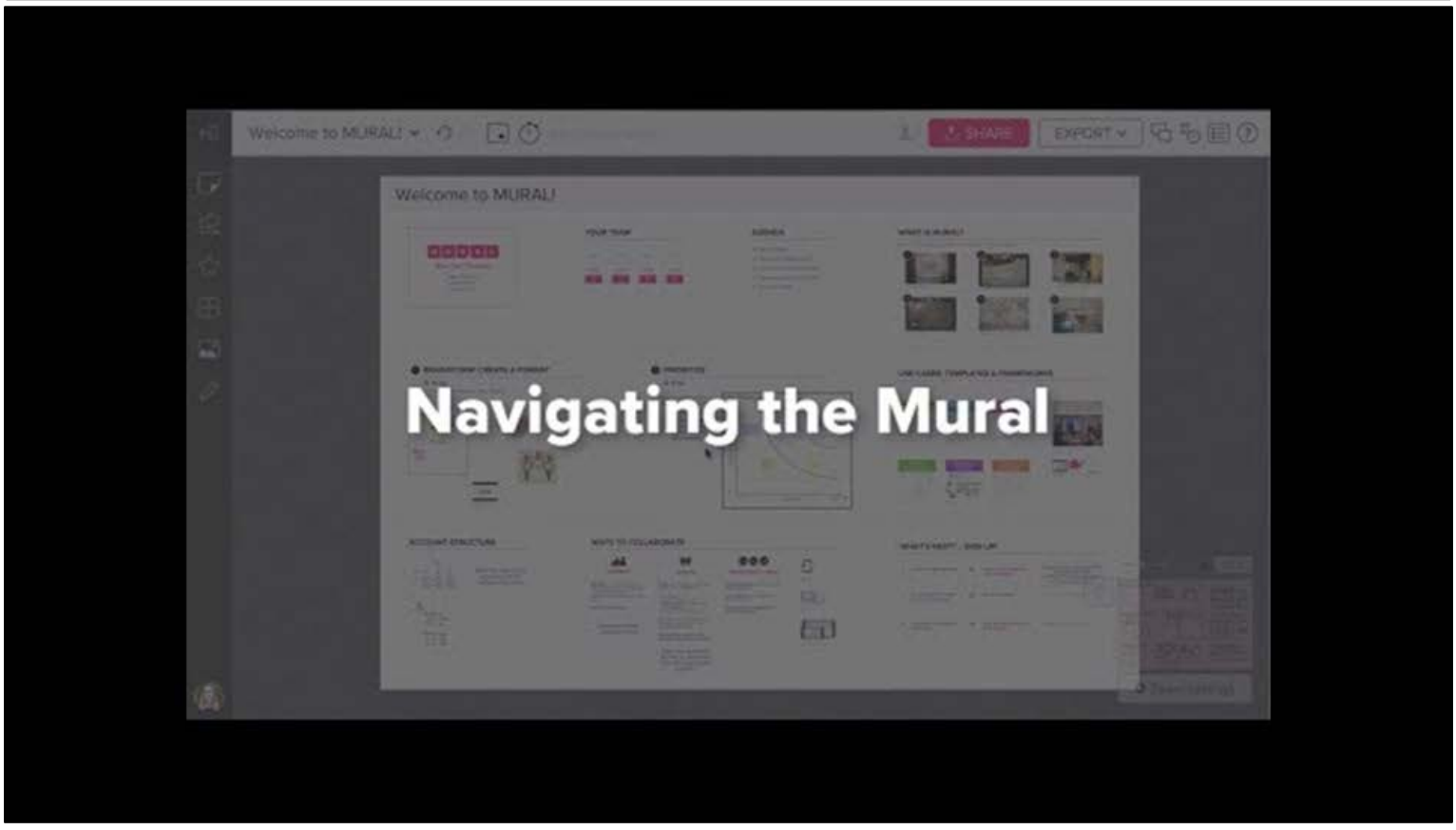
MURAL - System Requirements

In order to fully access the MURAL online platform, you must use Chrome or Firefox web browsers. Unfortunately, MURAL is not compatible on Internet Explorer.

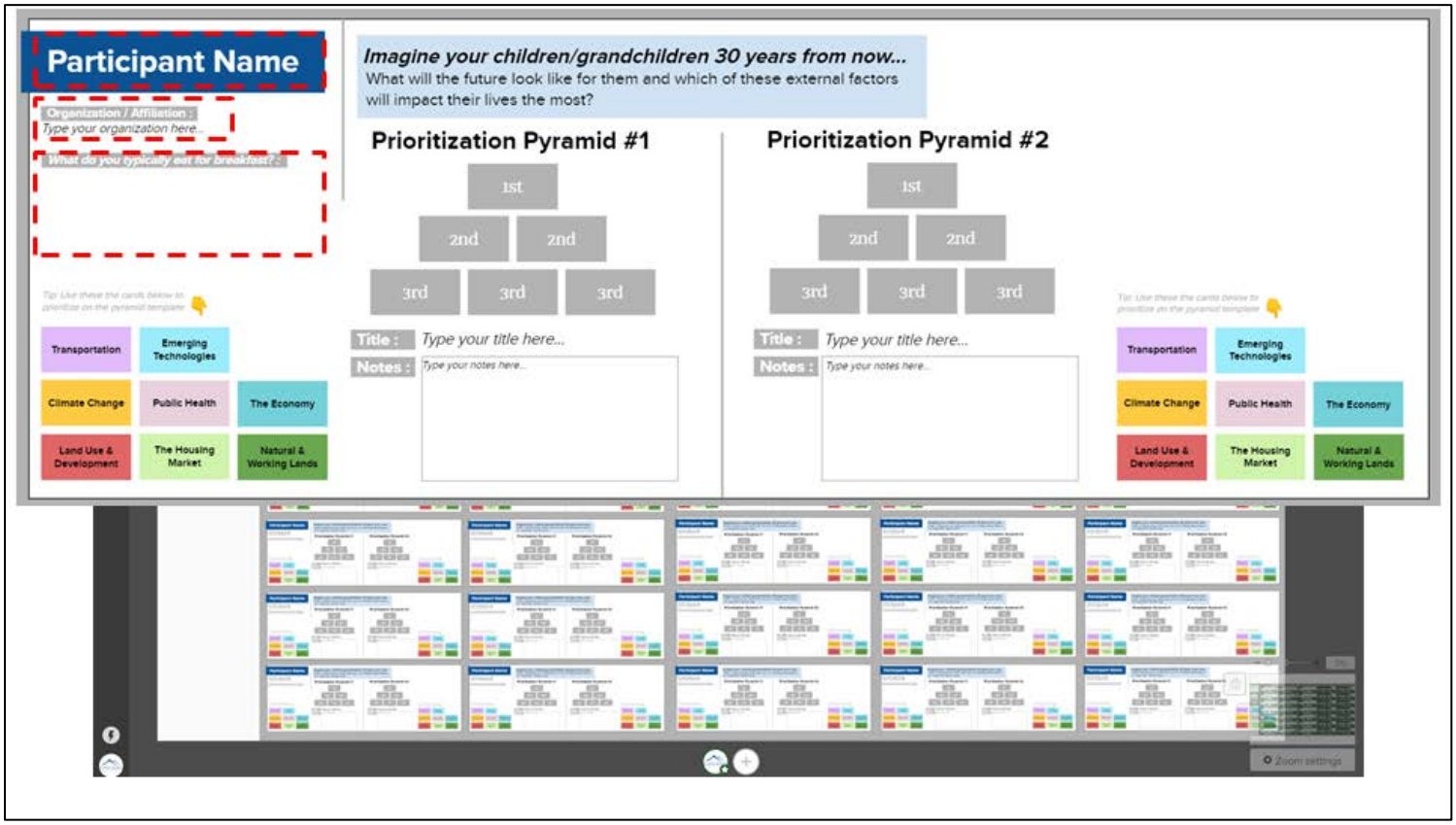
What is MURAL + Why are we using it?

MURAL is an online collaboration tool that helps groups think and collaborate visually, in real time.

This meeting is intended to be engaging and will be focused on prioritization and brainstorming narrative descriptions. MURAL was identified as one of the best tools to facilitate this type of meeting format.



Adding content

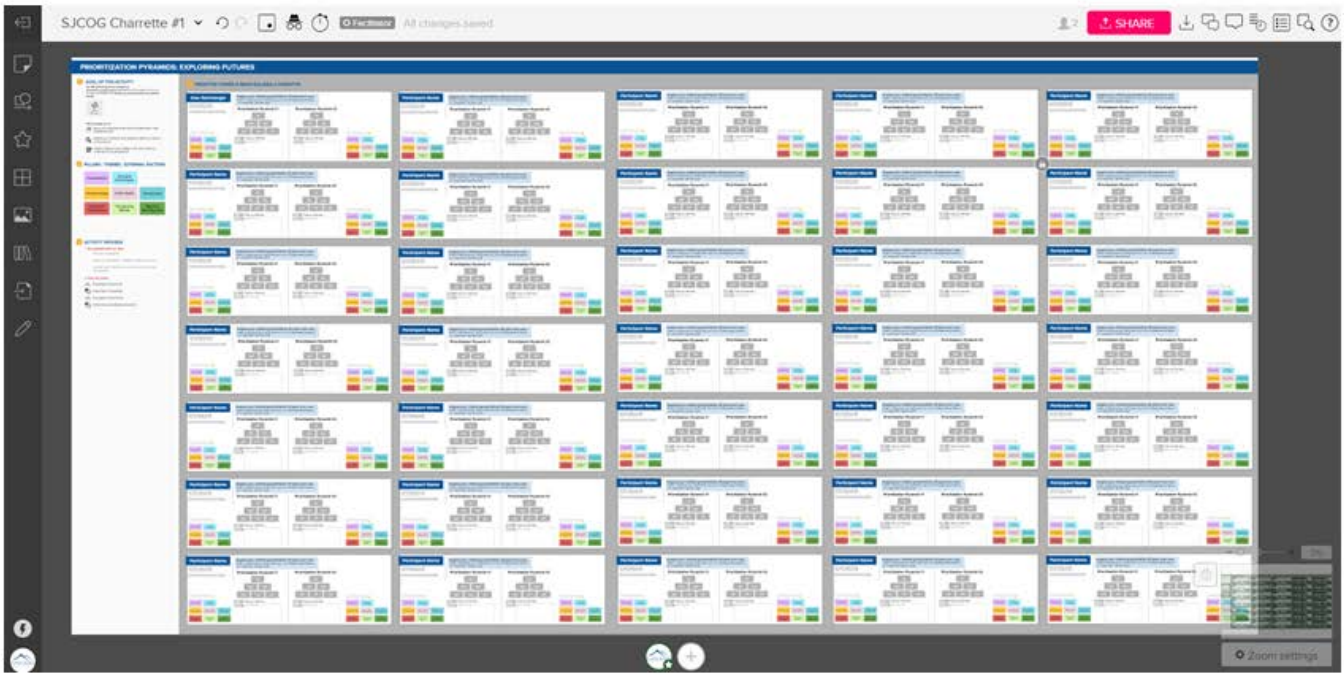

Participant Name
Organization / Affiliation :
Type your organization here...
What do you typically eat for breakfast? :
Imagine your children/grandchildren 30 years from now...
What will the future look like for them and which of these external factors will impact their lives the most?
Prioritization Pyramid #1
1st
2nd
2nd
3rd
3rd
3rd
Title :
Type your title here...
Notes :
Type your notes here...
Prioritization Pyramid #2
1st
2nd
2nd
3rd
3rd
3rd
Title :
Type your title here...
Notes :
Type your notes here...
Transportation
Emerging Technologies
Climate Change
Public Health
The Economy
Land Use & Development
The Housing Market
Natural & Working Lands

Review Prioritization Pyramid Activity

1. **Goal of this activity**
2. **Review pillars / themes / external factors**
3. **Activity process (as Alex demonstrated)**
4. **Zoom out to full MURAL** (reminder to find your name)
5. **Share MURAL link → ppl can explore during 5 minute break**

5 minute break!

MURAL Collaboration Tool



Review Exercise (10min)

- **Prioritization Pyramid #1**
  - Identify your top 6 out of 8 themes to the prompt
  - Add any brief notes next to your pyramid to help describe how and why you prioritized it that way
  - If you have time, start thinking of a name that could characterize this set of prioritized themes
- **Popcorn style share back for 2-3 ppl** to briefly explain their pyramid- sharing their concerns/expectations/important considerations for the future
- **Prioritization Pyramid #2**
  - Identify your top 6 out of 8 themes to the prompt *how you would have answered it 9 months ago*
  - Add any brief notes next to your pyramid to help describe how and why you prioritized it that way
- Take time to **name each of your pyramids** (if they are different) **and add any notes that help describe the key messages** that your pyramid(s) are emphasizing
- **Popcorn style share back for 2-3 ppl** to briefly explain their 2nd pyramid, with the context & in comparison to their first
  - What changed/What didn't? Why?

4

APPENDIX K5
Social Media Tracking Report

I. Summary

Today, a majority of people around the world hold an account on one or more social media websites. These platforms provide visual information, give opportunities for community members to provide input, and keeps them quickly updated on local news. That is why SJCOG found it imperative to invest resources towards three major sites (Facebook, Instagram, and Twitter) for the benefit of the San Joaquin community.

SJCOG created an agency page for each site under the supervision of authorized staff members. Each month these staff members would create different infographics or advertisements throughout the RTP/SCS process. Infographics would include statistics taken from round one of public outreach. Advertisements were made for MetroQuest and public events SJCOG would be moderating. Investigation was conducted on each platform to assess how posts were perceived by the public throughout the RTP/SCS process.

Each social media company offered tools to gather outreach metrics. It is important to first understand certain metric definitions, as they carry intertwining meaning:
- Reach is the total of unique people who saw your content.
- Engagement is the number of likes, comments, and shares a post receives.
- Impressions is the number of times an agency's post is displayed on someone's feed. Note, there is usually a higher number of impressions for a post vs reach. A post can be displayed multiple times on someone's feed while reach only tracks how many people saw your content.

A. Facebook

Facebook hosts the highest number of monthly users worldwide compared to both Instagram and Twitter. As of October 2021, the company had a monthly average of 2.9 billion users. The platform provides pages for agencies, community events, and comment sections for the public. In 2021 SJCOG had a total of 975 followers and 730-page likes. Facebook provided a variety of tools to measure people reached, total likes, shares, and comments.

Results from the SJCOG Facebook page conveyed a higher number of reach vs public reaction. A total of 302 posts were sent out from May 2020-August 2021. From them there was a reach of 47,547. Yet for reactions there were 1,566 likes and reactions, 241 shares, 322 comments, and 1,578 link clicks. Reasons why residents had a lower reaction rate to post may include holding a neutral stance on the RTP/SCS, competing information from other users they follow, or residents had already taken RTP/SCS surveys prior.

Posts that did hold the highest numbers of both reach and reaction were boosted posts. Facebook offers businesses an option to 'boost' a post through payment. This therefore makes

the post appear higher up on someone's feed. Fees for a boosted post depend on how many people the agency wants to reach. SJCOG boosted a total of six posts throughout the process.

B. Instagram

Instagram comes into second place for global monthly users with roughly of 1 billion monthly active users. While both Facebook and Twitter do supply portals for visuals, Instagram is unique in that they are ONLY image based. Meaning every post must be an image and wording for that post is limited. This platform was great in the fact that it gave residents easy, quick, absorbable information. Its archiving tools included likes, comments, saved posts, impressions, reach, and engagement. SJCOG's Instagram page has just over 1,032 followers. Posts for the RTP/SCS were created from the very beginning (May 2020) to the very end (August 2021) of the public engagement process.

Engagement was higher compared to both Facebook and Twitter. From 180 posts for the RTP/SCS there were a total of 520 likes and reactions, 16,117 reached, 620 link clicks, 16 comments, and 57 shares. Reaction rate may be higher due to the site being image based, thus information was easier to understand. Or it is because the company is mobile based, making it more readily available. Facebook and Twitter can be used through mobile devices, but Instagram only offers all of its features through their mobile application.

C. Twitter

Twitter's unique qualities include shareability of posts (otherwise known as retweeting) and ability to send out quick, concise messages. Global monetizable daily active users (mDAU) on Twitter amounted to 211 million users in the first quarter of 2021. As of 2021 SJCOG held an average of 1,146 active followers. Twitter also provides tracking tools to gather total likes, impressions, engagement, comments, retweets, etc.

A total of 36 posts were posted from May 2020 to August of 2021. Out of those posts there was a total of 199 likes, 1,028 impressions, 0.9% engaged, 4 replies, 223 link clicks, and 94 retweets. Audience reaction may again be lower due to competing information coming through a followers personal feed and or neutral feelings towards the RTP/SCS. While reaction was lower, link clicks were seen at a higher rate. Meaning more people were using Twitter to access survey or event portals.

II. Future Engagement

Analysis from tracking posts on Facebook, Instagram, and Twitter revealed the importance of having a social media presence in the San Joaquin County. While reaction to posts was lower there were still more residents engaged in the process. Collectively, staff dispensed a grand total of 302 posts across May 2020-August 2021. Residents portrayed higher interaction with RTP/SCS related material than previous years due to social media. Events were more readily shared, survey links easily available, and important data was more accessible. Results from

examining social media aided in guiding the next step for future public outreach and securing a presence on each site.

Facebook

Top performers								
Caption	Post time	Reach	Likes and reactions	Sticker taps	Replies	Link clicks	Comments	Shares
SJCOG's	2021-08-31T16:27:35	46	0			2	0	0
The San Joaquin	2021-08-30T16:09:53	122	3			6	0	0
This week's Envisic	2021-08-30T14:39:13	97	1			1	0	1
San Joaquin Counc	2021-08-27T08:37:55	1086	125			40	2	7
Stockton City Coun	2021-08-26T17:25:01	69	4			0	0	0
ATTENTION: The	2021-08-26T09:49:45	51	3			3	0	1
Check out this stor	2021-08-24T13:35:42	105	3			4	0	1
UPDATE: SJCOG's	2021-08-23T15:07:38	38	0			2	0	0
SJCOG's Board of	2021-08-20T16:47:38	68	1			4	2	1
Thank you and con	2021-08-19T13:26:09	148	2			2	0	1

Top performers								
Caption	Post time	Reach	Likes and reactions	Sticker taps	Replies	Link clicks	Comments	Shares
Starting today MAX	2020-07-01T14:18:57	69	0			4	0	1
¡Sea parte de la	2020-07-01T12:00:41	328	3			4	0	4
Today is the LAST D	2020-06-30T12:08:23	67	0			1	0	0
Tell us your priorit	2020-06-29T18:30:01	120	2			2	0	1
Help plan the comi	2020-06-29T12:36:56	52	0			1	0	0
In the video below	2020-06-29T11:35:29	52	0			0	0	0
Time is almost up t	2020-06-25T12:23:16	65	4			2	0	1
If you missed	2020-06-23T12:53:11	54	0			0	0	2
TODAY at 12:00PM	2020-06-23T11:27:10	32	0			2	0	0
Don't miss out on t	2020-06-22T12:04:28	43	1			3	0	0

Top performers

Caption	Post time	Reach	Likes and reactions	Sticker taps	Replies	Link clicks	Comments	Shares
Starting today MAX is providing service to the San Joaquin Regional Transit District, Stockton Transit District Center	2020-07-01T14:18:57	69	0			4	0	1
¡Sea parte de la conversación al completar nuestra encuesta interactiva! Vaya a Envision2050-espanol.metroquest.com para realizar la encuesta. ¡Envision 2050, el Plan de Transporte Regional del Condado de San Joaquín y la Estrategia de Comunidades Sostenibles (RTP / SCS)! #connectingsanjoaquin #Envision2050 #sanjoaquincounty	2020-07-01T12:00:41	328	3			4	0	4
Today is the LAST DAY to tell us your regional priorities in our English survey! Go to Envision2050.metroquest.com	2020-06-30T12:08:23	67	0			1	0	0
Tell us your priorities for the San Joaquin region before time is up! All comments need to be submitted by tomorrow Tuesday, June 30th, 2020 for the English version of the survey. Take the English version of the survey by going to Envision2050.metroquest.com . #connectingsanjoaquin #Envision2050 #sanjoaquincounty	2020-06-29T18:30:01	120	2			2	0	1
Help plan the community from your couch! Go to Envision2050.metroquest.com	2020-06-29T12:36:56	52	0			1	0	0
In the video below, learn more about the South County transportation system and the challenges that are experienced by both businesses and commuters! SJCOG is leading efforts to address these challenges by building a stronger transportation system that promotes the region s quality of life, emphasizing the safe and efficient movement of people and goods in and around the County.	2020-06-29T11:35:29	52	0			0	0	0
Time is almost up to take the English version of our Envision 2050 survey! All comments need to be	2020-06-25T12:23:16	65	4			2	0	1

submitted by next Tuesday, June 30th, 2020. Take the English version of the survey by going to Envision2050.metroquest.com . Tell us your priorities for the San Joaquin region before time is up! #connectingsanjoaquin #Envision2050 #sanjoaquincounty								
If you missed today's webinar or would like to rewatch see recording below! Youtube Link: https://youtu.be/Ob3rSrLnSBk	2020-06-23T12:53:11	54	0			0	0	2
TODAY at 12:00PM we will be hosting a short informational webinar on the RTP/SCS! See what the RTP/SCS does for the San Joaquin region! Look into the Facebook event details for zoom link. #connectingsanjoaquin #Envision2050 #sanjoaquincounty	2020-06-23T11:27:10	32	0			2	0	0
Don't miss out on tomorrow's webinar about the Regional Transportation Plan/Sustainable Communities (RTP/SCS) impact on the San Joaquin region! Visit our facebook event page (@sanjoaquinCOG) OR email RTP@sjcog.org for webinar details. #connectingsanjoaquin #Envision2050	2020-06-22T12:04:28	43	1			3	0	0

Top performers

Caption	Post time	Reach	Likes and reactions	Sticker taps	Replies	Link clicks	Comments	Shares
Starting today MAX is providing service to the San Joaquin Regional Transit District, Stockton Transit District Center	2020-07-01T14:18:57	69	0			4	0	1
¡Sea parte de la conversación al completar nuestra encuesta interactiva! Vaya a Envision2050-espanol.metroquest.com	2020-07-01T12:00:41	328	3			4	0	4

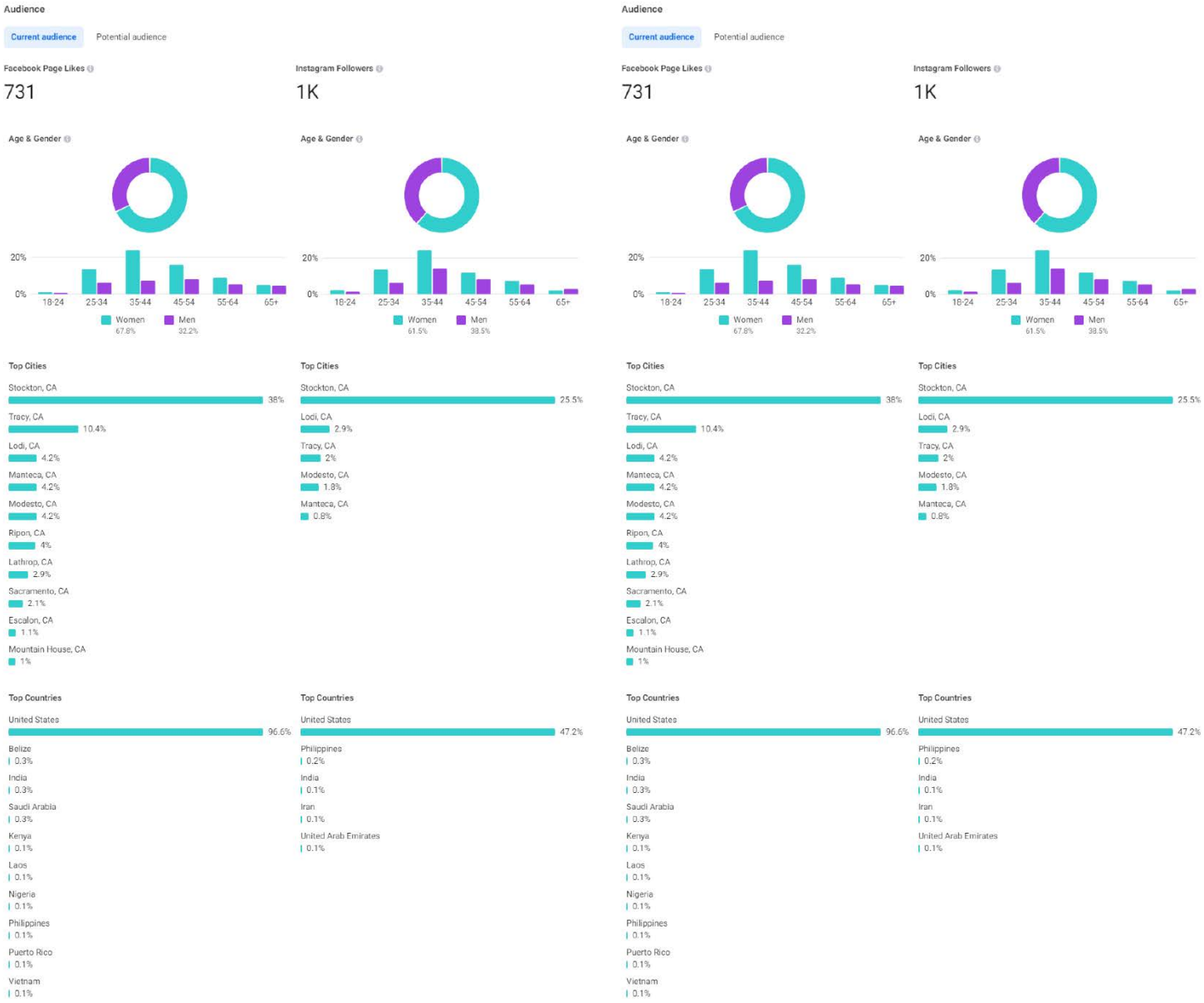
para realizar la encuesta. ¡Envision 2050, el Plan de Transporte Regional del Condado de San Joaquín y la Estrategia de Comunidades Sostenibles (RTP / SCS)! #connectingsanjoaquin #Envision2050 #sanjoaquincounty								
Today is the LAST DAY to tell us your regional priorities in our English survey! Go to Envision2050.metroquest.com	2020-06-30T12:08:23	67	0			1	0	0
Tell us your priorities for the San Joaquin region before time is up! All comments need to be submitted by tomorrow Tuesday, June 30th, 2020 for the English version of the survey. Take the English version of the survey by going to Envision2050.metroquest.com . #connectingsanjoaquin #Envision2050 #sanjoaquincounty	2020-06-29T18:30:01	120	2			2	0	1
Help plan the community from your couch! Go to Envision2050.metroquest.com	2020-06-29T12:36:56	52	0			1	0	0
In the video below, learn more about the South County transportation system and the challenges that are experienced by both businesses and commuters! SJCOG is leading efforts to address these challenges by building a stronger transportation system that promotes the region s quality of life, emphasizing the safe and efficient movement of people and goods in and around the County.	2020-06-29T11:35:29	52	0			0	0	0
Time is almost up to take the English version of our Envision 2050 survey! All comments need to be submitted by next Tuesday, June 30th, 2020. Take the English version of the survey by going to Envision2050.metroquest.com . Tell us your priorities for the San Joaquin region before time is up! #connectingsanjoaquin #Envision2050 #sanjoaquincounty	2020-06-25T12:23:16	65	4			2	0	1
If you missed today's webinar or would like to rewatch see recording below! Youtube Link: https://youtu.be/Ob3rSrLnSBk	2020-06-23T12:53:11	54	0			0	0	2

TODAY at 12:00PM we will be hosting a short informational webinar on the RTP/SCS! See what the RTP/SCS does for the San Joaquin region! Look into the Facebook event details for zoom link. #connectingsanjoaquin #Envision2050 #sanjoaquincounty	2020-06-23T11:27:10	32	0			2	0	0
Don't miss out on tomorrow's webinar about the Regional Transportation Plan/Sustainable Communities (RTP/SCS) impact on the San Joaquin region! Visit our facebook event page (@sanjoaquinCOG) OR email RTP@sjcog.org for webinar details. #connectingsanjoaquin #Envision2050	2020-06-22T12:04:28	43	1			3	0	0

Instagram

Top performers								
Caption	Post time	Reach	Likes and reactions	Sticker taps	Replies	Link clicks	Comments	Shares
As worksites	2020-07-01T13:57:10	129	5				0	0
¡Sea parte de la	2020-07-01T12:03:00	86	2				0	0
Tell us your	2020-06-30T18:30:07	143	3				6	1
Tell us your prioriti	2020-06-29T18:30:07	121	4				0	1
Tell us your prioriti	2020-06-27T12:01:29	105	4				0	0
If you missed	2020-06-23T13:07:07	93	3				0	1
TODAY at 12:00PM	2020-06-23T11:34:25	102	6				0	0
Don't miss out on t	2020-06-22T12:01:57	100	5				0	2
¡Díganos sus	2020-06-18T12:02:13	106	6				0	1
Learn more about t	2020-06-17T11:57:39	100	6				0	0

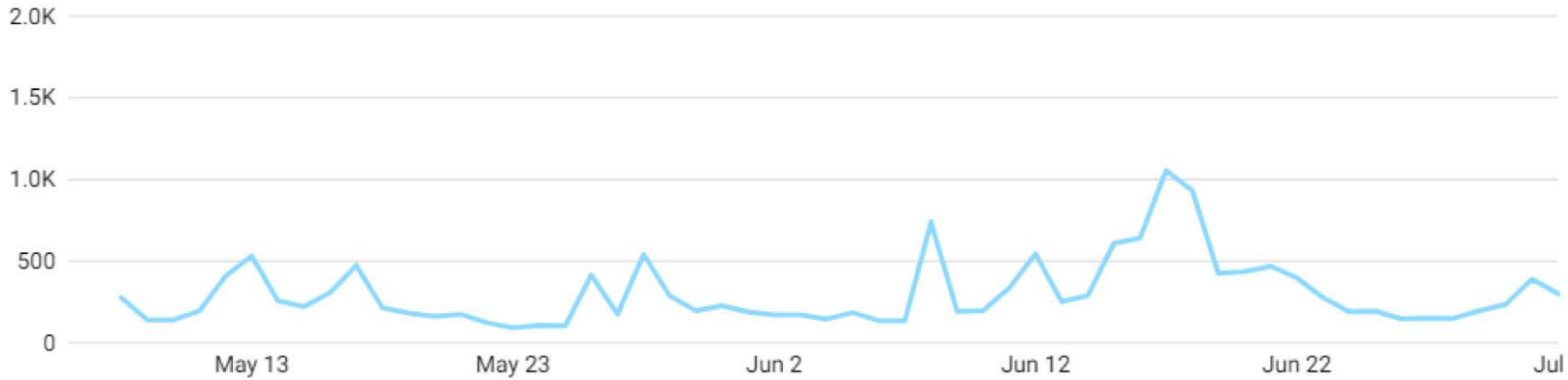
Top performers								
Caption	Post time	Reach	Likes and reactions	Sticker taps	Replies	Link clicks	Comments	Shares
SJCOG's	2021-08-31T16:50:58	39	1				0	0
This week's Envisic	2021-08-30T14:38:49	54	0				0	0
	2021-08-27T08:43:24	77	5				0	0
Stockton City Coun	2021-08-26T17:30:57	101	6				0	0
ATTENTION: The	2021-08-26T09:52:28	61	1				0	0
Check out this stor	2021-08-24T13:43:31	84	2				0	0
UPDATE: SJCOG's	2021-08-23T15:09:22	64	0				0	0
SJCOG's Board of	2021-08-20T16:52:22	42	0				0	0
Thank you and con	2021-08-19T13:25:44	60	3				0	0
UPDATE: SJCOG's	2021-08-19T10:23:23	53	1				0	0


Audience
Current audience
Potential audience
Facebook Page Likes
731
Instagram Followers
1K
Age & Gender
20%
0%
18-24
25-34
35-44
45-54
55-64
65+
Women
67.8%
Men
32.2%
Women
61.5%
Men
38.5%
Top Cities
Stockton, CA 38%
Tracy, CA 10.4%
Lodi, CA 4.2%
Manteca, CA 4.2%
Modesto, CA 4.2%
Ripon, CA 4%
Lathrop, CA 2.9%
Sacramento, CA 2.1%
Escalon, CA 1.1%
Mountain House, CA 1%
Stockton, CA 25.5%
Lodi, CA 2.9%
Tracy, CA 2%
Modesto, CA 1.8%
Manteca, CA 0.8%
Top Countries
United States 96.6%
Belize 0.3%
India 0.3%
Saudi Arabia 0.3%
Kenya 0.1%
Laos 0.1%
Nigeria 0.1%
Philippines 0.1%
Puerto Rico 0.1%
Vietnam 0.1%
United States 47.2%
Philippines 0.2%
India 0.1%
Iran 0.1%
United Arab Emirates 0.1%

Results

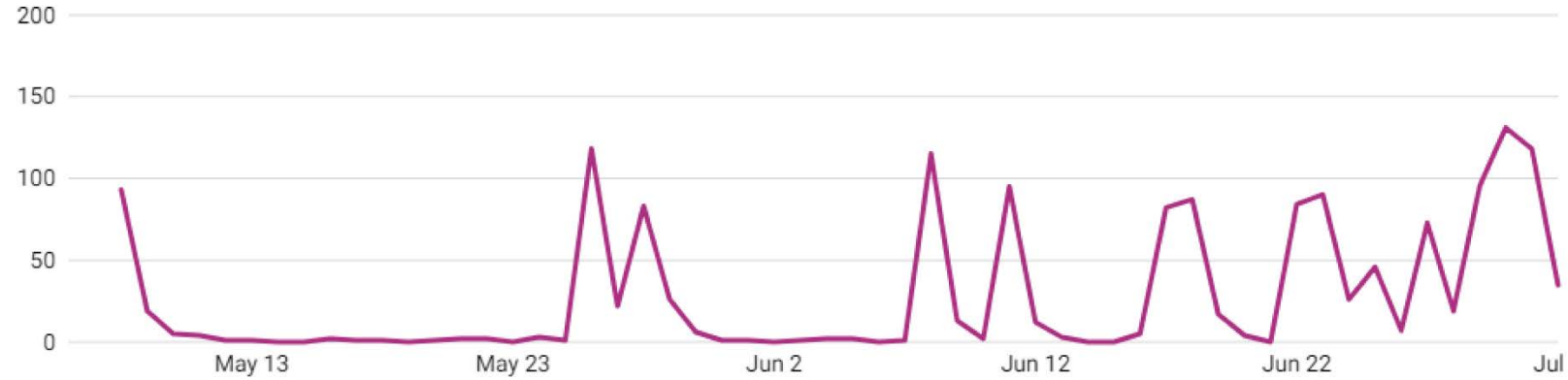
Facebook Page Reach

10,331 ↑ 76.4%



Instagram Reach

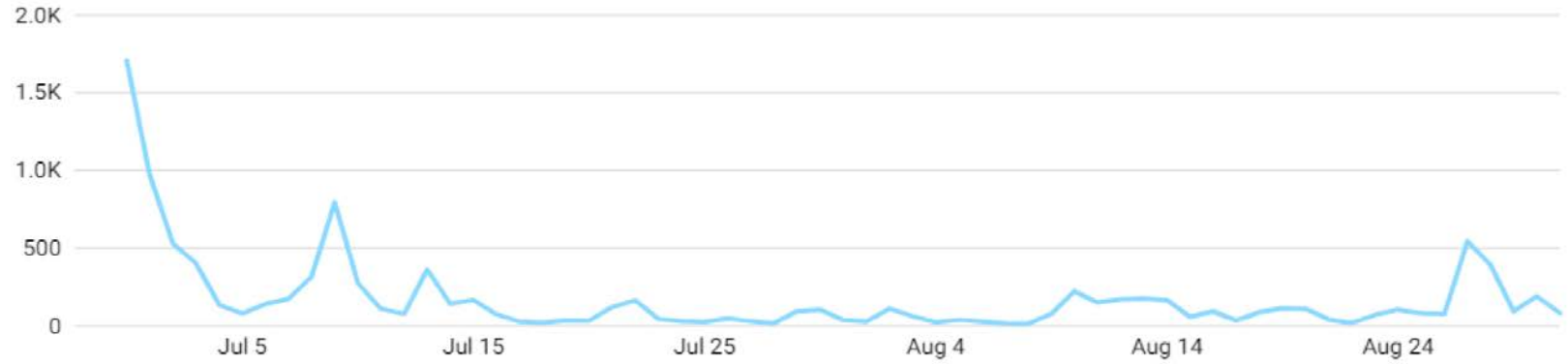
361 ↓ 83.8%



Results

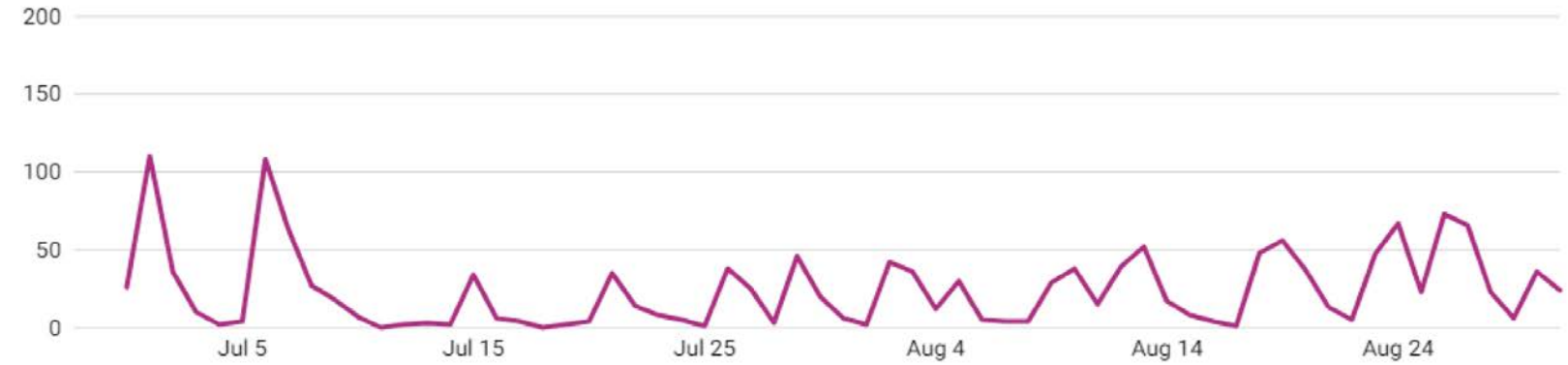
Facebook Page Reach

7,937 ↑ 466.9%



Instagram Reach

369 ↓ 8.7%



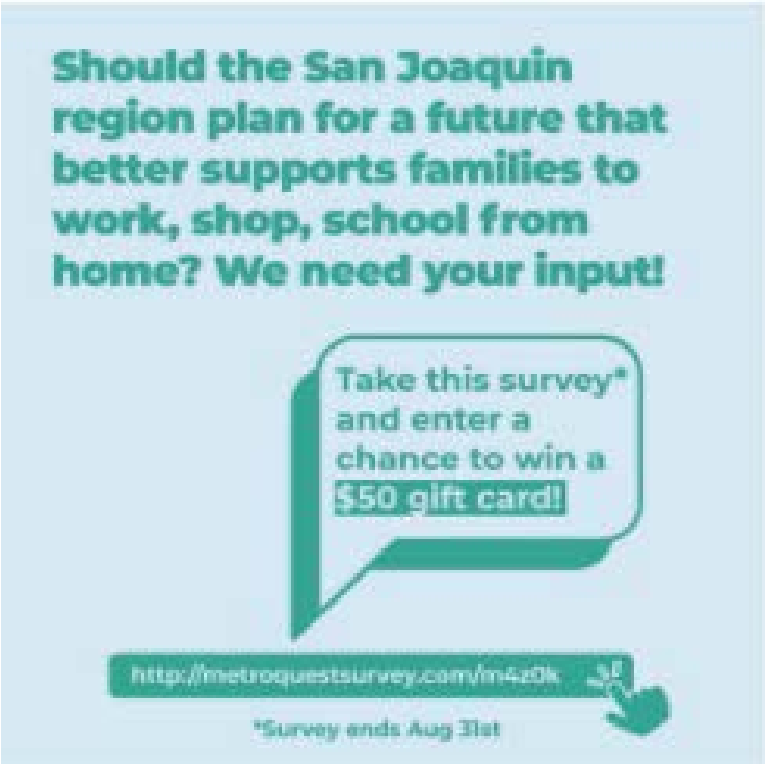
San Joaquin Council of Governments
Published by Stephanie Maynard · August 30 ·

This week's Envision 2050 survey raffle prize winner is Evan Fern! Congrats and thank you Evan for taking our survey! We're still looking for your input on planning for the region's future; take our survey by Aug 31st and enter a chance to win a $50 gift card:
http://metroquestsurvey.com/m4z0k

San Joaquin Council of Governments

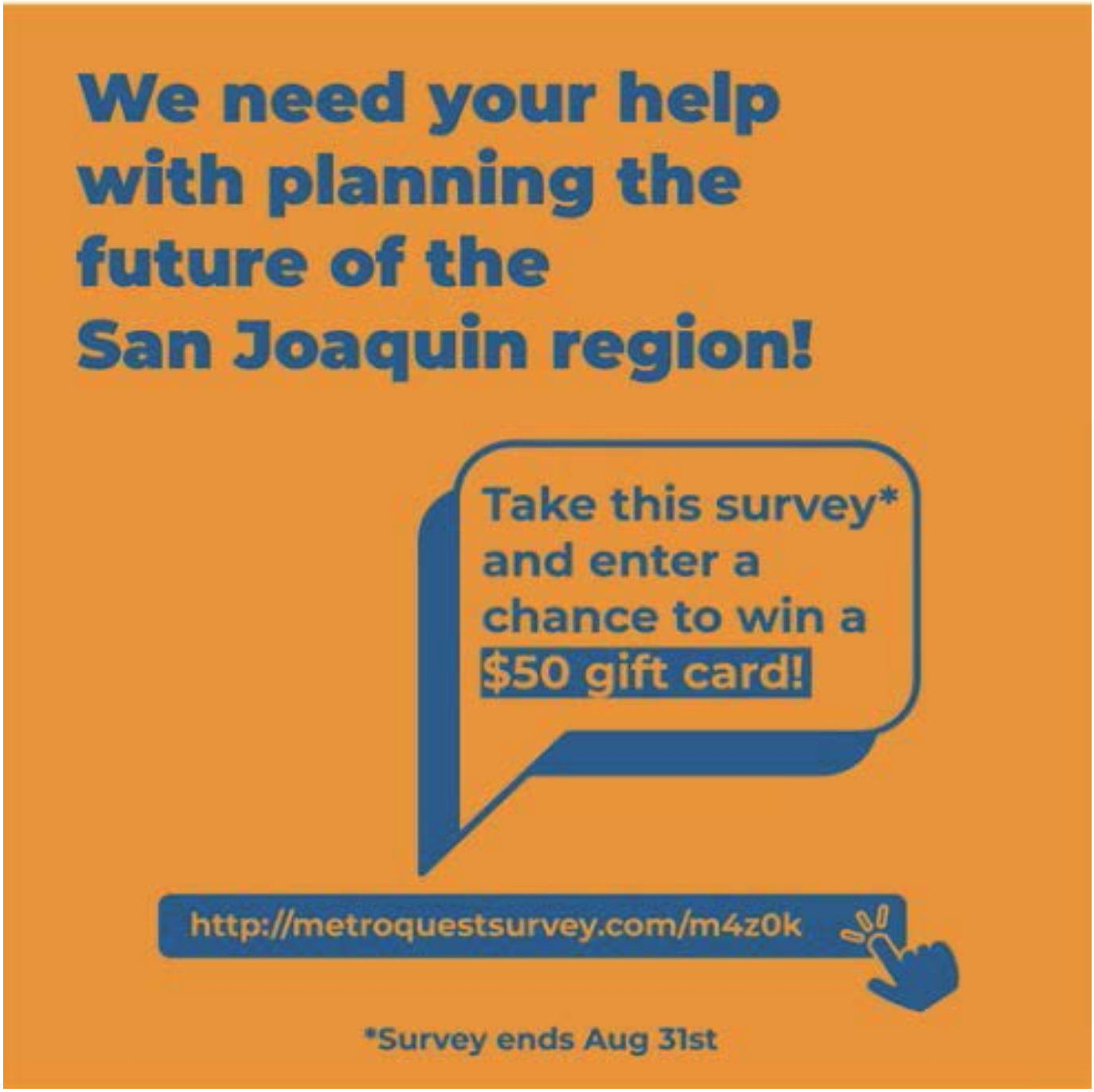
Published by Stephanie Maynard · August 19 ·

Thank you and congratulations to one of our Envision 2050 survey raffle prize winners, @Justina Caras! Help provide your input on what the future of our region by Aug 31st and enter a chance to win a $50 gift card: http://metroquestsurvey.com/m4z0k



San Joaquin Council of Governments
Published by Stephanie Maynard · August 10 ·

We need your help with planning the future of the San Joaquin region! Take this survey and enter a chance to win a $50 gift card. Survey ends Aug 31st: http://metroquestsurvey.com/m4z0k



San Joaquin Council of Governments is in **San Joaquin County, California.**

Published by Instagram · July 6 · Instagram ·

The Envision 2050 survey is out now! Follow along with us over the next 6 weeks as we highlight great community partners helping us to get the word out. Take the survey today and tell us about your vision for the future: bit.ly/MetroQuestSJC

San Joaquin Council of Governments
Published by Keith Michaud · July 1 ·

San Joaquin County residents can have a hand in planning the future of transportation in the region by simply filling out a brief survey.

The survey results will be used as part of the San Joaquin Council of Governments' Envision 2050 project to update the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). SJCOG is the planning, financing and coordinating agency for the San Joaquin region overseeing transportation, housing, habitat conservation, and other areas.

SJCOG's RTP/SCS provides the long-range vision and investment plan for the county's future transportation needs. The plan maps how the region will integrate transportation and land use to provide transportation options that help the region grow in a financially and environmentally responsible way.

One way to have an influence on which strategies will be selected for the update is to participate in a MetroQuest Survey to help in shaping the future of transportation in San Joaquin County.
Read about the survey here: https://bit.ly/3hGG43h.

To learn more about the RTP/SCS, please contact Tim Kohaya at (209) 235-0389 or kohaya@sjcog.org, or Hailey Lang at (209) 235-0582 or lang@sjcog.org.

San Joaquin Council of Governments
Published by Michelle Prince · July 1, 2020 ·

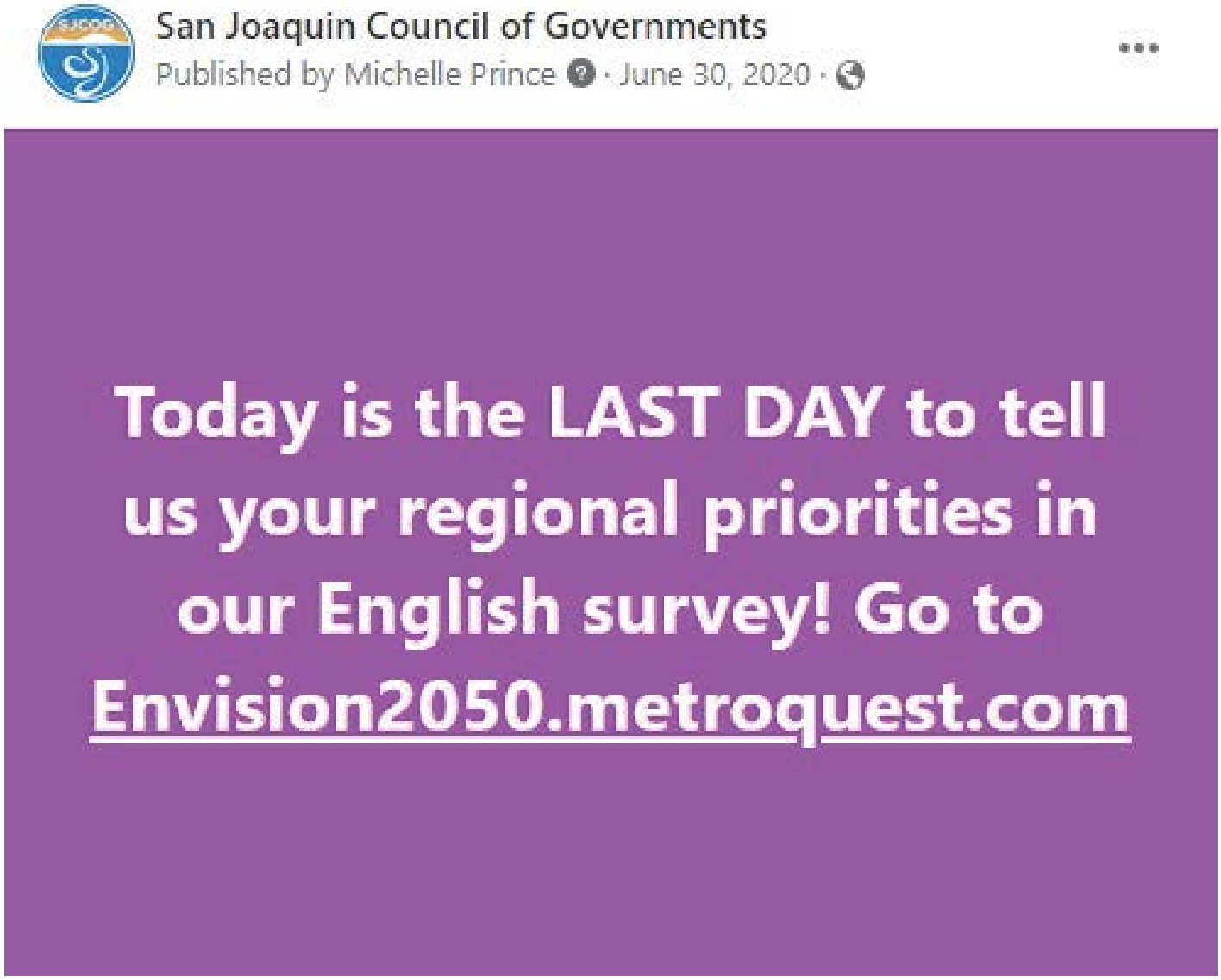
¡Sea parte de la conversación al completar nuestra encuesta interactiva! Vaya a Envision2050-espanol.metroquest.com para realizar la encuesta. ¡Envision 2050, el Plan de Transporte Regional del Condado de San Joaquín y la Estrategia de Comunidades Sostenibles (RTP / SCS)! #connectingsanjoaquin #Envision2050 #sanjoaquincounty

See Translation

San Joaquin Council of Governments
Published by Michelle Prince · June 23, 2020 ·

TODAY at 12:00PM we will be hosting a short informational webinar on the RTP/SCS! See what the RTP/SCS does for the San Joaquin region! Look into the Facebook event details for zoom link.
#connectingsanjoaquin #Envision2050 #sanjoaquincounty

TUE, JUN 23, 2020
Webinar: The Rtp/scs' Community Impact
2 Went · 9 Interested


San Joaquin Council of Governments
Published by Michelle Prince · June 30, 2020 ·
Today is the LAST DAY to tell us your regional priorities in our English survey! Go to Envision2050.metroquest.com

San Joaquin Council of Governments
Published by Michelle Prince · June 29, 2020 ·

Tell us your priorities for the San Joaquin region before time is up! All comments need to be submitted by tomorrow Tuesday, June 30th, 2020 for the English version of the survey. Take the English version of the survey by going to Envision2050.metroquest.com .
#connectingsanjoaquin #Envision2050 #sanjoaquincounty

San Joaquin Council of Governments
Published by Michelle Prince · June 25, 2020 ·

Time is almost up to take the English version of our Envision 2050 survey! All comments need to be submitted by next Tuesday, June 30th, 2020. Take the English version of the survey by going to Envision2050.metroquest.com . Tell us your priorities for the San Joaquin region before time is up! #connectingsanjoaquin #Envision2050 #sanjoaquincounty

MEDIA1.GIPHY.COM
media1.giphy.com

San Joaquin Council of Governments
Published by Michelle Prince · June 23, 2020 ·

If you missed today's webinar or would like to rewatch see recording below!

Youtube Link:

https://youtu.be/Ob3rSrLnSBk

YOUTUBE.COM

Webinar: The Regional Transportation Plan/Sustainable Communities Strategy Community Impact

San Joaquin Council of Governments
Published by Michelle Prince · June 29, 2020 ·

San Joaquin Council of Governments
Published by Michelle Prince · June 22, 2020 ·

Don't miss out on tomorrow's webinar about the Regional Transportation Plan/Sustainable Communities (RTP/SCS) impact on the San Joaquin region! Visit our facebook event page (@sanjoaquinCOG) OR email RTP@sjcog.org for webinar details. #connectingsanjoaquin #Envision2050

TUE, JUN 23, 2020

Webinar: The Rtp/scs' Community Impact

2 Went · 9 Interested

San Joaquin Council of Governments added an event.
June 17, 2020 ·

TUE, JUN 23, 2020

Webinar: The Rtp/scs' Community Impact

2 Went · 9 Interested

San Joaquin Council of Governments
Published by Michelle Prince · June 18, 2020 ·

¡Díganos sus prioridades para Envision 2050, el Plan de Transporte Regional del Condado de San Joaquín y la Estrategia de Comunidades Sostenibles (RTP / SCS)! Realice nuestra encuesta interactiva yendo a Envision2050-espanol.metroquest.com #connectingsanjoaquin #Envision2050 #sanjoaquincounty

See Translation

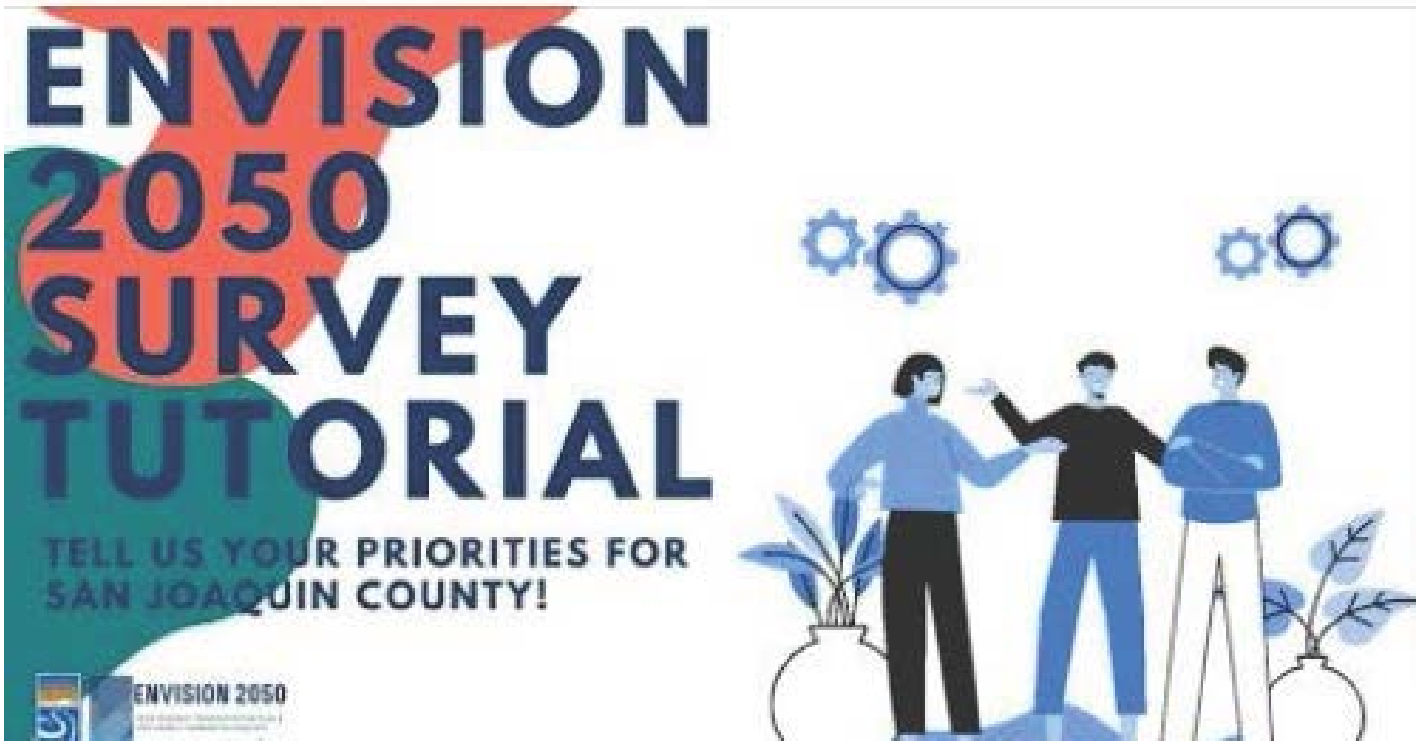
San Joaquin Council of Governments
Published by Michelle Prince · June 11, 2020 ·

¡Ayúdenos a planificar el futuro de la región! SJCOG valora mucho su tiempo y su opinión. Realice hoy nuestra encuesta interactiva: Envision2050-espanol.metroquest.com #connectingsanjoaquin #Envision2050 #sanjoaquincounty

See Translation

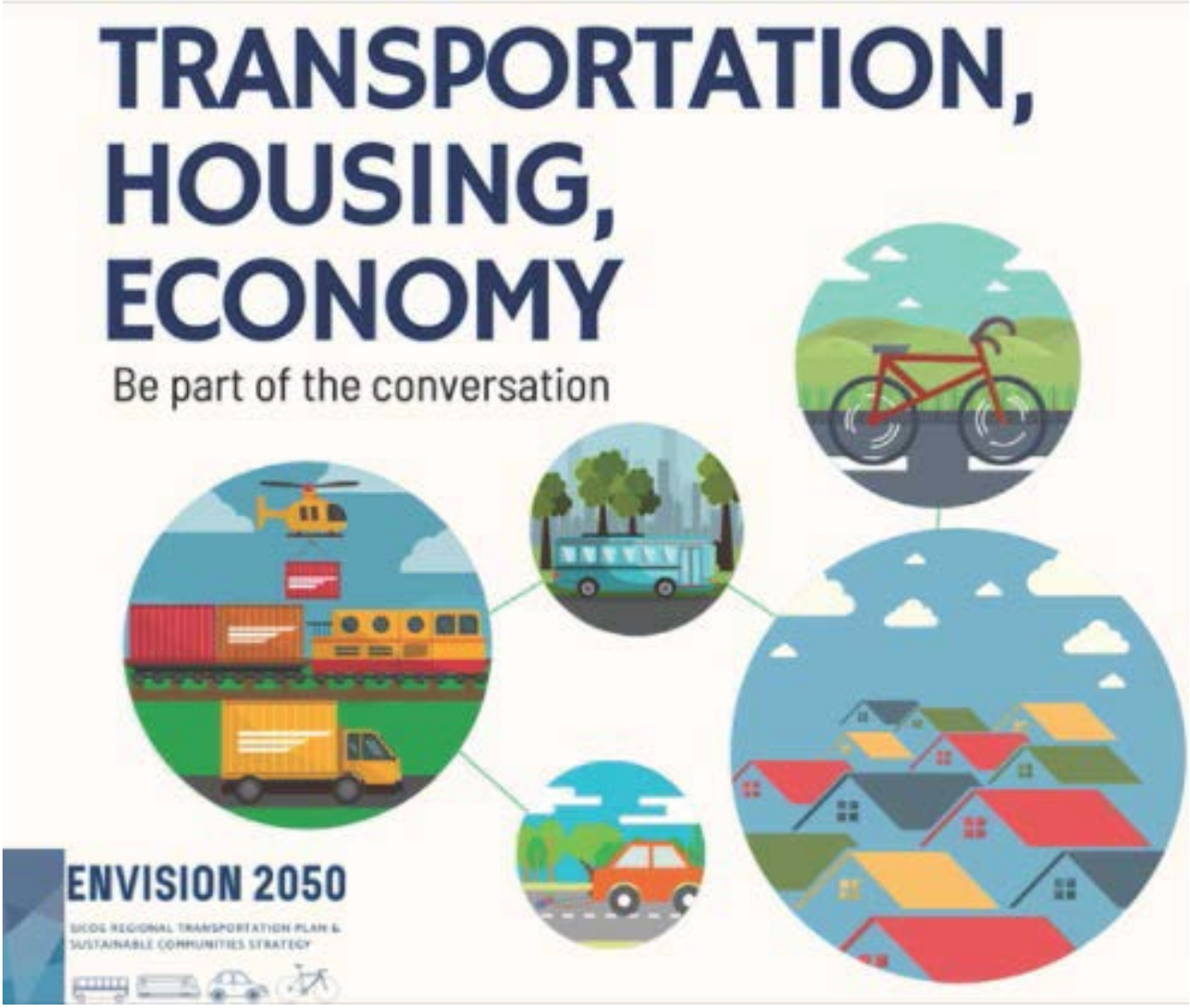
San Joaquin Council of Governments
Published by YouTube · June 5, 2020 ·

Help plan the future of the region by telling us your priorities! Learn how to take our interactive survey by watching this tutorial video. To take the survey go to Envision2050.metroquest.com.
#connectingsanjoaquin #Envision2050 #sanjoaquincounty



San Joaquin Council of Governments
Published by Michelle Prince · May 28, 2020 ·

Be part of the conversation by taking our interactive survey! Go to Envision2050.metroquest.com to take the survey. Envision 2050, San Joaquin County's Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS)! #connectingsanjoaquin #Envision2050 #sanjoaquincounty



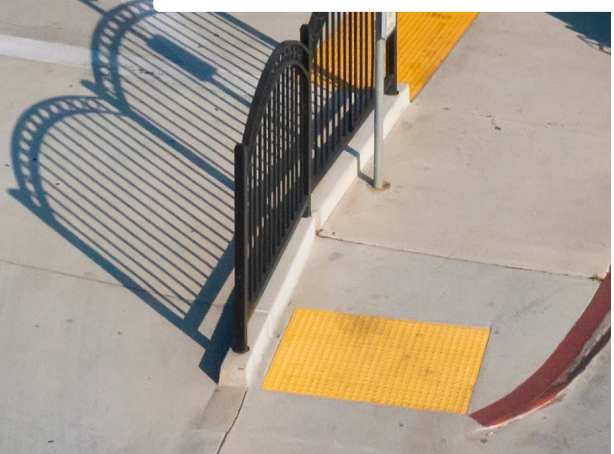
San Joaquin Council of Governments
Published by Michelle Prince · May 8, 2020 ·

Tell us your priorities for Envision 2050, San Joaquin County's Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS)! Take our interactive survey by going to Envision2050.metroquest.com or by visiting www.sjcog.org/RTP. #connectingsanjoaquin #Envision2050 #sanjoaquincounty

Twitter

APPENDIX L

Modal Discussion



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

MODAL DISCUSSION

INTRODUCTION

This appendix of the 2022 RTP describes the investment strategy for the San Joaquin region. It discusses 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 2022 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.

The investment strategy identifies enough funding over the life of the RTP to develop and construct or implement the 2022 RTP improvements.

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 were developed and used to help policy makers and the community at large evaluate tradeoffs between alternative packages of transportation improvements. The performance indicators are also 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 12-1 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 south west 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. State Route 12 operates as a freeway segment for a brief but important segment between Highway 99 and the Port of Stockton just west of 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 12-1, 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 designated as "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 roads connecting to adjacent highways. The Plan identifies key projects targeted to improve the most impacted portions 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-recurring related to incidents on the roadway system. Freeway Service Patrol programs aid 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 is a significant priority 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 2022 Regional Transportation Plan (RTP) calls for a significant portion of future revenues to be dedicated to maintain and operate the current system. Within the 24-year RTP period, the combined operations and maintenance investment in the existing transportation system is nearly $4.5 billion.

Local Streets and Roads

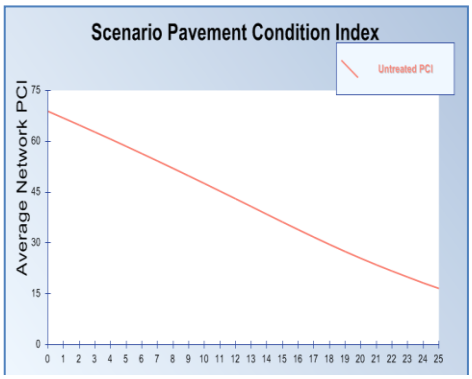
Local streets and roads are vital in the strength of the region's entire transportation system. They connect our communities and carry traffic in our region whether by automobile, bus, or bicycle. Local roadway operations and maintenance are the responsibilities of each local government in San Joaquin 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 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;

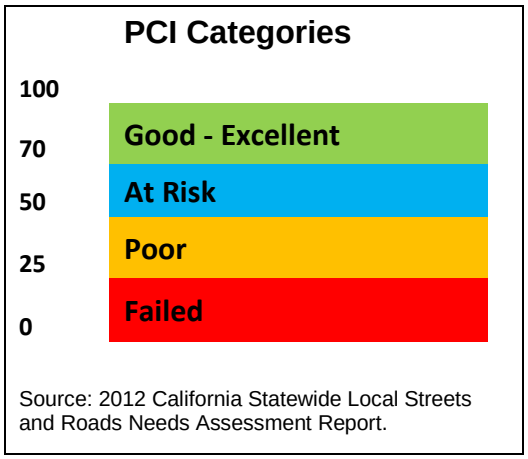
- evaluating the pavement condition with an index describing the condition from poor to excellent;
- selecting roads and streets that need treatments;
- recommending maintenance treatments;
- providing a snap-shot on their pavement condition; and
- assisting to maximize financial investments.

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

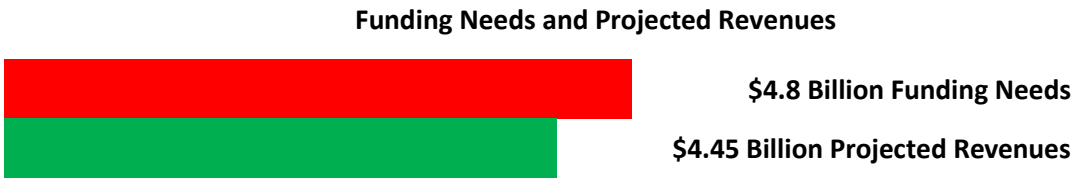


Source: 2012 California Statewide Local Streets and Roads Needs Assessment Report.

In 2016, under the sponsorship of the League of California Cities, County State Associate of Counties (CSAC), the California Regional Transportation Planning Agencies (RTPA), and other bodies of municipal public works agencies, updated the statewide local streets and roads needs assessment. The last update was conducted in 2014. The objective was to fully assess every two years the condition of the local system and complete the overall transportation-funding picture for California's transportation network. The results continued to provide analyses and information such as pavement conditions and funding needs, including San Joaquin County. A performance indicator is being used to assess the strength of pavement by using a pavement condition index or PCI from 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 2016 study indicated the average PCI for streets and roads statewide dropped from 66 to 65. This rating is now considered to be in the "at risk" category. In San Joaquin County, the average PCI held steady at 70.

The 2016 study also indicated the 10-year needs for San Joaquin County is about $1.4 billion for pavement and an additional $53 million for bridge needs. This is based upon projections of individual jurisdiction pavement and bridge management systems. Using a four-percent escalation rate, SJCOG calculated the 24-year local roadway operations and maintenance needs for the San Joaquin County will total an amount to approximately $4.8 billion. Funding for local roadway operations and maintenance in San Joaquin County is provided through the following major programs (including, but not limited to): Senate Bill 1, Regional Surface Transportation Program (RSTP), and Measure K Local Street Repair. SJCOG also calculated the total 24-year revenues projected to be available to the region for local roadway operations and maintenance is about $4.2 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 to at least a PCI of 70.



Source: SJCOG 25-year Revenue Projections

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 24-year investment in state highway operations and maintenance is projected to total over $727 million.

Transit

San Joaquin County features six public transit operators and two rail transit operators 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 24 years, operating and capital replacement costs for San Joaquin County transit providers are projected to total $3.5 billion for existing services. This includes $2.36 billion associated with bus services and $1.16 billion associated with rail services.

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

- Increased fuel costs
- 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) is one of the region's two largest movers of intra- and interregional riders that have the greatest operating and capital replacement needs.

[1] 2010 U.S. Census

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

RTD's operating and capital replacement needs account for $1.9 billion, or nearly 54 percent of the region's 24-year needs.

The other of the region's largest movers of intra- and interregional riders is the San Joaquin Regional Rail Commission (SJRRC). ACE's operating and capital replacement needs account for $1.15 billion, or nearly 33 percent of the region's 24-year needs

Additional Transportation Funding

The 2022 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 October 2005, 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 towards key regional highway and roadway improvements and regionally significant transit improvements.

Proposition 1B: In November 2006, voters in California approved Proposition 1B, 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 $436 million in Proposition 1B competitive funds. These include over $360 million for mainline highway projects, over $25 million for regional roadway improvements, and over $38 million for railroad crossing grade separations.

Planned Highway and Major Roadway Investments

The 2022 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. 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. These include extensions of the roadway network to improve connectivity and upgrade of interchanges where lower standard facilities are no longer adequate to handle near-term travel demand.

The second priority is to address areas of congestion and deficiencies that are anticipated based on the substantial increase in 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 it is important to provide investment in transit, Travel Demand Management, and bike and pedestrian improvements. These efforts should be coordinated with community growth and downtown and neighborhood revitalization efforts. This Plan is designed to increase modal share of these alternatives as compared to the single occupant vehicle over time. Subsequent sections of this chapter highlight the investment strategies.

This alternative means of handling future travel needs is vital because 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.

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 1B funds will go towards maintenance over the course of the ten-year life of the bond program.

Tables 6-1 through 6-4 in Appendix F display the Mainline Highway Improvements, Interchange Improvements, Regional Roadway Improvements, and Railroad Crossing Safety

projects. Mainline Highway, Interchange improvements, and Regional Roadway projects are illustrated in Figure L-1 below.

Highlights of Near Term Actions (2022-2031)

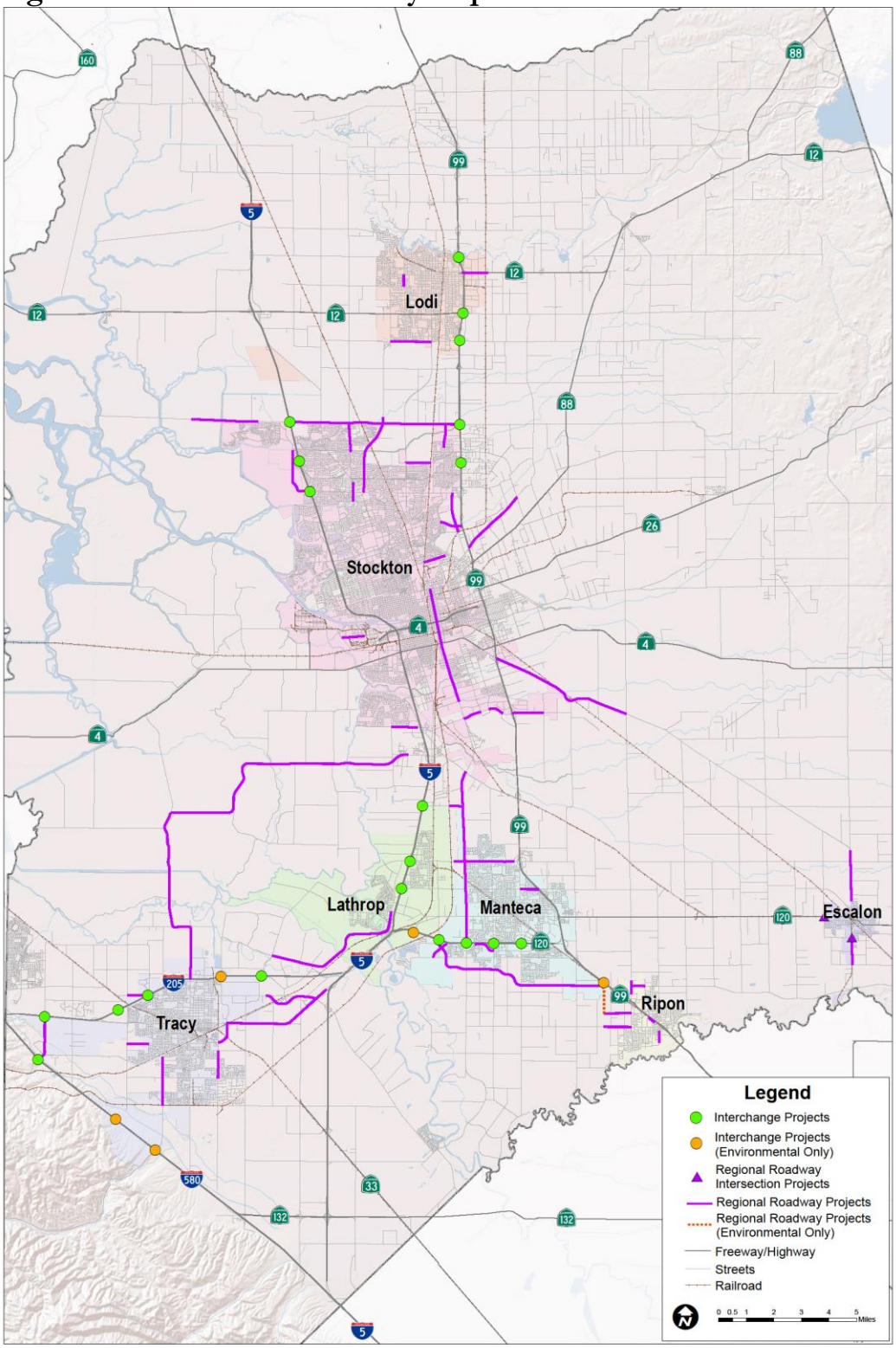
Short Range Plan, 2022-2031

- Adequately maintain existing roadway infrastructure and improve when fiscally possible.
- Safety and operational improvements on SR-12 west of I-5
- 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, 2028-2042:

- Maintain Existing Roadway Infrastructure at acceptable levels of service
- Implement as appropriate and feasible the recommendations of the completed studies
- 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 lane between I-205 and Charter Way
- I-5 HOV lane between Hammer Lane and North of Eight Mile

Figure L-1: 2014 RTP Roadway Improvements



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 2022 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 RTD, to the single bus operated by the City of Ripon.

There are seven types of public transit services currently operated by RTD and the cities in San Joaquin County: local fixed-route, bus rapid transit (City of Stockton only), general public dial-a-ride, specialized dial-a-ride, intercity fixed-route, interregional fixed route and on-demand. In addition, SJRRC operates two commuter rail service: the Altamont Commuter Express (ACE) and the San Joaquins. Table L-1 shows the various transit services available for each city and unincorporated areas within San Joaquin County. Figures M-2 through M-8 display the existing routes for transit service in the County.

Table L-2 Available Transit Services in San Joaquin County

Area	Local				Intercity	Inter-Regional	Commuter Rail
	Bus Rapid Transit	Fixed Route	General Public Dial-A-Ride	Specialized Dial-A-Ride			
Escalon		X	X	X		X	
Lathrop		X			X	X	X
Lodi		X	X	X	X	X	X
Manteca		X	X	X	X	X	X
Stockton	X	X	X	X	X	X	X
Tracy		X	X		X	X	X
Ripon			X	X	X	X	
Unincorporated Area			X	X			

RTD Bus Rapid Transit (BRT) Service

RTD's Bus Rapid Transit (BRT) service, Metro Express, provides frequent, limited-stop express bus service within the Stockton Urbanized Area. The service includes improved shelters and boarding areas, fare vending machines for pre-paid fares, timed connections at the Downtown Transit Center, and traffic signal prioritization to maximize on-time performance. RTD's first Metro Express route, Route 40 on Pacific Avenue, opened in 2007, followed by Route 44 on Airport Way in 2011 and Route 43 on Hammer Lane in 2012. Route 44 also became the first fully electric BRT route in the United States in 2017. A new BRT route (Route 47), the Midtown Corridor, opened in tandem with systemwide bus route updates followed by Route 49 on the Martin Luther King Jr. corridor.

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. RTD provides interregional bus services to targeted employment centers in downtown Sacramento and Alameda County. Riders can connect to other transit services in these areas such as Sacramento Regional Transit District, Bay Area Rapid Transit (BART), Livermore Amador Valley Transit Authority (LAVTA), and Alameda County Transit (AC Transit).

RTD Intercity Fixed Route Service

RTD's Intercity fixed route service connecting the cities of Lathrop, Manteca, Escalon, 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; Manteca Transit in downtown Manteca and Escalon eTrans. Intercity buses run limited service at peak times.

RTD County Hopper Deviated Fixed Route Service

RTD's County Hopper is a flexible fixed route service connecting Ripon, Escalon, Manteca and Lathrop, to Stockton, Tracy, and Lodi. The County Hopper is a deviated fixed-route service serving San Joaquin County and providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. To accommodate passengers who are not able to reach their destinations within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Advanced reservations are required.

RTD Metro Hopper Deviated Fixed Route Service

RTD's Metro Hopper is a deviated fixed-route service serving popular destinations throughout the Stockton city limits. To accommodate ADA-certified passengers who are not able to reach fixed-route stops, each Hopper can deviate from its normal route a distance of up to one mile. Advanced reservations are required.

RTD On-Demand Service

RTD began its Van Go! pilot program in 2019. It is an on-demand rideshare service throughout San Joaquin County provided in vehicles that are safe and accessible. The regular one-way fare is $4.00 per person for the first five miles and $0.50 per mile after the fifth mile. Reservations can be made on the day of travel or up to 48 hours in advance.

Stockton Downtown Transit Center

The 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.

Hammer Transfer Station

The Hammer Transfer Station (HTS) is located at Lower Sacramento and Thornton Roads and Hammer Lane and serves as the transfer point for RTD's Metro Express Routes 40 and 43, and other local fixed routes. The HTS has one on-street and three off-street bus boarding locations, as well as passenger amenities such as sheltered waiting area and fare vending machines.

Mall Transfer Station

The Mall Transfer Station (MTS) is located at Yokuts Avenue and Pacific Avenue and serves as the transfer point for RTD's Metro Express Route 40 and other local fixed routes. The MTS is located between two malls and across the street from San Joaquin Delta College. There are six shelters with display kiosks.

Union Transfer Station

The Union Transfer Station (UTS) is located on Union Street between First and Second Streets near the San Joaquin County Fairgrounds. The UTS provides another central location for the community to access RTD's. routes. The UTS serves as a transfer point for RTD's Metro Express Routes 44 and 49 and other local fixed routes. The UTS provides passenger amenities such as a sheltered waiting area and fare vending machines.

Altamont Corridor 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 four morning westbound

trains and four eastbound evening trains. 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.

An Altamont Corridor Express Joint Exercise of Powers Agreement was executed by the Alameda County Transportation Commission, the Santa Clara Valley Transportation Authority, and the San Joaquin Regional Rail Commission to oversee the Altamont Corridor Express rail service. An important feature of the ACE JPA is that it delineates the cost-sharing formula of the member agencies. With the passage of Senate Bill (SB) 1 in 2017, ACE will have funding to extend services to Modesto/Ceres by 2023 and Merced by 2027.

Robert J. Cabral Station

Located in downtown Stockton, the Robert J. Cabral Station serves as the downtown transit hub for the Altamont Commuter Express (ACE) and the business offices of the San Joaquin Regional Rail Commission. The station was updated beginning in 2009. Improvements include a new façade and improved accessibility and circulation for pedestrians, bicycles, automobiles, and transit buses.

Amtrak San Joaquins Service

The Amtrak San Joaquins intercity rail service, managed by the San Joaquin Joint Powers Authority (SJJPA), includes seven daily round trips with four trains stopping daily at the Cabral Station and Lodi Station (to/from Sacramento) and ten trains stopping at the BNSF station on San Joaquin Street (to/from the Bay Area). The seven 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. The SJJPA Business Plan is updated on an annual basis. Current initiatives include the development of "Morning Express" service arriving in Sacramento by 8am to facilitate business travel, the addition of an 8th daily roundtrip, and track improvements to improve speed and reliability.

Escalon Transit Service

The City of Escalon operates e-Trans flexible Fixed Route and Dial-A-Ride services. E-Trans flexible Fixed Route, Intercity Route 1, operates between the Main Street Escalon Park-n- Ride Lot and Modesto at Vintage Faire Mall on Dale Road and Veneman Avenue, five times a day each weekday. This service connects riders to the 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 operates Van Go that provides Escalon riders with a premium demand response option serving all of San Joaquin County.

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. Additional 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 & Disabled 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. Improvements since that time, include a new transit station on Sixth Street near downtown Tracy, completed in 2010. Besides parking for 220, the station includes meeting rooms and other community facilities.
The service currently 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 operations on November 1, 2006. The current fleet consists of seven 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.. On 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.

Ripon Transit Service

In March 2013, the City of Ripon began offering new expanded transit opportunities through the Blossom Express bus service. This is a Deviated Fixed Route Service which currently operates between 9:25 AM and 2:43 PM on Tuesdays and Thursdays. The route includes service to the Ripon Save Mart Shopping Center, Ripon Library, Post Office, Senior Center, as well as many other locations in the City. Additionally, the Modesto route includes service to Vintage Faire Mall, Kaiser Hospital and Clinic and Target Shopping Center. The bus is also equipped with two bicycle racks on the front of the bus for passenger use.

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). This was reinforced in 2015 by the Fixing America's Surface Transportation (FAST) Act. As a result, all 5317, 5316, and 5310 projects must be derived from a locally developed coordinated human service transportation plan (CTP).

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 updated by RTD in 2021. Additional details on this plan can be found here: http://sanjoaquinrtd.com/projects-reports/sjc-ctp/ .

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 Corridor 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 passenger 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 2016 with the adoption of the 2016 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, developed measures of cost-effectiveness and efficiency from the operating cost and ridership perspective. The study recommended setting goals for three performance measures over a three-year period: cost/hour; passenger/hour; and subsidy/passenger. The performance indicators are reflective of each operators system and growth plans. The SJCOG Board adopted the revised Transit System Performance Objectives in September 2015.

On November 4, 1993, SJCOG requested that the Stockton Metropolitan Transit District Board request expansion of the transit district boundaries countywide. This action was followed by SB 1699 which expanded the district's boundaries countywide. Further, SJCOG wrote that "the regional plan is currently in the stage of consolidating transit systems, and the Council of Governments believes that the formation of a single transit district would make this process more efficient and expedient." SJCOG continues to support the vision of SB 1699.

TRANSIT SYSTEM MAPS

Figure L-2 (a) RTD Weekday System Map

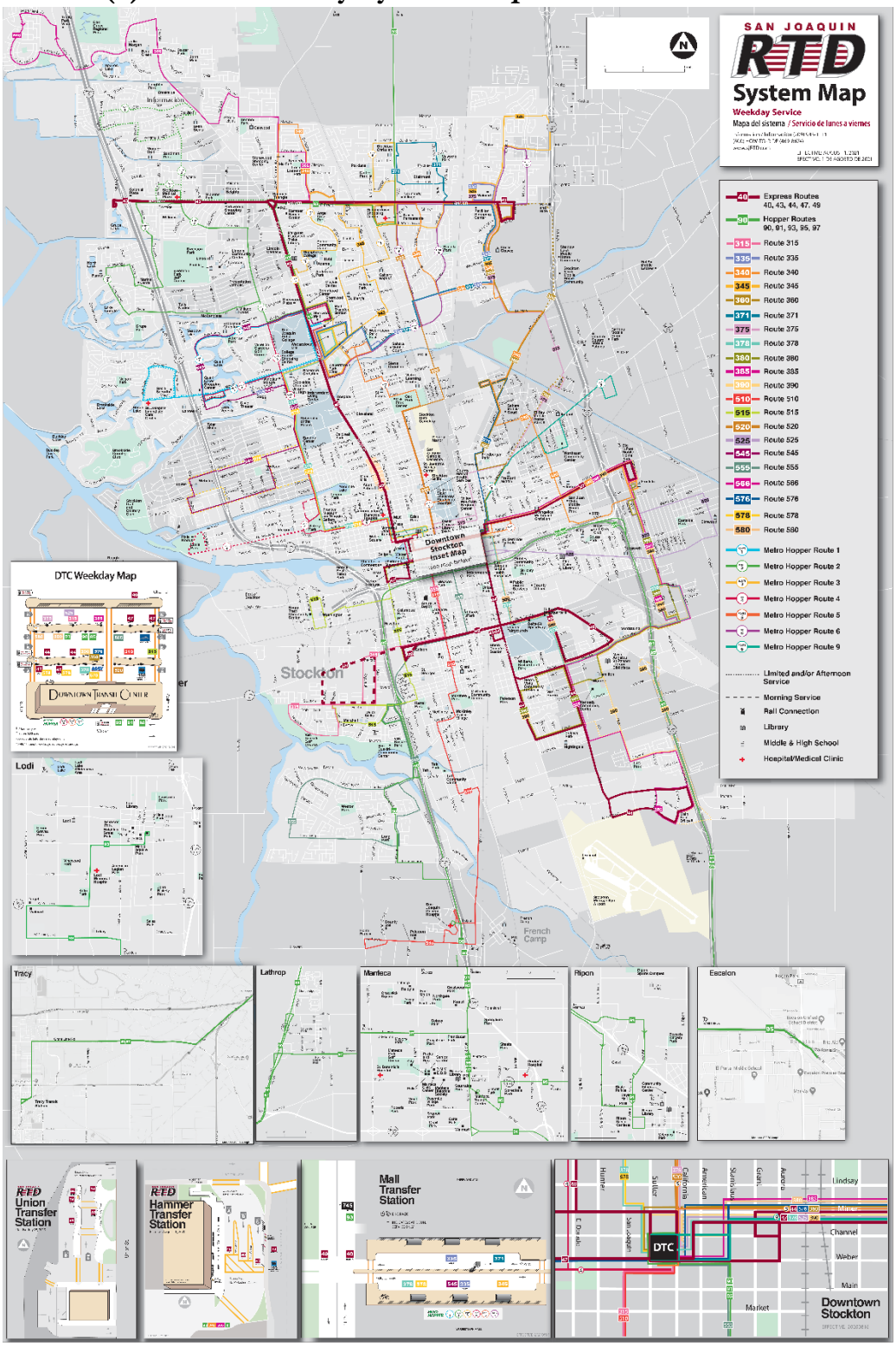


Figure L-2 (b) RTD Weekend System Map

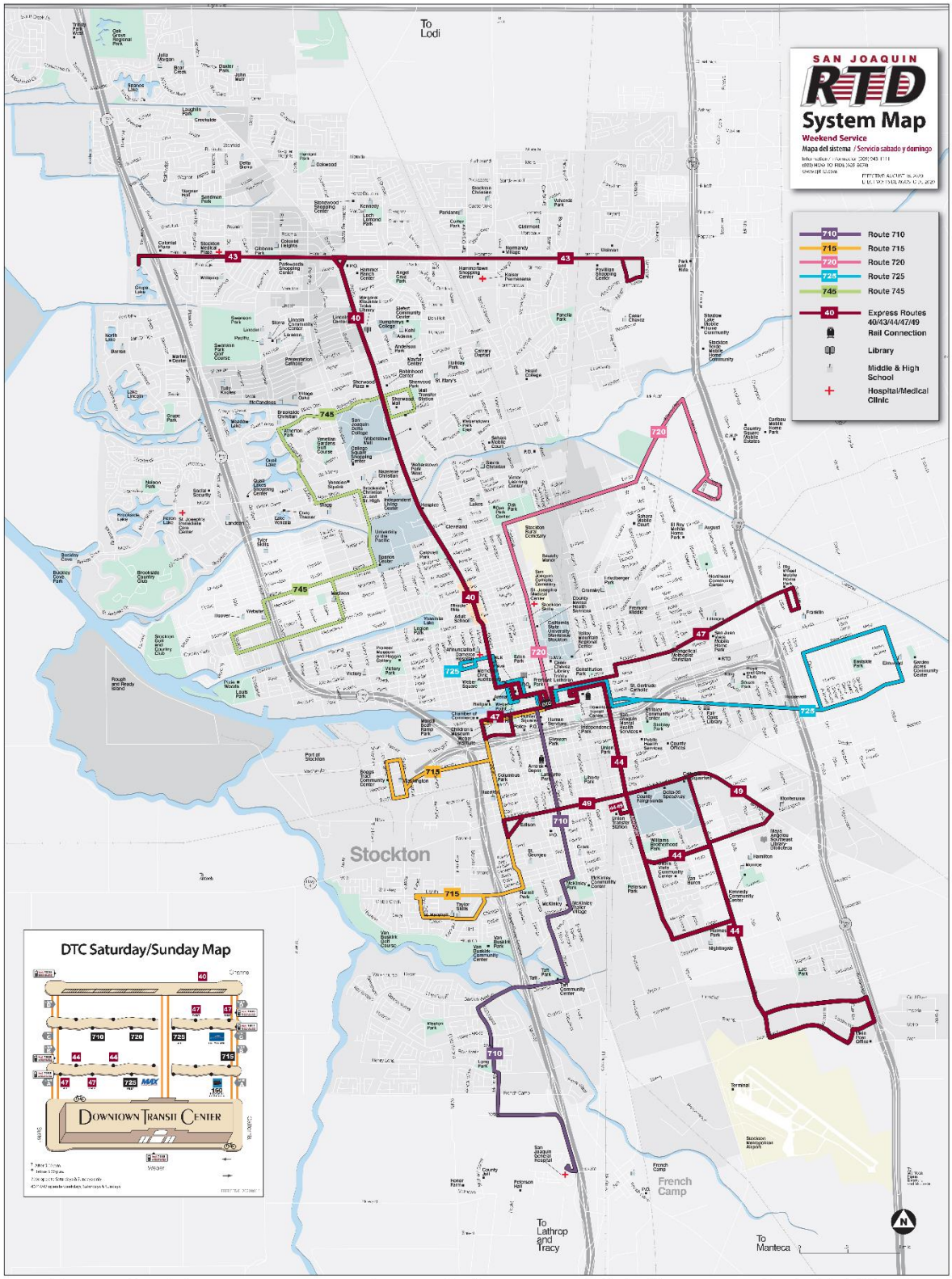


Figure L-2 (c) RTD Metro Hopper Service System Map

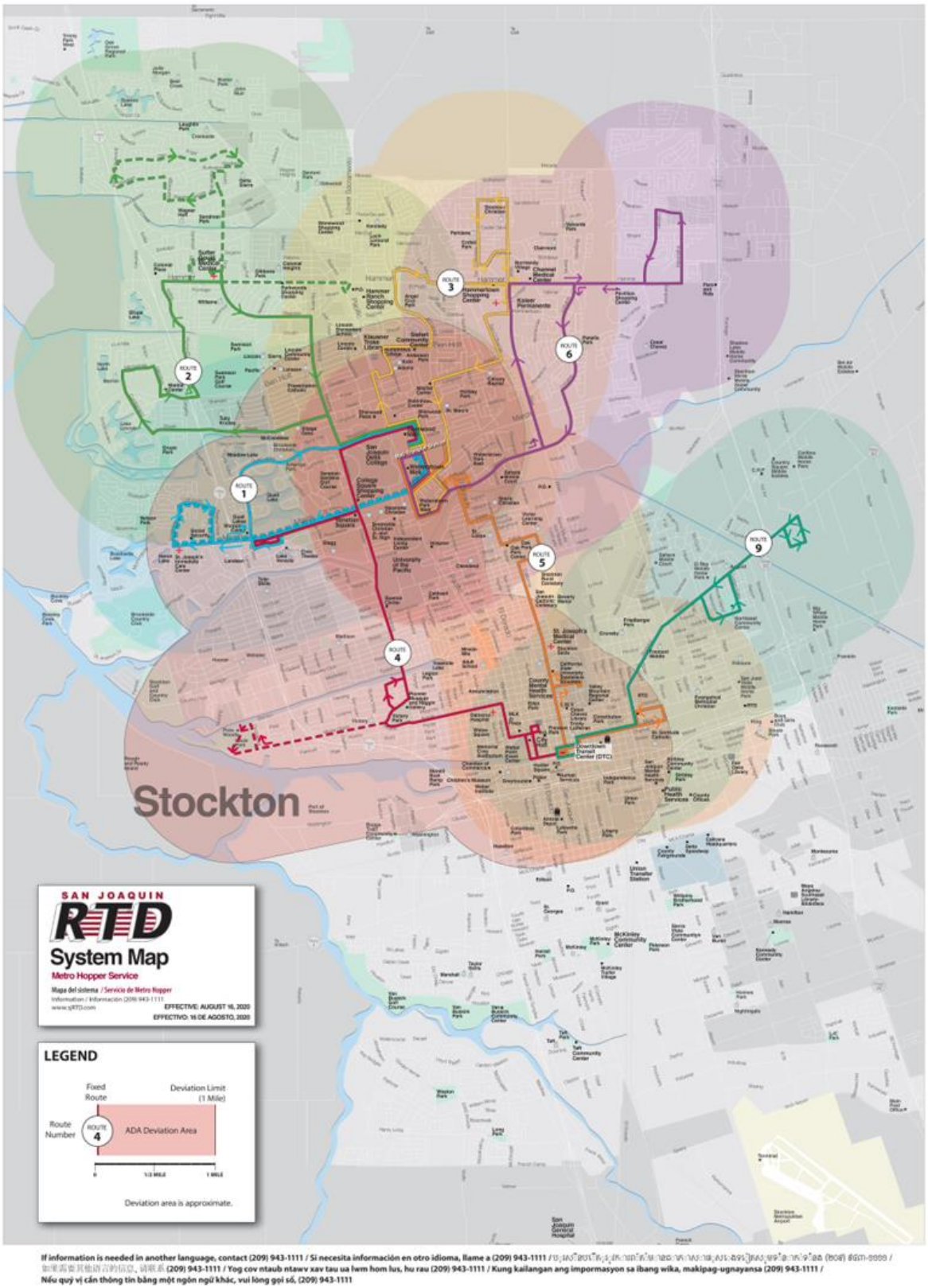


Figure L-2 (d) San Joaquin RTD Commuter

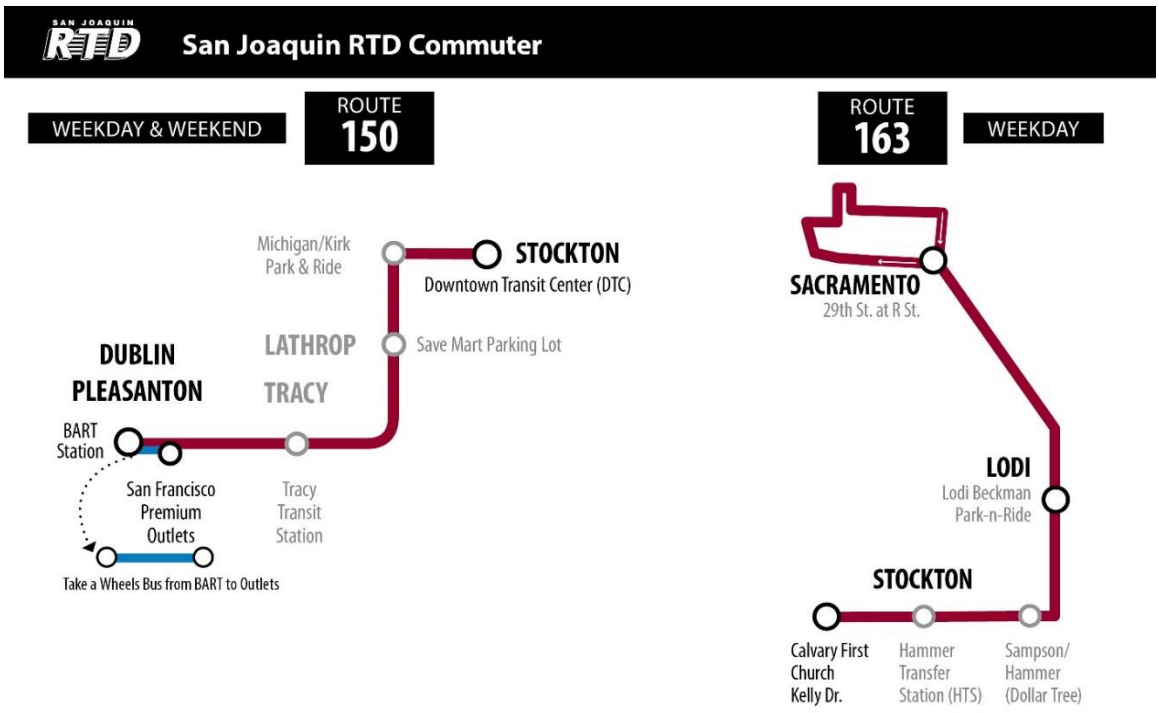


Figure L-3 Escalon Transit System Map

Figure L-4 Tracy Tracer Transit System Map

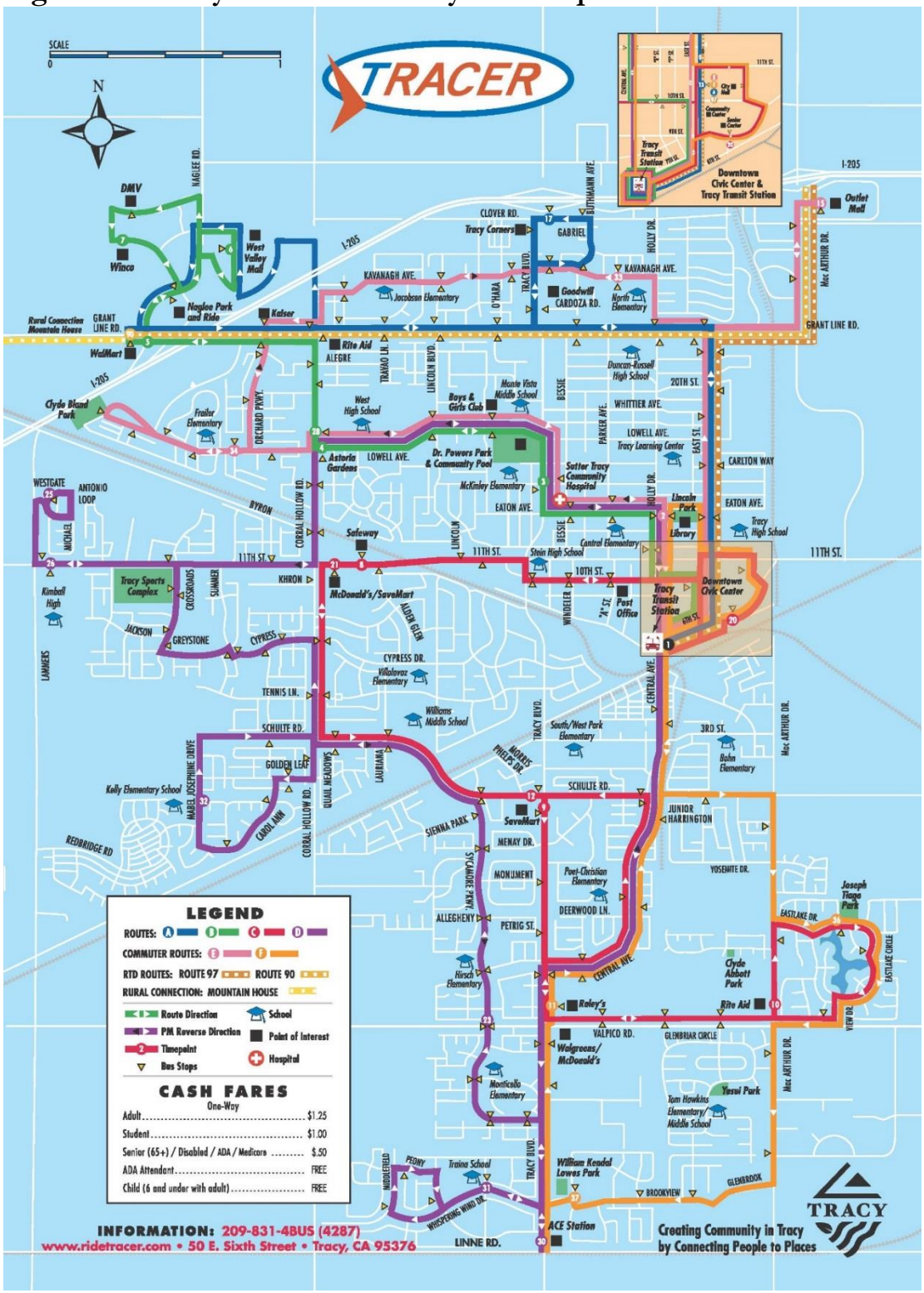


Figure L-5 Manteca Transit System Map

manteca transit

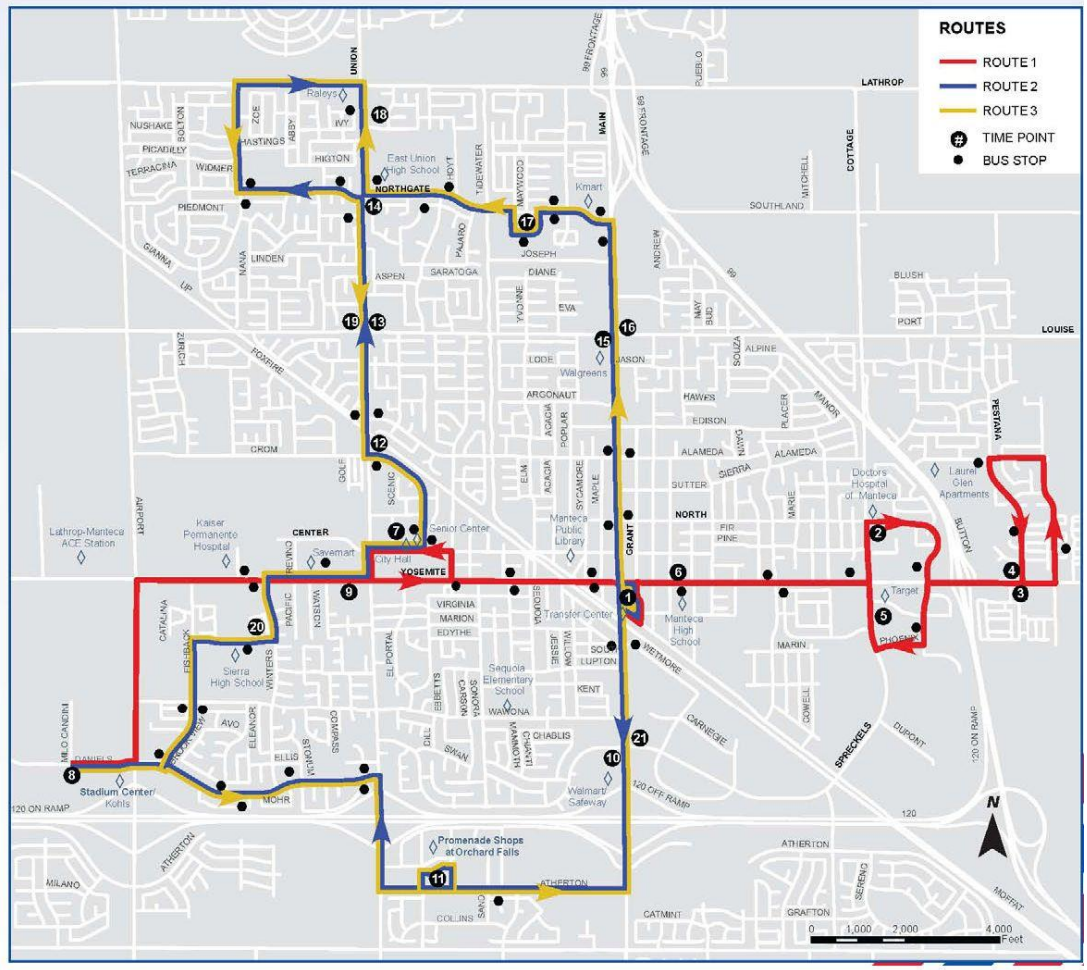


Figure L-6 (a) Lodi Grapeline Weekday Transit System Map

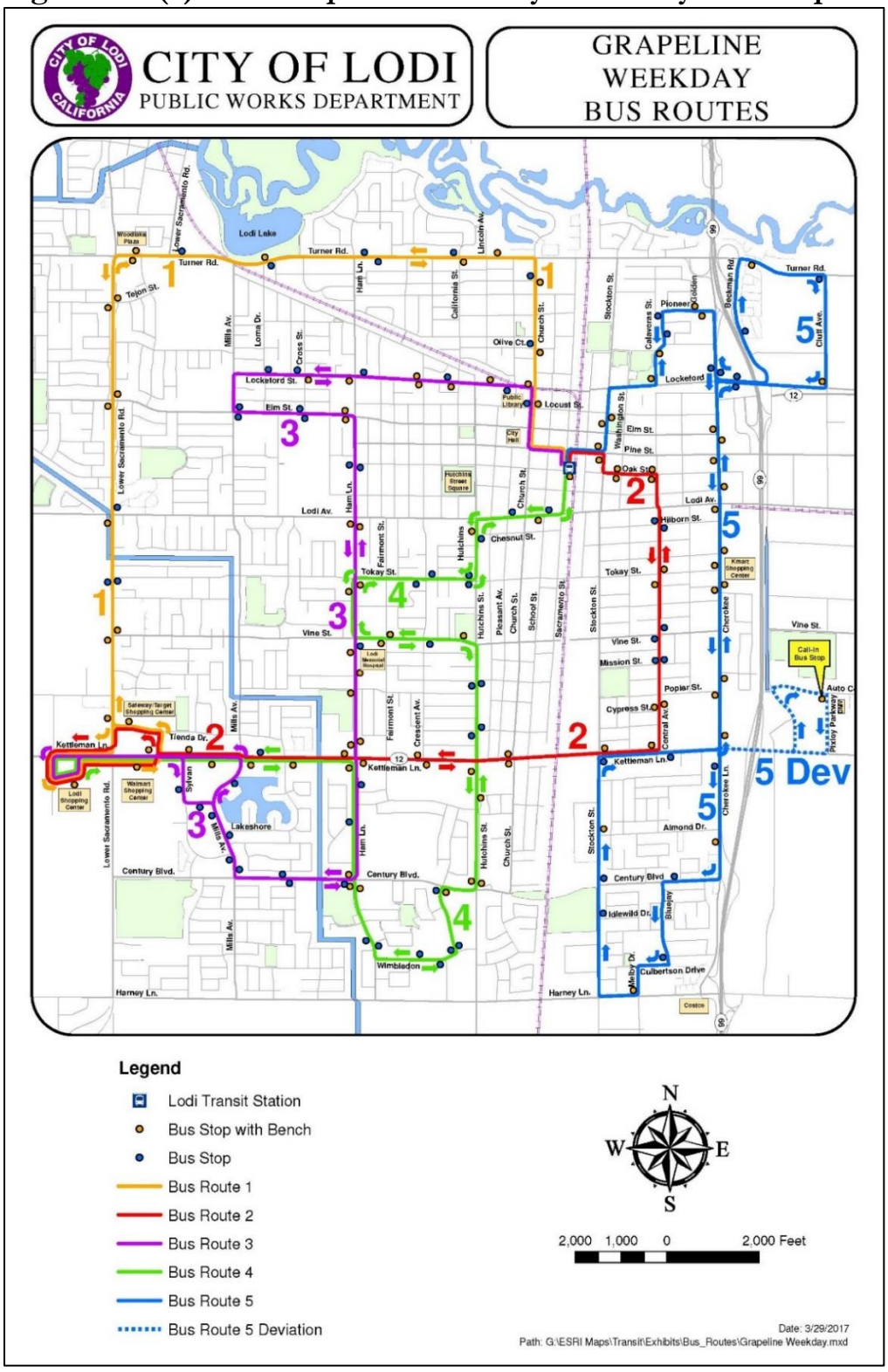


Figure L-6 (b) Lodi Grapeline Weekend Transit System Map

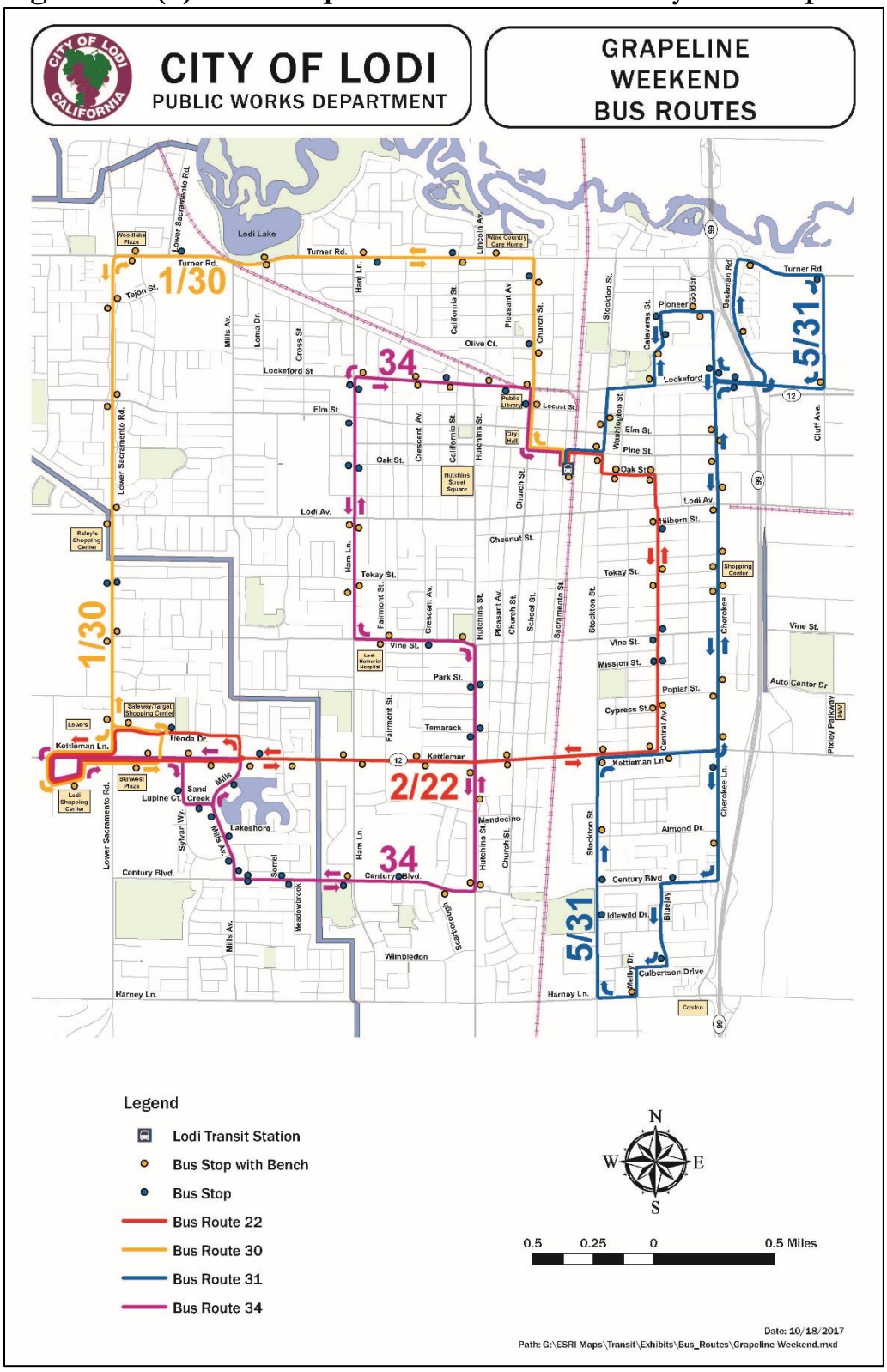


Figure L-6 (c) Lodi Grapeline Express Transit System Map

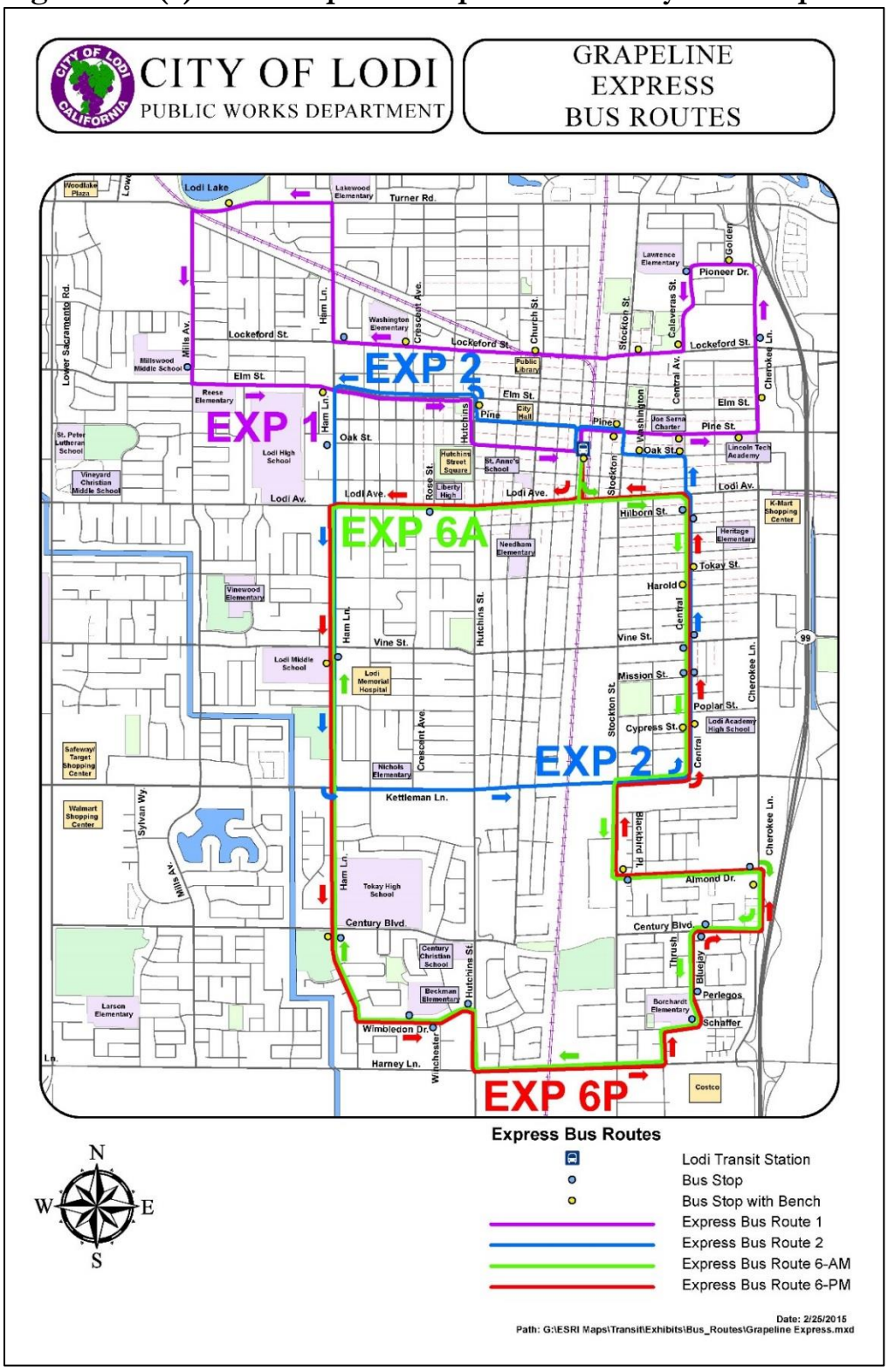


Figure L-7 Ripon Blossom Express System Map

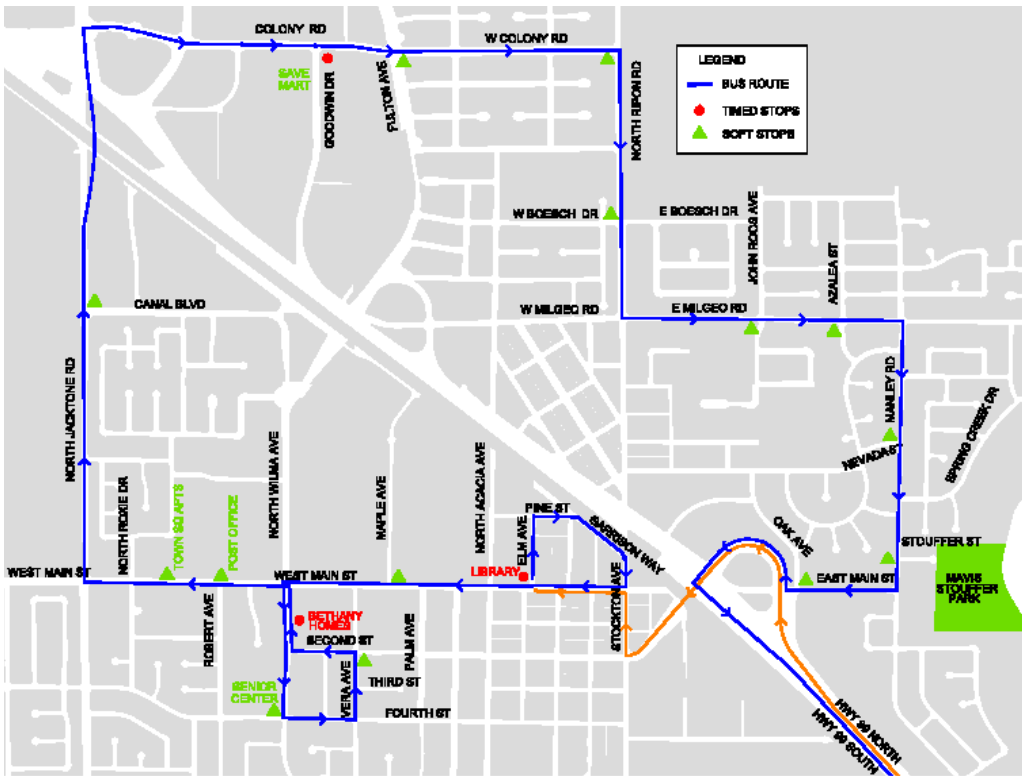
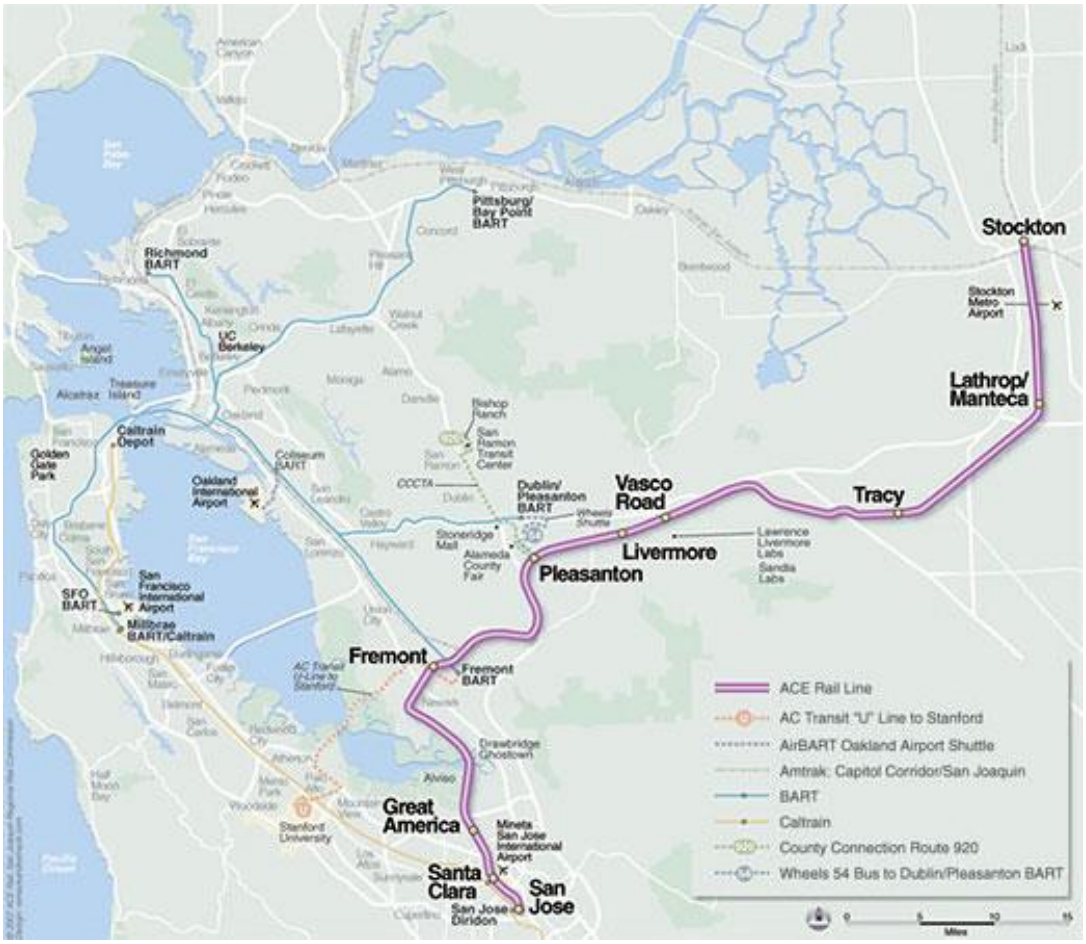


Figure L-8 Altamont Corridor Express System Map



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 intercity 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 cost, 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 sources of revenue for transit systems. Other important revenue sources include farebox receipts and Federal funds such as Urbanized Area (UZA) formula grants.

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 or when their future populations pass this threshold.

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. As of October 2017, ACE's year-to-date on-time performance was 89.18%.

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 released their draft 10-year Short Range Transit Plan (SRTP) for FY 2017/18 – 2026/27 in November 2017. The draft SRTP identified the 10-year operating and capital plans as well as targeted performance measures. The draft SRTP proposed a radical revision to Escalon's current transit operations by eliminating the existing fixed-route service to Modesto. The funds Escalon currently uses to run that service would be transferred to RTD to partially fund a new County Hopper route serving Stockton, Manteca, Escalon and Modesto. Additionally, Escalon would reduce the total hours of the Dial-a-Ride service but make it more flexible to respond to passenger needs. The draft SRTP is expected to be reviewed and approved by the City Council in January, 2018.

Manteca Short Range Transit Plan

The City of Manteca completed their five year SRTP in May 2014. The update reflects the first comprehensive look at Manteca's Transit system since 2009. The transit system has been successful in attracting riders as attested to by its 13 percent annual increase in ridership from 2009 to 2014.

The SRTP identified the 5-year operating and capital plans as well as targeted performance measures. Recommendations from the SRTP include implementing a multi-year (phased) bus stop improvement program; revising current route alignments to increase the "transit footprint" in Manteca, enhance on-time performance and maintain inter-route connectivity; extend service to provide access to ACE rail service; revise Dial-a-Ride fare policy to increase farebox recovery; and introduce fixed-route service on Saturday.

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 Short Range Transit Plan (SRTP) 2010-2020 was developed and adopted in January 2011. The SRTP was funded through a Federal Transit Administration (FTA) Transit Planning Assistance grant. Groundwork for the SRTP included a 22-question community-wide transit survey mailed to nearly 4,200 households in Ripon. The SRTP provided the impetus to launch the Blossom Express fixed-route service.

The SRTP identified transit needs, funding sources, capital equipment, system evaluation/ performance standards, and marketing/outreach strategies. A series of transit goals and objectives were also included in order to assist the City in maintaining acceptable levels of service. These service standards include updating the SRTP every five years; maintaining a 10 percent minimum farebox recovery standard; attaining 8 passenger trips per vehicle service hour; a 90 percent on-time performance standard for fixed route; maintaining 100,000 miles traveled between preventative accidents; and a minimum of 40,000 miles between road calls.

Lodi Short Range Transit Plan

The Lodi GrapeLine Short Range Transit Plan (SRTP) was adopted in September 2013. The SRTP contained a series of recommended goals, objectives, and service standards that affect the delivery of transit service. Broad-based goals contain a series of objectives, measurements, and standards for service design and service delivery.

Service Plan goals include: extend weekday and weekend service on fixed routes; **e**xtend weekday and weekend service on the Dial-A-Ride; add the Costco/Home Depot Shopping as a scheduled stop on Route 5 and an On-Demand service to the Department of Motor Vehicles; and eliminate Route 7 as it was indicated to have the lowest ridership in the City of Lodi. Capital Plan goals include: install bus wash facility and upgrade fueling facility; bus stop improvements; develop a southwest Lodi Transit Station and expand Lodi Transit Station; install additional security cameras on vehicles and at the Lodi Transit Station; install Automatic Locator Technology on buses and real-time traveler information; and upgrade vault and farebox equipment.

Annual Unmet Transit Needs Planning Process

Each year SJCOG evaluates available transit services and identifies any unmet transit needs. Recently, SJCOG along with the Social Services Transportation Advisory Council (SSTAC), through the Unmet Transit Needs (UTN) Assessment identified the need to increase the consolidated transportations service agency's (ACCESS San Joaquin) MyRide program. This program offers fuel mileage reimbursement for eligible individuals to give them greater independence to fulfill life's needs. SJCOG worked with ACCESS San Joaquin to allow eligible San Joaquin County residents to travel anywhere in Stanislaus County, and to medical appointments in Alameda and Sacramento County. ACCESS San Joaquin proactively implemented this change before the annual UTN process was complete. The level of transit service included in the Regional Transportation Plan, through ongoing coordination with the region's transit agencies, reflects the most accurate information, tempered by the level of available resources.

Interagency Transit Committee and Ad Hoc Committee for Transit

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 Ad Hoc Committee for Transit was formed in February 2017 in response to the adoption of the 2016 Regional Transit Systems Plan (RTSP). The Committee, which consists of the City Managers and transit agency Chief Executive Officers who make up the SJCOG Management & Finance Advisory Committee, was formed to address questions of transit funding policy raised in the RTSP, with the Interagency Transit Committee serving as a working group to assist in this process.

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. 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 reduce 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.

The 2022 RTP project list appendix 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 northern San Joaquin Valley and the Bay Area. In the near term, the San Joaquin Regional Rail Commission is planning for the extension of service to Modesto and Ceres by 2023 and Merced by 2027. This extension, which was infused with dedicated funding by the passage of SB 1 in 2017, will also add new stations in Ripon and Manteca in San Joaquin County. Other near-term projects include purchasing longer trains to provide additional capacity and track and signaling improvements to increase speed and reliability along the corridor.

The Rail Commission, in conjunction with the San Joaquin Joint Powers Authority, is also looking to provide additional rail transit options between the San Joaquin Valley and Sacramento. Both agencies have worked with Union Pacific Railroad to secure rights to operate additional trains to Sacramento along the Sacramento Subdivision near I-5. This service would provide additional stops in Elk Grove, Sacramento City College, Midtown, North Sacramento and Natomas/Airport, and allow for potential future extensions to Yuba City/Marysville and Redding (see Figure 7).

ACE is also seeking to provide additional trains over the Altamont Pass to the Bay Area. Of paramount importance to achieve this goal is to acquire dedicated rights of way from Stockton through Niles Junction to the maximum extent possible. This could either be through purchase of its existing line or purchase and upgrade of parallel lines in combination with new dedicated track in existing Union Pacific Railroad rail right of way. ACE will also continue to develop track improvements from Niles Junction to Diridon Station in downtown San Jose in conjunction with Caltrans and the Capital Corridor passenger rail service.

Additionally, for many years Alameda County has sought the extension of BART service east of Dublin to Livermore to provide a direct connection to ACE. The construction of this extension will be costly and feasibility is still being explored.

AB 758 (authored by Assemblymember Susan Eggman and signed by the Governor in October 2017) establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's transit system and the Altamont Corridor Express commuter rail service. This new Joint Powers Authority (JPA) is tasked with developing a feasibility report for transit connectivity between BART and ACE. A possible option is a DMU/EMU (Diesel Mobile Unit/Electric Mobile Unit) Regional Connection. Other alternatives are being considered as well.

The first step of the Joint Powers Authority is the completion of a feasibility study to evaluate the proposed new DMU service by July 1, 2019. This feasibility study will be critical in identifying specific projects (and related costs) to achieve transit connectivity. In the development of 2022 Plan (update), SJCOG (consistent with the Metropolitan Transportation Commission in the Bay Area) has not identified capital or operations funding pending the feasibility report and a possible Programmatic Environmental Impact Report. As alternatives are developed and financial resources identified, it is anticipated that the proposed project will be considered in future amendments to the Plan.

The 2022 RTP project list appendix identifies the Action Program for Rail Corridor projects.

Short Range Plan, 2022-2029

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
- 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

- Extend ACE service to Modesto/Ceres and Sacramento, including new stations in Manteca and Ripon
- Participate with other passenger rail operators to implement speed and safety improvements throughout the ACE service area
- Increase passenger rail service between Sacramento, Stockton and San Jose. Service frequencies will be increased if demand warrants, operational funding exists, and the necessary track rights agreements are executed
- Participate in newly formed Tri-Valley San Joaquin Regional Rail Authority to complete a project feasibility study and environmental determination for a new DMU/EMU service over the Altamont Pass
- Continue to develop governance, funding, and operational strategies to implement the mission of the San Joaquin Joint Powers Authority
- Expansion of Robert J. Cabral Station to accommodate more passenger rail service
- 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

Long Range Plan, 2029 - 2046

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 disabled communities keeps pace with population growth in those demographic areas
- Improve transit coverage, frequency, and service span, and expand the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities and older adults.

Rail

- Complete extension of ACE service to Merced by 2027
- Expand and improve existing passenger rail service between Sacramento, Stockton, Merced, and the San Francisco Bay Area
- Potential build out of new DMU/EMU service over the Altamont Pass, as consistent with feasibility reports and/or environmental determination prepared by the Tri-Valley San Joaquin Regional Rail Authority
- Improve connections to BART and other feeder transit services
- Upgrade and expand stations including improved passenger amenities and ITS equipment

AVIATION ACTION ELEMENT

The services provided by San Joaquin County's airports address a variety of local and regional needs through providing viable mobility options for the County's citizens and businesses. The aviation system connects the traveling public and cargo movers to 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 as well as supporting local farmers, police, and medical services. Aviation activities also provide recreational opportunities for the citizens of San Joaquin County.

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 Airport (Lind's)
- Kingdon Executive Airport
- Lodi Airpark (Precissi)

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 commercial 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 (SMA) is the largest publicly owned airport in San Joaquin County at 1,552 acres. It is located on the Southern boundary of the city of Stockton..

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. SMA facilities include two parallel runways, high-speed taxiways, aircraft parking and storage facilities, a passenger terminal, automobile parking and commercial/industrial areas. The main primary instrument runway, 11L/29R, is used chiefly by commercial and military aircraft. Stockton Metro is seeking to increase Airport Reference Code and Runway Design Code to allow Group V aircraft; including the Boeing MD-11F, 777-200F, or 747. The secondary runway, 11R/29L, is used by small general aviation aircraft. There are six carrier gates that adjoin the 44,355 square-foot terminal building. General aviation facilities include 152 hangars and 143 tie downs. The airport has four fixed-based operators. There are approximately 178 aircraft based out of the airport, made up of single and multi-engine, jet propelled and military aircraft.

Services provided for passenger convenience include an airport terminal, three air carrier gates, 550 free parking spaces, auto rental offices, a coffee shop and restaurant, a lounge, and a gift shop. Recently, Stockton Metropolitan Airport recently opened its new passenger hold room, doubling the seating capacity to accommodate 367 individuals. The new hold room offers opportunities for future expansion of airline service.

Passenger Service
Commercial passenger service is offered through Allegiant Air, which offers five weekly flights to Las Vegas, Phoenix-Mesa, and San Diego. A Mexican airline has prepared a notice of intent to start non-stop flights to Mexico.

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 50-acre, master-planned business park, Airpark 599 as well as other areas surrounding the Airport. In addition, construction was completed recently to construct an arterial Street, Sperry Rd that now provides much improved access from Interstate 5 to the airport area.

General Aviation
SMA 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.

Air Cargo
Stockton Metro is the only airport in the county with air cargo service facilities. The airport sponsors continue to market the large cargo industry to promote future residency and use of the facilities. Air Transport International, Inc. (ATI) flies in four Boeing 767 freighters daily to accommodate Amazon.com's regional distribution facilities. The Airport currently handles 1.2 million pounds of cargo on an annual basis.

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 Airpark 599 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 Airpark 599 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 from three primary routes: Airport Way, I-5 via Sperry Road, and Route 99 via Arch Road. The direct access to/from Interstate 5 was completed in 2013 with the extension of Sperry Road east to Arch Road. Improvements for the French Camp/I-5 were completed in late 2014.

Tracy Municipal Airport

The second largest publicly owned airport in San Joaquin County is Tracy Municipal Airport. The 310-acre airport property is located approximately four miles south of the city center. Tracy Municipal is owned by the City of Tracy and 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 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 100 x 4002 feet long, and the secondary runway is 100 x 3438 feet long. Both runways allow for instrument approaches. 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. Lear jets bring in corporate travelers, although the airport currently does not sell fuel for these planes.

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. Contributing to the situation is the fact that most of the land surrounding the airport is in the unincorporated area of San Joaquin County. The ability of the City to protect the airport is reduced because the City does not directly control the surrounding land uses.

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. This route requires travelers to drive through the City of Tracy to reach the airport. No direct route from the south or southwest (by way of I-5 or I-580 to Tracy Boulevard or Line Road) exists, but travelers may take I-580 to Corral Hollow Road and drive around to the airport. Access from I-580 to Tracy Boulevard would improve access to the airport from the west and southwest.

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. The runway was given a new slurry seal in 1990. In 2012, as part of the Capital Improvement Program, the City of Tracy

made various runway repairs including an overlay, repainting runway markings and securing perimeter fencing.

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 26' by 4,267'. 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.

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.

Kingdon Executive Airport

Kingdon Executive is a privately owned airport located about 3 miles southwest of Lodi and five miles northwest of Stockton. Currently general aviation business and pleasure aircraft--single engine, twin engine and small business jets, use the airport. Current facilities at Kingdon Airport include a visual approach runway, 140' x 4,000, with a 12/30 identification.

Lodi (Precissi) Airpark

Lodi Airpark is located three miles south of Lodi and five miles north of Stockton, on Lower Sacramento Road. The Airport is owned by an agricultural service firm; Precissi Flying Service, which runs a crop-dusting business. While nominally open to the public, the airport provides no services except to the owner's aircraft.

The airport has two runways; one is 2,705 feet in length the other is approximately 3,500 feet. Both runways are at a 7/25 orientation. Hangars for the 9-based aircraft are also on the property. 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.

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.

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 due to the completion of Arch-Sperry Road connection to Interstate 5.

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. The plan's safeguards are used for the general welfare of the inhabitants within the vicinity of each airport and the public in general. The plan, adopted in 1982, was updated and amended in 1993 to be a more effective tool in protecting airport operations. An amendment to the ALUCP was approved by the SJCOG Board in 1997, which changed the land-use zones for Tracy Municipal, in accordance with Caltrans planning guidelines. In 2009 SJCOG completed a comprehensive update to the 1993 ALUCP. The update established new compatibility zones and policies for all of the County's public use airports with the exception of Stockton Metropolitan Airport. Stockton Metropolitan was not included within the 2009 update due to ongoing delays in updating the Airport's Master Plan. The Stockton Metropolitan Airport ALUCP was approved in 2016. FAA approval of the airport's proposed layout plan was received in late 2017, triggering a minor administrative update the ALUCP expected to be approved in 2018.

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/use applications that fall within an airport's Area of Influence are reviewed and commented on to ensure compliance with the

ALUCP. A permit type-based 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 airports and the impact that this will have on the future of the airport operations and the health and safety of the public can become a concern.

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.

Tracy and Stockton Airport Development Programs

The 2022 RTP Project List appendix identifies the most recent development programs for the Tracy Municipal and Stockton Metropolitan Airports. They are included in this Plan as required by law. The programs are the means by which the airports seek funding from the Federal Aid to Airports program and the California Aid to Airport program.

Ongoing Efforts

- Support and assist in development of additional passenger air carrier service at Stockton Metro.
- Assist Stockton Metro and Tracy Municipal 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, 2022-2029

- 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 RTD as needed to improve transit coverage, frequency, and service span, and expanding the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities or older adults.
- Administrative updates of Stockton Metropolitan Airport's ALUCP for consistency with the approved Airport Master Plan.
- Administrative updates of San Joaquin County's ALUCP.
- Assist the City of Stockton and San Joaquin County to fund and complete the French Camp Interchange improvement 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, 2029-2046

- 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., 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 the center of the State which connects 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 "Highway Freight Network Tiers – Northern California" is from the State of California's California Freight Mobility Plan (CFMP) which shows how 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 east of the Golden Gate Bridge, 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 service to more than seven million square feet of warehousing is 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.

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 Streak" 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. Efforts are on the way to significantly expand the UP Intermodal Terminal operations towards Airport Way.

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.

Private/Public Sector Partnerships

Formulating and maintaining private/public 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 interregional partnerships and cooperation.

The Committee continues to meet on a bi-monthly 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 focused 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 the 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 double by the year 2040 from increased population and economic activity. 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 intermodal, 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.

California Freight Mobility Plan

Caltrans' Division of Transportation Planning developed the California Freight Mobility Plan (CFMP) in 2014 as an update to the Goods Movement Action Plan (GMAP).

The CFMP is a statewide, long-range plan for California's freight transportation system. Developed in collaboration with our partners, the CFMP was developed by the California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) in consultation with the California Freight Advisory Committee (CFAC).

As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable, freight mobility.

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-up 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.

San Joaquin Valley Interregional Goods Movement Plan

The San Joaquin Valley Interregional Goods Movement Plan identified a future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy, including a list of regional improvement priorities The planning effort occurred over a 24-month period beginning in May 2011 and included numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry and others.

This plan recognizes that the efficient and safe movement of goods is a crucial aspect of daily life for residents and businesses alike in the San Joaquin Valley. For Valley residents, goods movement is essential to deliver food to grocery stores, consumer goods to stores, furniture and goods to offices, and packages to people's homes – even tap water depends on the timely arrival of treatment chemicals. Likewise, goods movement-dependent industries rely heavily and visibly on transportation as a key part of their operations.

The technical analysis and stakeholder outreach completed throughout the San Joaquin Valley Interregional Goods Movement Plan revealed that there are numerous challenges facing the safety and efficiency of the region's goods movement system. Many of these challenges can be grouped around six main issues: increased population and industry activity means trucks and cars vying for limited roadway access, leading to congestion and bottlenecks throughout the region; lack of transportation modal choices, environmental and community impacts of goods movement, maintain and improve connections to international markets, the importance of the East-West Corridors and last mile facilities, and build a transportation system to encourage economic development. Some issues and challenges deal with the safety or maintenance of the region's infrastructure, while others describe operational inefficiencies. These issues and challenges helped to guide the creation of performance measures and the project prioritization process that was a central part of this plan.

The San Joaquin Valley Interregional Goods Movement Plan led to two follow-up studies, the I-5/SR 99 Goods Movement Corridor Study and the Sustainable Implementation Plan, described in the next sections.

I-5/SR 99 Goods Movement Corridor Study

The objective of this study is to look at strategic approaches to addressing future freight demand and to identify the most feasible options that emphasize innovative approaches. This study will examine innovative approaches that create opportunities for public-private funding partnerships (such as tolled truck-only lanes), that create incentives to the trucking industry to manage demand (through use of larger combination vehicles or novel technology solutions), efficiency improvements that rely on Intelligent Transportation Systems (ITS) or other technology options, and greater use of alternative modes such as rail. While many of these approaches have been examined in past studies, there has never been a comprehensive examination to determine which options are the most feasible, which will draw the most positive response from industry, and which will work most effectively with other plans for these two highway corridors while minimizing negative impacts on connecting roadways and adjacent communities.

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The purpose of this study was to build on the work conducted in the San Joaquin Valley Interregional Goods Movement Plan (SJVIGMP), and take the next steps to address issues raised in the SJVIGMP. This was accomplished by designating priority first and last-mile goods movement connectors and identifying any needed improvements to the connectors; identifying truck route and parking needs and strategies; identifying priority rural corridors; developing a framework for improving and maintaining the Valleywide truck model; and coordinating all of these efforts with the Valley Regional Transportation Planning Agencies' (RTPA) Sustainable Communities Strategies (SCS) and other planning efforts at the local, state, and Federal level.

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 goods movement industry.

Railroad Grade Crossing/Separation Improvements

SJCOG recognizes the need for Railroad Grade Crossing Improvements, particularly grade separations, to 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 the importance and delivery of railroad crossing and full separation projects. The Measure K renewal includes over $77 million 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 on 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 on the highway system. This study was completed in 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 region's 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 identified 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 contained in the 2022 RTP project list appendix. Rail corridor improvements that impact freight movement, such as sidings, signalizations, and improved alignments and grades, are shown in the Transit Investments, and are also contained

in the 2022 RTP project list appendix. 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.

Proposed Actions

Short-Range Plan (2022-2031):

- 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 CFMP and other state sponsored projects;
- 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 ground 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 (2031-2046):

- 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 freely 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.

ACTIVE TRANSPORTATATION ACTION ELEMENT

Active transportation is any self-propelled, human-powered mode of transportation, such as walking, bicycling, or even skateboarding. These modes of transportation promote physical activity and reduce air pollution, while encouraging residents to connect with their surroundings and become less reliant on cars. 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 appendix section focuses on Bicycle travel. However pedestrian travel is also a viable alternative in San Joaquin County. Urbanized downtowns and mixed-use centers can provide densities and mixes of land-use types more conducive to active transportation. In addition, smaller communities in San Joaquin County often have older residential neighborhoods located in fairly close proximity to small downtown commercial centers. Mild weather, coupled with pedestrian amenities, can make walking a viable alternative mode of travel. Often 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 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 keeping with Complete Streets concepts, when urban roads are either newly constructed or improved, a bicycle lane is often included as part of the project. Hence, many recently completed and planned in the Regional Roadway Improvements section of the project list, as well as general rehabilitation projects, include new or upgraded bicycle or pedestrian elements.

SJCOG awarded over $7.5 million toward bicycle projects during the 20-year life span of the original Measure K. Major projects included: San Joaquin County's Bicycle Master Plan, City of Stockton's Calaveras River bike path, the 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.

Bike Racks on Buses

RTD, the regional bus service transit provider, City of Escalon Dial-a-Ride and Lodi Grapeline have installed bike racks on 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.

Bike Facilities at Multi-Modal Stations

RTD 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 and allocates 60% of Measure K bicycle revenues based on population. The competitive category award process occurs every four years with an allocation of 40% of Measure K bicycle revenues for a formal call for projects and selection process based on scoring criteria.

Pedestrian Enhancements

Many pedestrian and beautification efforts have occurred or are underway including 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 cities to create an efficient network is increasing. Gap closures within cities and continuity of bike infrastructure between jurisdictions in the unincorporated county will continue to make biking a more 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 right-of-way, 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 unused to sharing the roadways with bicycles, leading to bike/automobile conflicts. Education regarding the transportation system must include cyclists, pedestrians, motorists, and transit passengers.

Current Planning Activities

Local Bicycle and Pedestrian Plans

In 2012, with funding from the Measure K Renewal, SJCOG developed the Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan. This regional plan for San Joaquin County serves as a guide to planning, developing, and managing a regional bicycle and pedestrian network. The goals of the plan include:

- Increasing bicycle and pedestrian mobility throughout San Joaquin County
- Improving bicycle, pedestrian, and school access safety
- Increasing education and awareness of bicycling and walking in San Joaquin County

- Addressing congestion near schools and on the Regional Congestion Management Program Network

Additionally, the plan identifies bikeways and pedestrian projects of regional significance and includes an implementation and funding strategy to help agencies involved in the implementation of the plan. Several jurisdictions in the County have recently or are in the process of updating their own active transportation or bicycle master plans. For instance, the city of Lodi's plan was updated in 2012, while Stockton's update was completed in 2017. As more of these plans are completed, SJCOG will consider updating the current regional plan to reflect these new planning efforts.

In order to support the priorities identified in the regional plan, SJCOG is responsible for administering, federal, state, and local funds to implement active transportation projects throughout the region.

CalTrans Smart Mobility Framework (SMF)

The Caltrans Smart Mobility Framework is a key strategic tool for integrating transportation with land-use and developing multi-modal travel options. The framework provides guidance to communities looking to incorporate multi-modal concepts into their current planning initiatives. One such tool is the SMF Learning Network – a series of educational forums and webinars designed to share examples of SMF applications and encourage partnership opportunities between CalTrans and other agencies.

California Complete Streets Act of 2008 (AV 1358)

This legislation requires cities and counties to identify how the jurisdiction will provide accommodation of all users of roadways during the revision of the circulation element of their general plans. General Plan guidelines, updated in 2016, provides guidance on how cities and counties can modify the circulation element to plan for a balanced, integrated, multi-modal transportation network. While the act provides no statutory requirements for regional agencies, they are encouraged to consider complete streets concepts in the programming of financial resources.

Active Transportation Program

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking & walking. ATP Guidelines distribute the total annual funding capacity between three separate programs with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50% going to a statewide program. All funding must be competitively awarded with the requirement that 25% of the funds in each program benefit disadvantaged communities. The ATP has two separate grant processes—one led by the State and the other

led by the nine large MPOs including SJCOG. To date, four funding cycles of the ATP have been completed, while the fourth cycle will be completed after the adoption of the 2022 RTP/SCS. The results of the previous ATP cycles are described below, with many of these projects being delivered in the early years of the 2022 Plan.

2014 ATP Cycle 1

In 2014, the SJCOG board approved using $50,000 in Measure K funds to provide consultant assistance to local jurisdictions for applications for the first ATP Cycle. 29 applications were submitted by San Joaquin County jurisdictions, among 770 applications statewide that requested a total of over $1 billion.

Four projects from the City of Stockton received approximately $3 million from the statewide portion of ATP Cycle 1, including funding for an updated Bicycle Master Plan and a new Safe Routes to School Plan that were both adopted in December 2017.

During the regional portion of ATP Cycle 1, the SJCOG Board approved eight projects from the cities of Lathrop, Lodi, Ripon, Stockton, Tracy, and the County of San Joaquin to receive a combination of $2.97 million in ATP funds and $1.5 million of Regional Surface Transportation Program (RSTP) funds. The SJCOG Board approved using these RSTP funds from the 25% SJCOG regional share to supplement the limited ATP funds available.

2015 ATP Cycle 2

For ATP Cycle 2, no discretionary funding was available to provide consultant assistance or to supplement the regional ATP funding set aside for SJCOG. SJCOG staff offered technical assistance to local jurisdictions for the preparation of grant applications, including providing mapping support and providing assistance related to Disadvantaged Communities and census data.

16 applications from the region were part of the 617 applications statewide which competed for approximately $180 million in Statewide ATP funds. These 617 applications requested a total of over $1 billion. The City of Stockton and the County of San Joaquin were the only local jurisdictions to submit ATP applications for Cycle 2,The City of Stockton received $396,000 in Statewide ATP funding for their Greater Downtown Active Transportation Plan project. During the Regional portion of ATP Cycle 2, the SJCOG approved awarding all of $2.9 million available for the City of Stockton's Miner Avenue Complete Streets project.

2017 ATP Cycle 3

During the 2017 ATP Cycle 3, eight applications from the Cities of Lodi, Stockton, Tracy, and San Joaquin County were part of the 456 applications statewide which competed for approximately $122.8 million in statewide ATP funds. These 456 applications requested a total of nearly $1 billion. The California Transportation Commission (CTC) did not recommend any statewide ATP Cycle 3 funding for projects in San Joaquin County. Cycle 3 was highly

competitive due to only two years of funding being available, and no San Joaquin County projects met the scoring threshold. For the regional portion, there were not enough ATP funds to fully fund the top ranked projects. As a result partially funding three of the larger projects in Stockton, along with fully funding projects in Lodi and Tracy and partially funding a project from RTD. To provide benefits throughout San Joaquin County and allow some immediate benefits for bicyclists, pedestrians, and students. The top three projects recommended in the City of Stockton were just short of being ranked high enough to receive statewide, and SJCOG recommended programming some seed money for preliminary phases would allow them to compete better for ATP Cycle 4 and other funding sources such as Measure K, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), or Cap & Trade in the future to complete the projects. Subsequently, two of the City of Stockton's projects received CMAQ funding to fully fund the projects.

2017 ATP Augmentation

The passage of Senate Bill 1 directs $100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program (ATP) beginning in Fiscal Year 2017/18. The 2017 ATP Augmentation Guidelines were adopted by the CTC on June 28. The guidelines specified that MPOs use the funds to advance projects awarded through the 2017 Regional ATP Cycle 3 and to fund projects from the 2017 Regional ATP Contingency List. Because all other projects on the previously adopted contingency project list for ATP Cycle 3 had been fully funded, either through ATP funds or CMAQ funds, SJCOG staff examined the project scores of the remaining projects submitted in ATP Cycle 3 that had been resubmitted to be considered for the ATP Augmentation Funds. As a result, SJCOG recommended two of the remaining three unfunded projects be fully funded with ATP Augmentation Funds, and two of the other projects could be advanced.

2019 ATP Cycle 4

During the 2019 ATP Cycle 4, 23 applications from San Joaquin County were part of the 552 applications statewide that competed for approximately $223 million in statewide ATP funds. These applications requested a total of over $2.2 billion. The CTC announced their staff recommendations for the statewide portion of the 2019 ATP on December 28, 2018. These recommendations included $4,390,000 for the City of Stockton's California Street Separated Bikeway and $2,838,000 for the Stockton Safe Routes to Schools Safety and Connectivity Improvements. The remaining applications were reviewed by a multidisciplinary advisory committee as required for the MPO Competitive Project Selection Process. Projects selected included San Joaquin County's Oro Avenue and Section Avenue Sidewalk Improvements was recommended for full funding ($1,439,000). The remaining $2,105,000 of funding was recommended for the next highest ranked project, the City of Stockton's Safe Routes to School Sidewalk Gap Closure Project. This amount was sufficient to fully fund the project development and right of way phases and partially fund the construction phase.

2021 ATP Cycle 5

Given the strong demand for active transportation funding, the SJCOG Board elected to undertake a combined call-for-projects for ATP Cycle 5 funds, Measure K funds, and funding set aside from the Congestion Mitigation and Air Quality Improvement Program (CMAQ) for active transportation. Combining the calls-for-projects streamlined the process, and made a much larger amount of funding available for projects. A multidisciplinary scoring committee reviewed applications, and made recommendations for programming the $18,352,000 made available.

Proposed Capital Improvements

The Measure K Renewal Ordinance and Expenditure Plan as passed by the voters of San Joaquin County in 2006 includes a Bicycle, Pedestrian, and Safe Routes to School Funding Program. The Measure K Expenditure Plan specifies that 60% of the funds will be allocated according to a competitive process. The Expenditure Plan also specifies a minimum of $65 million in federal transportation funding or Measure K funding will be made available during the life of the Measure K Renewal program for smart growth incentives to local jurisdictions in San Joaquin County. These funds will be available for infrastructure improvements 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.

As part of the adoption of the 2017 Measure K Strategic Plan, the SJCOG Board approved a combined Call for Projects for the Measure K Bicycle, Pedestrian, and Safe Routes to School Competitive Program and the Smart Growth Incentive Program in Fall 2017. A total of $19.63 million was made available, with $3.85 million will be available for the Bicycle, Pedestrian, and Safe Routes to School Competitive Program, $7.78 million for the Smart Growth Incentive Program, and $8 million from the former Measure K debt service reserve fund that will be available for either program. In addition, SJCOG set aside $170,000 to provide project and application development assistance to local agency project sponsors. These funds were divided with $20,000 each to the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, and Tracy, $25,000 to the City of Stockton, and $25,000 to the County of San Joaquin.

A total of 40 applications were received through the Call for Projects, with funding anticipated to be awarded in February 2018. This infusion of Measure K funds will allow projects to leverage local funding to compete for additional funds through the state Active Transportation Program and other funding sources.

Proposed capital bicycle and pedestrian projects for this Regional Transportation Plan are shown in Table 6-8 from appendix F. 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 (2022-2031)

- 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.
- Update 2012 Regional Bicycle Plan as appropriate

Long Range Plan (2032-2046)

- Periodically update the regional bicycle plan as appropriate;
- Continue to educate the public on the benefits of bicycle and pedestrian transportation;
- 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 particulate matter less than 2.5 microns in diameter (PM-2.5) 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 appendix. 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 18 park-and-ride lots located in San Joaquin County. Each offers parking for 15 - 180 vehicles. There are three Caltrans lots, four capital lots and three lease lots funded with Measure K funds and eight developer/city/community lots with over 1,200 total spaces.

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 serves as a guide for the development of corridor-level park-and-ride demand estimates for the future and identifies potential park-and-ride lot investment needs within the County.

Ridesharing (dibs)

dibs, a program of the San Joaquin Council of Governments, offers smart travel planning, commuter matching, marketing services and incentives for San Joaquin County, Stanislaus County and Merced County. **dibs** focus is to reduce traffic congestion and improve air quality by motivating commuters to consider alternatives to driving alone and consider transit, biking to work, vanpooling or carpooling as viable options. To encourage behavior change, the program provides commuters with a variety of tools and services and assists employers with developing sustainable transportation plans to educate and assist employees. Program elements include a multi-modal trip planning system, emergency ride home program, vanpool incentive and employer outreach services. **dibs** is also a resource to employers required to implement Rule 9410, the trip reduction mandate established by the San Joaquin Valley Air Pollution Control District.

As of 2016-2017, **dibs** accomplishments include:

- 8,254 commuters registered in dibs trip planning system
- Commuters saved a total of $64,796.00
- A savings of 45 metric tons of CO2 to the environment.
- A total of 126 vanpools
- 6,960 trips logged by commuters utilizing smart travel modes

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

As a congestion management strategy, SJCOG partners with Caltrans and the California Highway Patrol to provide Freeway Service Patrol (FSP) program on heavily congested freeway corridors and designated freeway construction zones. Typically offered during peak commute hours, the goal of FSP service is to remove disabled/stranded vehicles and obstructions on the freeways as rapidly as possible which eliminates problems that contribute to non-recurrent congestion. For FY 2016-2017, there were 5,911 total assists from service provided on I-205, I-5 and SR 99. Currently, the program provides FSP service during peak commute hours on a 16-mile section of I-205 near Tracy.

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
- Changeable 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 the 2022 RTP project list appendix. They include the continuation of existing TCMs, as well as expansion as demand warrants and funding allows.

Proposed Actions

Short Range Plan (2022-2031)

- 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

Long Range Plan (2027-2042)

- 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 RTD, 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, 2022-2031

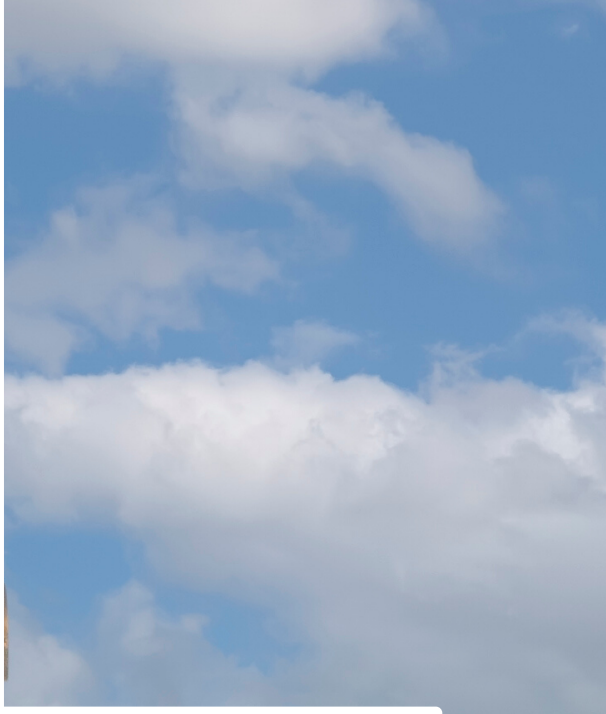
- Continue to support local in developing their ITS plans
- Continue to support the implementation of the City of Stockton' ITS plan
- Implement projects outlined in the SDP for San Joaquin County.
- Continue to search for additional funding

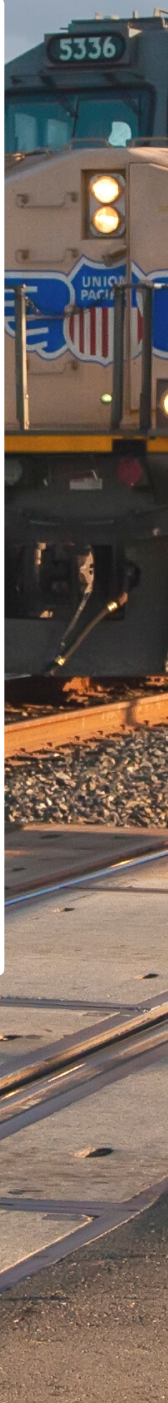
Long Range Plan, 2032-2046

- 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.

APPENDIX M1

Plan Performance Report





REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

REGIONAL PROGRESS: Performance Indicators and the SCS

Introduction

Implementation of the transportation projects and investments for the 2022 RTP, as measured by the performance indicators outlined, results in substantial positive outcomes and benefits for the San Joaquin County region. California's Senate Bill 375, and a continuing emphasis at both the State and Federal levels for performance-based planning, have changed the landscape of how success in regional transportation planning is measured. Benefits are measured not only with respect to transportation and mobility, but across a wide range of critical issues related to air quality and health, sustainability, resource conservation, locational efficiencies, housing and employment, equity, and economic vitality. The Plan tracks twelve regional targets, some of which are also tracked for communities of concern, to measure the Plan's progress in meeting its articulated goals.

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 public participation process has shed light on important values such as mobility choice and accessibility, travel time reliability, cost effectiveness, and environmental sustainability. The indicators in this report were largely developed through work with the RTP/SCS Working Group during development of the 2014 Plan and have been carried over to the 2018 and 2022 Plans. In choosing indicators, staff focused on a relatively short list of metrics that could be readily quantified with available tools and data, as well as compared to empirical data to provide historical context to the outcomes. Other factors influencing metric selection were whether the target could address multiple policy considerations and ease of understanding for the public outreach process.

As with the 2018 plan, SJCOG has modeled health-related metrics through a stand-alone module integrated into the Envision Tomorrow Scenario Planning tool. Health-indicators are modeled separately from air quality emissions and active transportation trip estimates for the travel demand mode. The metrics are discussed in Chapter 5 and the results are covered in more detail in Section 5.2.1 of Appendix S. SJCOG is continuing to invest in travel demand, scenario modeling, and other quantification methods to define metrics that will provide even greater insight into the ways in which policy can influence positive outcomes for San Joaquin County residents in the arenas of health, mobility, economic development, quality of life, and sustainability. New indicators will be developed as tools and techniques of analysis are improved.

Besides their use to describe the performance of the RTP, most of the indicators were utilized during the public outreach process to aid interested citizens, stakeholder groups, and advisory committees understand the policy choices and trade-offs with the alternative land-use and transportation scenarios that could be selected to form the foundation of the RTP. Appendices K and P contain additional information on the public outreach process and results.

The following table provides a listing of the performance outcomes, their definitions, the "target" for each indicator, and the data source utilized to measure the outcome. The Plan is measured against six

broad categories of indicators that support it's eight policy goals and associated 30 strategies for implementation.

Table M.1

Measure of Effectiveness	Description	Target	Data Source
Travel Related Indicators			
Vehicle Miles Traveled (VMT) per Capita	Vehicle miles traveled per person/total 2046 population	Improvement Over 2016 Baseline / Compare to 2018 Plan	SJCOG MIP Travel Demand Model
Trip Mode Share	Percent of trips by mode of travel (e.g., single occupant auto, bike, walk, transit, carpool 2+)	Improvement Over 2016 Baseline / Compare to 2018 Plan	SJCOG MIP Travel Demand Model
Average Trip Length	Total Vehicle Miles Traveled / Number of Trips for all Purposes	Improvement Over 2016 Baseline / Compare to 2018 Plan	SJCOG MIP Travel Demand Model
Transit Ridership	Number of passenger trips (Total Passenger Trips * Mode Share)	Improvement Over 2016 Baseline / Compare to 2018 Plan	SJCOG MIP Travel Demand Model
Bike and Walk Trips (Active Transportation)	Number of bike and walk trips (Total Passenger Trips * Mode Share)	Improvement Over 2016 Baseline / Compare to 2018 Plan	SJCOG MIP Travel Demand Model
Health & Environmental Indicators			
GHG Emissions per Capita	Total CO2 (GHG precursor) from passenger vehicles and light duty autos only. Targeted reduction of 12% by 2020 and 16% by 2035	Meets SB375 per capita GHG-reduction targets	SJCOG Travel Demand Model / ARB EMFAC 2014 Model
Resource Conservation Indicators			
Acres of Land Consumed	Total acres of land consumed due to new development	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Acres of Prime Farmland Consumed	Total acres of prime farmland consumed due to new development	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Efficiency			
Energy Usage per New Household	Average daily energy usage in new units	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Water Consumption per New Household (Internal & External)	Average daily household water usage in new units	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Land Use Mix	Percentage of new development that is within the FMMP Existing Urbanized Area and Net Redevelopment	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model

Housing and Employment			
Housing and Employment near Major Transit Routes and Stations (SB375 defined High Quality Transit Areas)	Percent of new housing and employment located within ½ mile of major transit route (15-minute headway), bus transfer station, or ACE station	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Residential Density	Change in residential density for new housing	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Equity (Environmental Justice Areas vs. Non-Environmental Justice Areas) SEE CHAPTER 5 and APPENDIX P for DISCUSSION of These Indicators			
Health Risk Assessment of Roadway Pollutants	Percentage of households within 500 feet of high-volume roadway (>100,000 average daily traffic)	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Housing Type	Percent of new housing by type (large- lot, small-lot, attached, multi-family)	Improvement Over 2018 Plan	Envision Tomorrow Land Use Allocation Model
Safety			
See Appendix "N" for Safety Performance Target Discussion on Methodology and Measurement		Meet State Target Goals	
Economic Vitality			
Job Creation	Number of direct, indirect and induced jobs	Stand-Alone Metric	University of Pacific Business Forecasting Center Estimates

2022 RTP/SCS performance indicators are included on the following table. The indicators were reorganized in the table to follow their inclusion in Chapter 5.

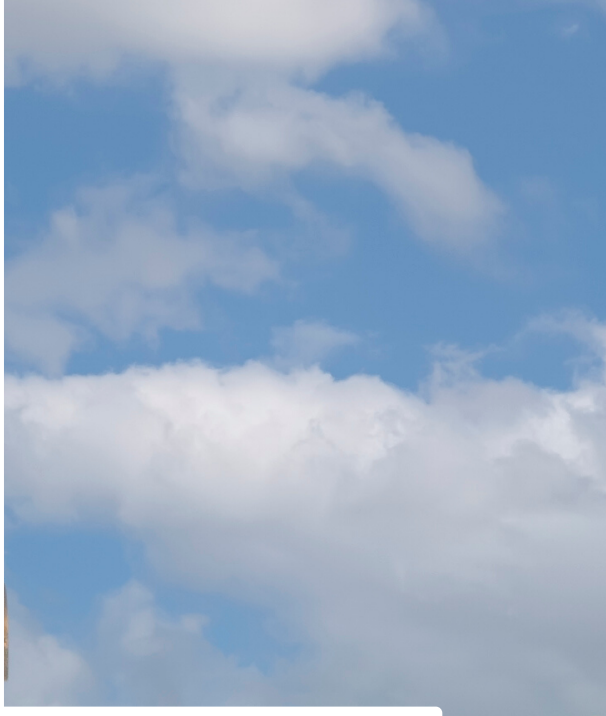
Plan Performance Measures Summary (2046)	2016 Baseline	2018 Plan	2022 Plan
Enhance the Environment for Existing and Future Generations and Conserve Energy			
Land Use Mix:			
Percent of New Growth In Existing Urbanized Area or Redeveloped (Acres)	N/A*	5.66%	55.27%
Percent of New Jobs in Existing Urbanized Area or Redeveloped	N/A*	17.55%	29.42%
Percent of New Housing Units in Existing Urbanized Area or Redeveloped	N/A*	9.45%	20.31%
Total Acres of Land Consumed	N/A*	25,599	20,326
Acres of Prime Farmland Consumed:	N/A*	7,694	4,060
Energy and Water:			
Energy Use per Household: (in Million BTUs/Year/Household)	N/A*	120	97
Water Consumption per Household: (in Gallons/Day/Household)	N/A*	308.3	417
Improve Air Quality and Reduce Greenhouse Gases:			
GHG Emissions Per Capita % Change From 2005 to 2046 (No target established)	N/A*	-21.6%	-16.8%
From 2005 to 2035 (SB 375 Target is 16%)	N/A*	-15.7%	-16.4%
Vehicle Miles of Travel (VMT) (daily per capita) - Modeled	**23.24	21.98	23.63
Vehicle Miles of Travel (daily per capita) – Adjusted for Induced Demand	N/A*	N/A*	24.92
Maximize Mobility and Accessibility			
Average Trip Length	12.63	13.00	11.86
Transit Ridership (Boardings)	50,973	30,154***	74,053
Average Travel Time (in minutes) by Mode:			
Drive Alone	33.40	34.07	32.24
Shared Ride 2 riders	22.98	25.12	24.27
Shared Ride 3+ Riders	20.78	20.98	21.34
Transit	13.70	17.24	14.24
Walk	7.80	7.54	8.93
Bike	25.30	26.41	25.21

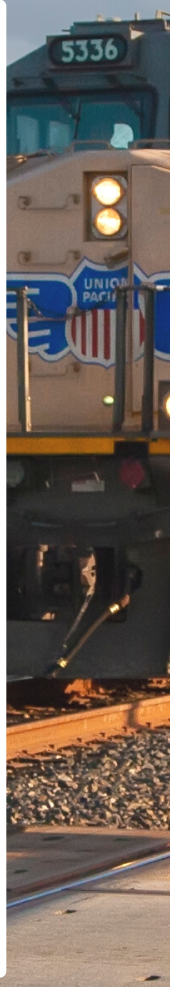
Plan Performance Measures Summary (2046)			
	2016 Baseline	2018 Plan	2022 Plan
Preserve the Efficiency of the Existing Transportation System			
Percent of Housing Near High-Quality Transit Areas (Stops and Centers) – New Growth			
Housing	N/A	25.2%****	12.6%
Employment	N/A	39.1%****	18.6%
Total Land Consumed for New Development	N/A		
Total Acres of Land Consumed		25,599	16,574
Support Economic Vitality			
Job Creation			
Direct, Indirect and Induced Employment from Transportation (Average Annual)	NA	3,400	6,277
Improve Public Health and Build on Active Transportation			
Residential Density (Units/Net Acre) for New Growth	N/A*	8.7	9.9
Trip Mode Share			
Drive Alone	38.23%	38.76%	35.38%
Shared Ride 2	34.89%	19.78%	35.55%
Shared Ride 3	16.78%	35.35%	18.56%
Transit (Walk + Drive)	1.32%	0.74%	1.43%
Walk	7.56%	4.79%	7.52%
Bike	1.45%	0.58%	1.56%
Bike and Walk Trips	347,930	220,147***	470,213

* Metrics derived from Envision Tomorrow Model are for new development only. See Regional Progress Report section for additional information on existing conditions.
** 2016 Modeled per capita VMT / HPMS number will vary.
*** Not directly comparable due to model recalibration and base year update.
**** 2018 Plan included transit stations, lines and stops while the 2022 Plan included only stations and stops.

APPENDIX M2

Regional Progress Report





REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

REGIONAL PROGRESS: Selected Trends Report

This report focuses on a selection of the 2022 Regional Transportation Plan/Sustainable Communities Strategy Plan (Plan) performance indicators to provide a context for monitoring progress toward the Plan's goals. The purpose of monitoring the indicators is to have a better understanding of what the region has looked like in the past, where the region has grown, and where the region can do better. Seeing historical trends in data allows SJCOG to compare the indicators[1] with performance metrics[2] . This is an important step because it helps us ensure that there is progress occurring where it needs to and that we work on the areas that could use more improvement. The next several pages of this document show historical trends around the aforementioned indicators, as well as descriptions of each indicator and why it is tracked. Methodology for each graph is included in the descriptions.

Please see list of indicators below.

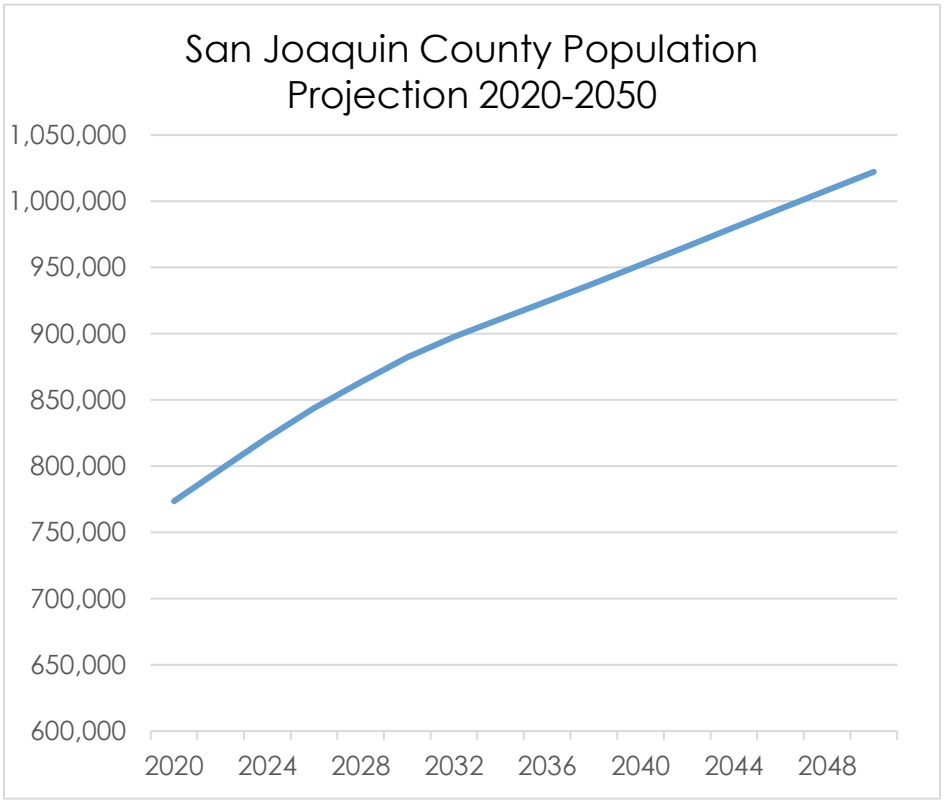
[1] Historical trends in line with empirical data.
[2] Statistical numbers that come from the transportation model and show future projections

Measure of Effectiveness	Description	Goal	Status Since 2018 RTP/SCS Plan
Travel-Related Indicators			
Vehicle Miles Traveled (VMT) Per Capita	Vehicle miles traveled per person	Reduce VMT	Improving
Trip Mode Share	Percent of trips by mode of travel (e.g. single occupant auto, bike, walk, transit, carpool 2+ occupants)	Reduce single occupant auto, increase other modes	Single Occupant Auto and Carpool – Stable Walk and Bike – Worsening Transit – Improving (Pre-COVID-19 Pandemic)
Travel Time to Work by Percent	Percent of workers who spend a certain amount of time commuting to work	Reduce percent of workers who commute 60+ minutes one-way	Worsening (Pre-COVID-19 Pandemic)
Total Miles of Bikeways	Miles of Class I and II facilities	Increase miles of Class I and II bikeways	Improving
Safety Indicators			
Fatal collisions and Fatalities	Number fatal collisions and fatalities – auto, bike pedestrian	Reduce fatal collisions and fatalities	Improving
Resource Conservation Indicators			
Acres of Prime Farmland,	Total acres of prime farmland consumed due to development. Total acres of urban and built-up land	Reduce rate of prime farmland consumption	Improving
Acres of Urban and Built-Up Land	Total acres of urban and built-up land	Reduce rate of land consumption for development	Worsening
Water Consumption per Household	Household water usage	Reduce water consumption per household and capita	Improving
Energy Usage per Household and Capita	Household energy consumption per household and person	Reduce energy consumption per household and capita	Improving
Economic Vitality Indicators			
Job Creation	Number of jobs, employment and unemployment data	Increase number of jobs, decrease unemployment rate	Improving (Pre-COVID-19 Pandemic)
Health and Wellness Indicators			
Obesity	Percent of adults and youth that are obese	Reduce percent of adults and youth who are obese or overweight	NA

County Demographics

As of 2019, the population of San Joaquin County was approximately 762,148 people (ACS 1-year estimate) and is expected to exceed 1 million people by the year 2047. Figure 1 shows that 2021 to 2024 will be the peak years of population growth with an annual growth rate of 1.5 percent or about 12,000 new residents per year. This population growth is forecast to gradually decline to 0.7 percent annually by 2034, where it will remain through 2050. The reason for this gradual slowing in population growth is the aging of the population (the 65+ age group is forecasted to almost double in size by 2050), the reduction of the rate of household formation due to more people postponing marriage or remaining single, and the expected reduction of in-migration from the Bay Area.[3] Accurate population data and up-to-date forecasts are crucial to the planning process and many indicators are tracked on a per capita basis (e.g. vehicle miles of travel and greenhouse gas emissions).

Figure 1



Source: University of the Pacific Center for Business and Policy Research, 2020

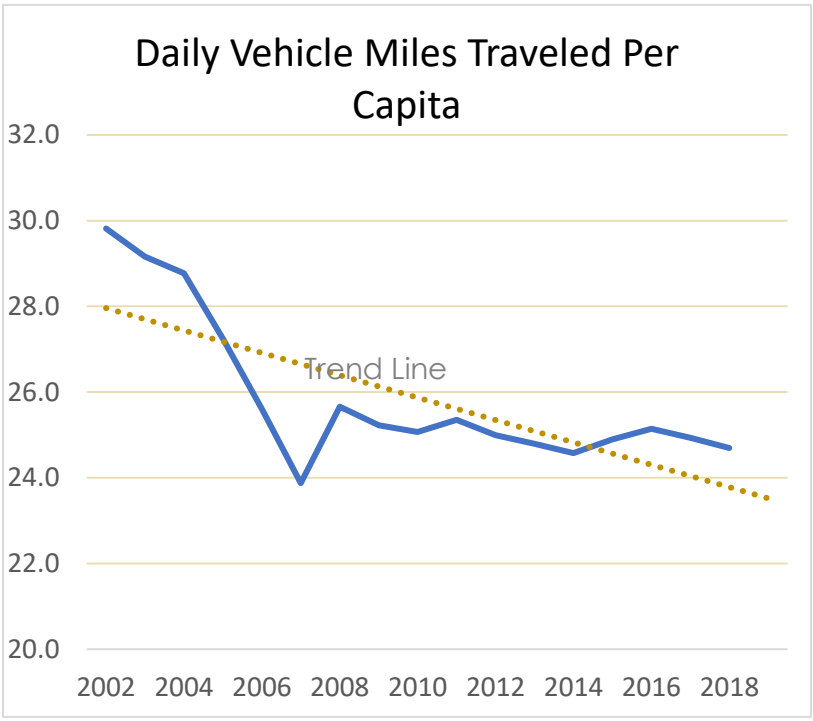
[3] University of the Pacific Center for Business and Policy Research

Travel-Related Indicators

Vehicle Miles Traveled Per Capita *(Goal: Reduce VMT per capita)*

Vehicle miles traveled (VMT) is defined as a measurement of the total miles traveled by all vehicles in an area for a specified time period. In transit, it is the number of vehicle miles operated on a given route or line or network during a specified time period. Reducing VMT reduces the amount of pollutant emissions from vehicles and reduces transportation system maintenance costs. Daily VMT per capita (DVMT) has been trending downward since 2002 (Figure 2). The DVMT per capita took a dive at the beginning of the great recession in 2008 and has remained at low levels even during the post-recession economic recovery. This general downward trend in DVMT per capita during bad and good economic times indicates that returning to pre-recession levels is very unlikely.

Figure 2



Source: California Public Road Data, Caltrans

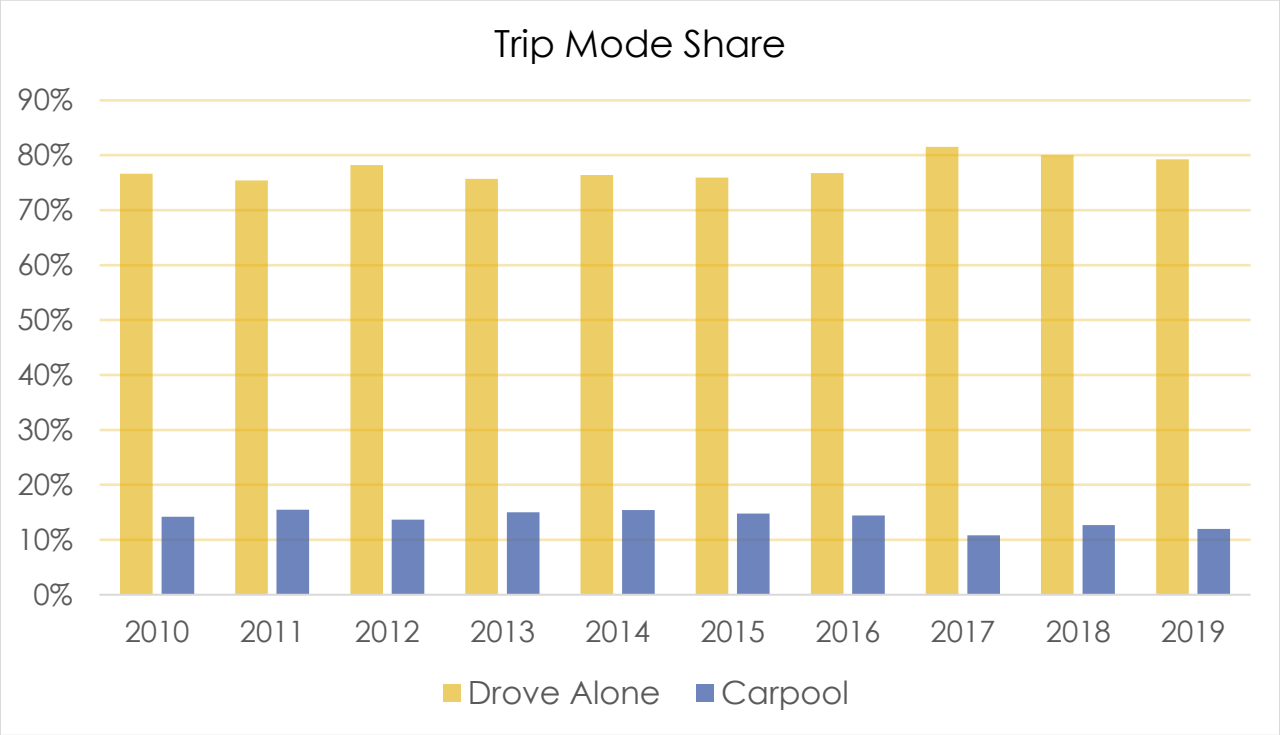
Trip Mode Share *(Goal: Reduce percent single occupant auto, increase percent of other modes)*

Trip mode share represents the different modes of transportation taken by San Joaquin residents to their daily destinations. High levels of single-occupant vehicles on the transportation network results in high levels of pollutant emissions from vehicles. Increasing use of other modes of transportation such as public transportation, walking and cycling results in lesser amounts of emissions or no emissions. The U.S. Census Bureau tracks mode share for workers only. The different modes tracked include drive alone trips in a car, truck, or van; carpool trips in a car, truck, or van; public transportation trips (not including taxis); bicycle trips; walking trips; and taxis, motorcycles, or other means. The primary mode of

transportation is the drive alone auto trip, followed by carpooling, though the percentage of carpool trips is still very low relative to the percentage of drive alone trips.

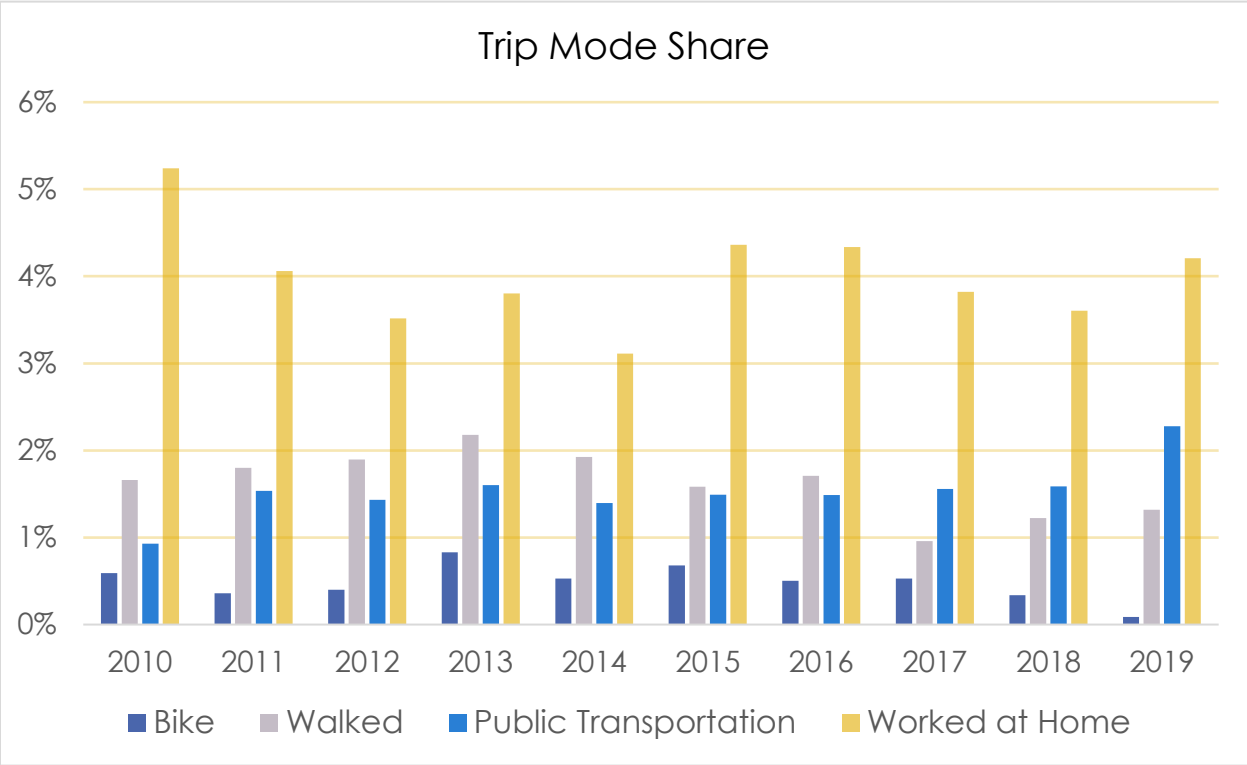
Figure 3 shows that drive alone trips has remained relatively constant. The percentage of these trips hovers around 80 percent and has for the last several years. Carpool trips remains around 14 percent of the trip mode share. Neither drive alone trips nor carpool trips have made significant increases nor decreases over the last several years. Figure 4 shows the remaining mode categories (except for the "Taxicab, Motorcycle, or Other Means" category). Since 2010, each of these categories has comprised less than three percent of the total mode share. The Bicycle and Walked categories have a downward trend since 2010 while Public Transportation has an upward trend. However, it remains to be seen whether this upward trend for Public Transportation will continue after the COVID-19 pandemic.

Figure 3



Source: U.S. Census Bureau 1-Year Estimates

Figure 4

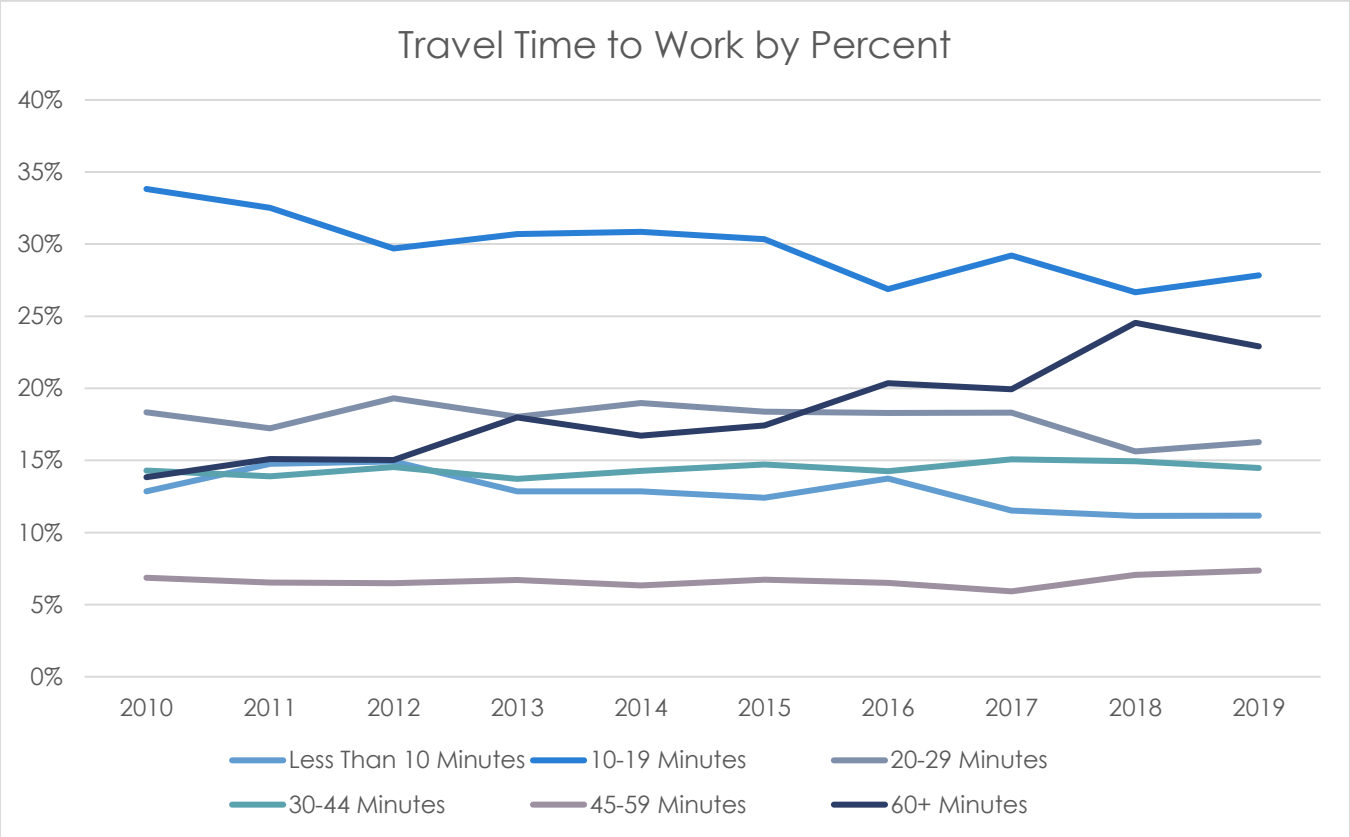


Source: U.S. Census Bureau 1-Year Estimates

Travel Time to Work by Percent (Goal: Reduce percent of workers who commute 60+ minutes one-way)

Travel time to work describes the number of minutes it takes to arrive at work from a worker's place of residence. There is a high cost when commuters take long auto trips to get to work. There is high cost to air quality due to the pollutant emissions from the vehicles. There is also a high cost to the commuter's health due to the stress of long commutes. Figure 5 below shows the historical trend in travel time in minutes. The Increasing travel time may be indicating increased traffic congestion, increased length of commute trip, or a switch to a different mode of travel that increases the travel time outside for the same length trip. Given historical commute patterns, commute times of less than 30 minutes are probably commuting within the county, while those commute times of 30+ minutes are probably out of county commuters. Figure 5 shows that those traveling 10-19 minutes represent the largest share of commuters. However, the share of these commuters has been declining since at least 2010 with a corresponding increase in the share of commuters who travel more than 60 minutes. The percent share of those who commute for more than an hour increased from 14 to 23 percent between 2010 and 2019. This trend is due to the in-migration of households of Bay Area workers who are looking for relatively cheaper housing options in San Joaquin County.

Figure 5

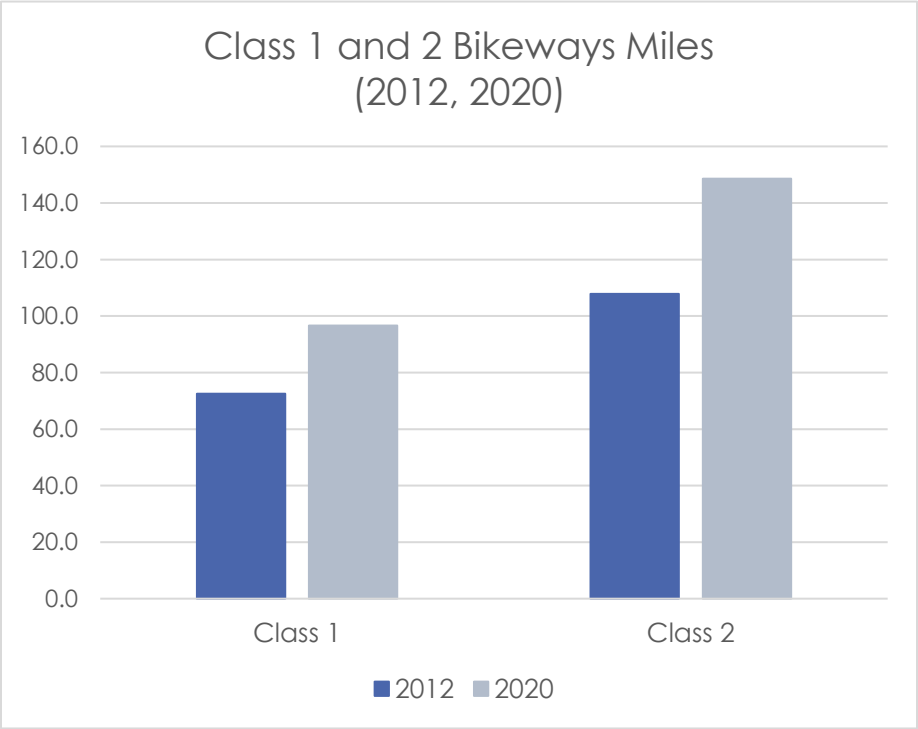


Source: U.S. Census Bureau 1-Year Estimates

Miles of Bikeways *(Goal: Increase miles of Class I and II bikeways)*

Using bikeways provides another traveling option for residents and workers and provide opportunities for physical exercise and recreation. Class 1 bikeways are usually paved multi-use paths that are separated from the roadway. Class 2 bikeways are striped lanes for bikes along the edges of the roadway. Figure 6 below compares the miles of Class 1 and Class 2 bikeways that existed in 2012 and 2020. Since 2012, there has been a 33 percent increase in Class 1 bikeway miles and a 38 percent increase in Class 2 bikeway miles.

Figure 6



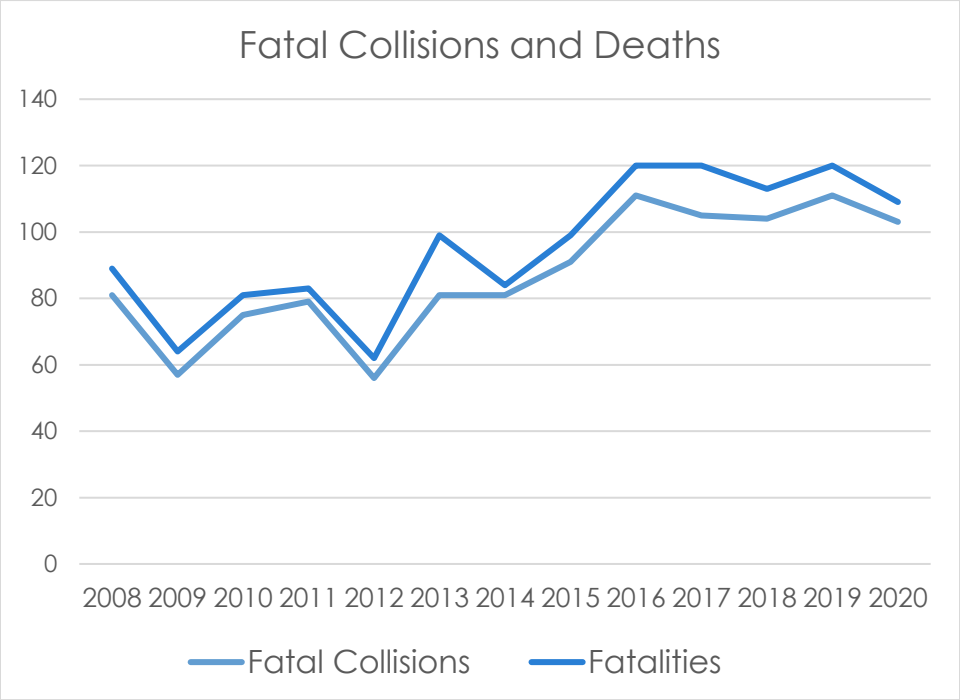
Source: San Joaquin Council of Governments

SAFETY INDICATORS

Fatal Collisions and Deaths *(Goal: Reduce fatal collisions and fatalities)*

Transportation planners design roadways to be safe as possible. However, due to human error, increment weather or other causes, there are fatalities on the roadways every year. Fatal collisions and deaths on the San Joaquin County's roadways increased between 2008 and 2016 due to the end of the recession and the resulting increase in drivers and vehicle miles traveled (Figure 7). However, since 2016, the number of fatal collisions and deaths has plateaued and has been going down slightly. This Plan invests significant revenues in safety related projects and supports current State goals for this metric. Chapter 4 of the Plan discusses safety investments. A fuller discusion of the Plan's safety perfomance and safety targets can be found in Appendix N.

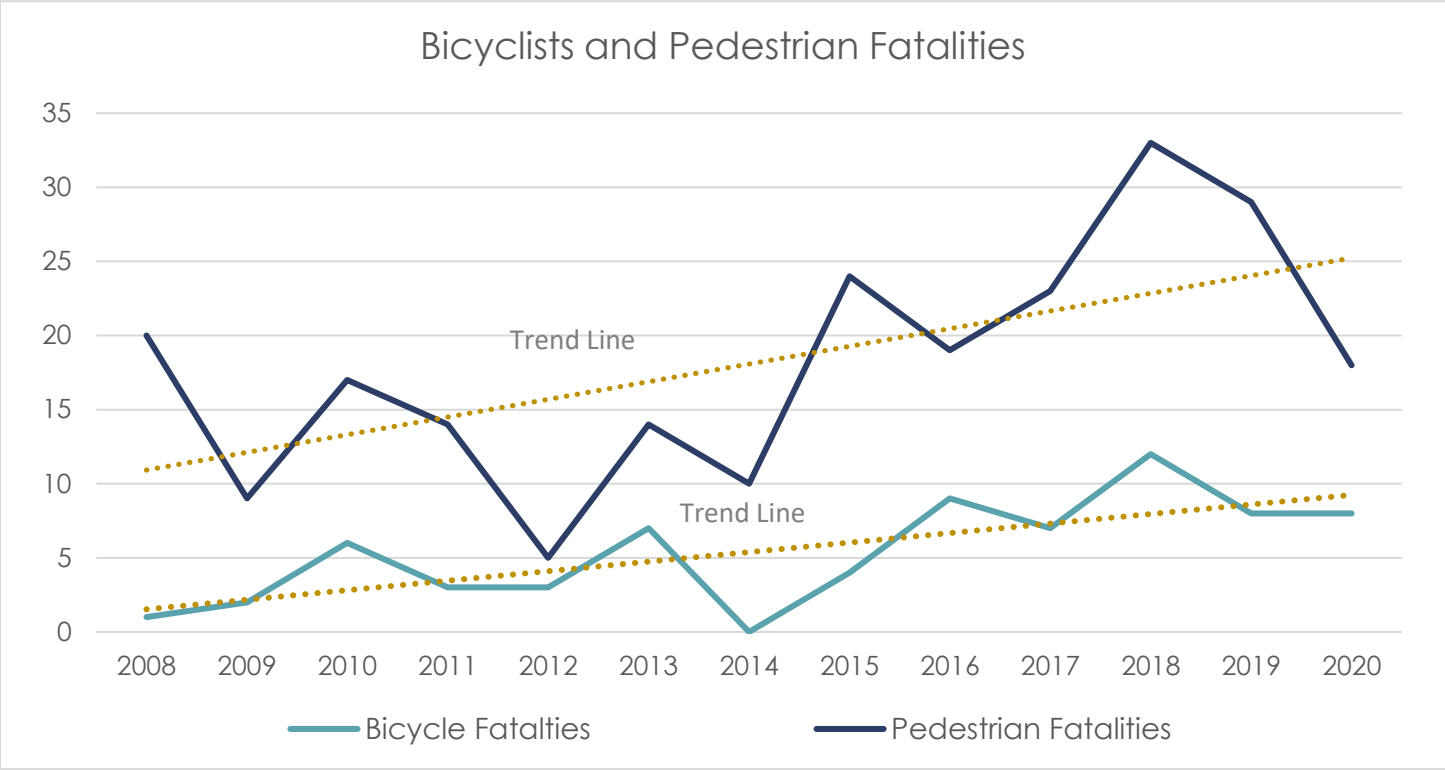
Figure 7



California Department of Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

Figure 8 shows the number of bicyclists and pedestrian fatalities that are the result of collisions on the roadways in San Joaquin County. Beginning in 2008, the trendlines for both bicyclists and pedestrian fatalities have been going up but since 2018, there has been a sharp decrease in pedestrian fatalities and a lesser decrease in bicycle fatalities.

Figure 8



California Department of Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

RESOURCE CONSERVATION INDICATORS

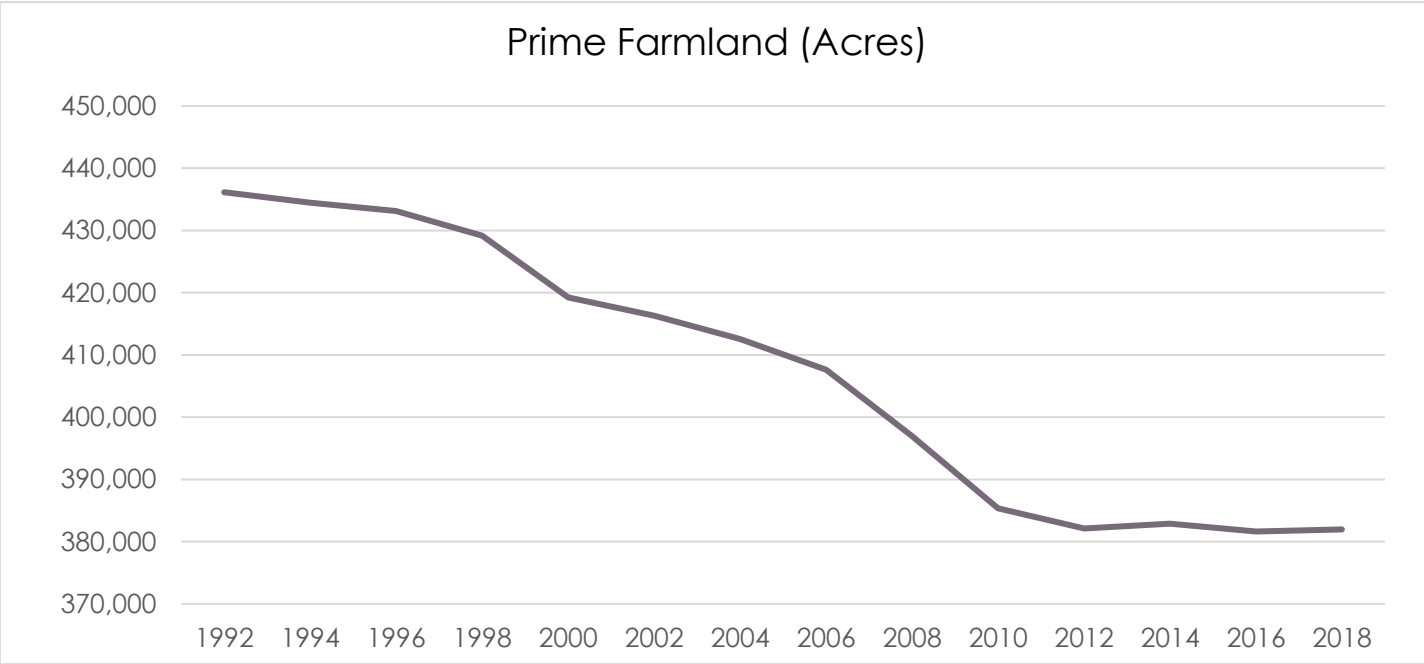
Acres of Prime Farmland Consumed *(Goal: Reduce rate of prime farmland consumption)*

Agriculture is still one of the major industries in San Joaquin County. Besides providing food for the county and beyond, agriculture also supports tourism such as the wineries in the Lodi vicinity. This Plan seeks to encourage efficient development patterns that maintain the county's agricultural viability. An indicator for agricultural viability is the amount of Prime farmland that exists in the county. Prime farmland is farmland with the best combination of physical and chemical features that sustains long term agricultural production.[4] This indicator has its basis in Senate Bill 375's requirement that the metropolitan planning organization consider the best available scientific data on the impacts to resource and agricultural lands. A more compact development footprint as supported by this Plan encroaches less on prime agricultural land vital to the economy in San Joaquin County.

Figure 9 shows that Prime farmland in San Joaquin County decreased by over 50,000 acres between 1992 and 2010. However, since 2010, there has not been a decrease in Prime farmland even during the recovery period after the great recession.

[4] California Department of Conservation, Farmland Mapping and Monitoring Program.

Figure 9



Source: California Department of Conservation, Farmland Mapping and Monitoring Program

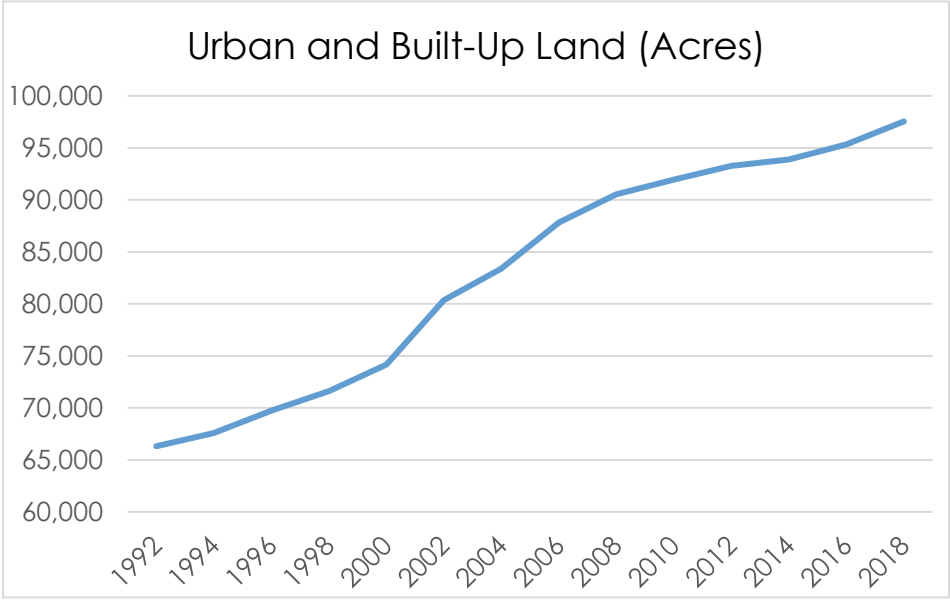
Acres of Urban/Built-Up Land *(Goal: Reduce rate of land consumption by development)*

Another indicator to monitor the viability of agriculture is the rate of increase of urban and built-up land. Urban and built-up land refers to the land in the county that is used for development characterized by buildings, asphalt, concrete, suburban gardens and systematic street patterns. This includes urban and non-urban development such as residential, agricultural-residential (ranchettes), commercial, industrial, agricultural facilities, transportation, communications, utilities, cemeteries and golf courses. [5]

San Joaquin Council of Governments is not a land use authority, approval of land-use development rests with local jurisdictions. SJCOG, however, regulates development in the county through its Habitat Conservation Plan (HCP) and its role as the Airport Land-Use Commission (ALUC). SJCOG also monitors development through the development of its RTP/SCS and its role in administering the Regional Transportation Impact Fee (RTIF) program. The following Figure 10 illustrates rates of change in urban and built-up land in the county. There has been development at a fairly rapid rate since at least 1992 that slowed during and after the great recession. It appears that the rapid rate of growth that characterized the county's development before 2010 is reoccurring in 2018. However, this recent growth is not causing a corresponding decrease in Prime farmland (Figure 9).

[5] California Department of Conservation, Farmland Mapping and Monitoring Program.

Figure 10



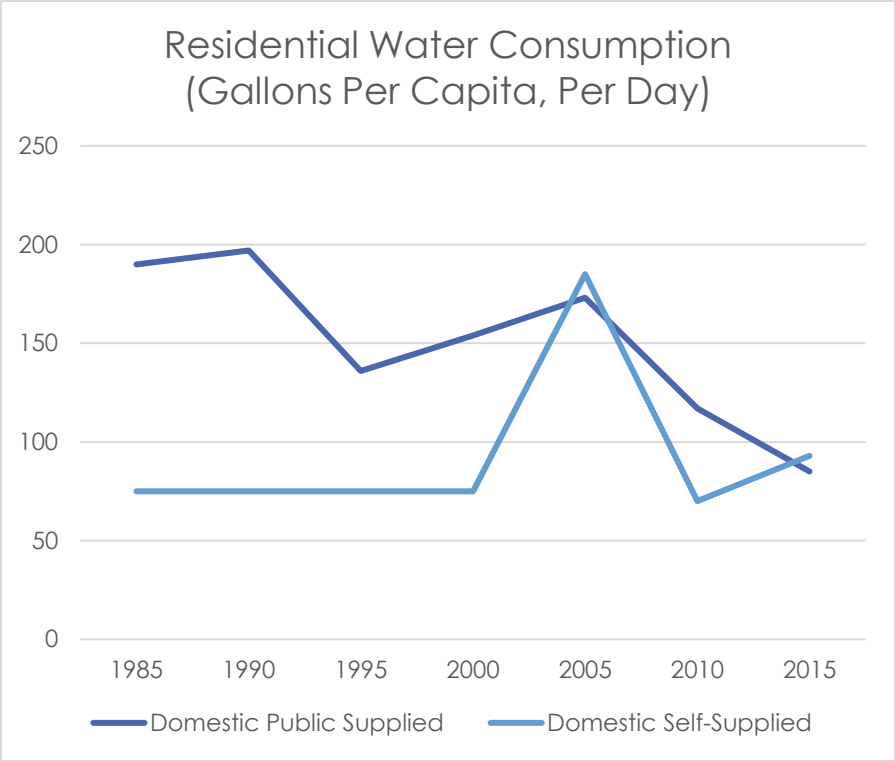
Source: California Department of Conservation, Farmland Mapping and Monitoring Program

Residential Water Consumption *(Goal: Reduce water consumption per and capita)*

San Joaquin County has a Mediterranean climate which means that there will be long periods of drought. More reservoirs can be built but this is no longer environmentally feasible. The only option is to encourage and reward efforts to use water more efficiently. Water consumption per capita is an indicator to measure the efficient use of water. Households use either public or private supplied water or residential self-supported water. Residential public-supplied water use is water withdrawn by public and private water suppliers that provide water to at least 25 people or have a minimum of 15 connections. Residential self-supplied water use is water withdrawn from a groundwater or surface-water source by a user rather than being obtained from a public supply.

Figure 11 below shows that residential public-supplied water consumption per capita has been decreasing since 2005 from 173 gallons per day to 85 in 2015 which is a 50 percent reduction. Residential self-supplied water consumption has generally remained steady at about 75 gallons per capita per day with increases in 2005 and 2015 (185 and 93 gallons per day).

Figure 11

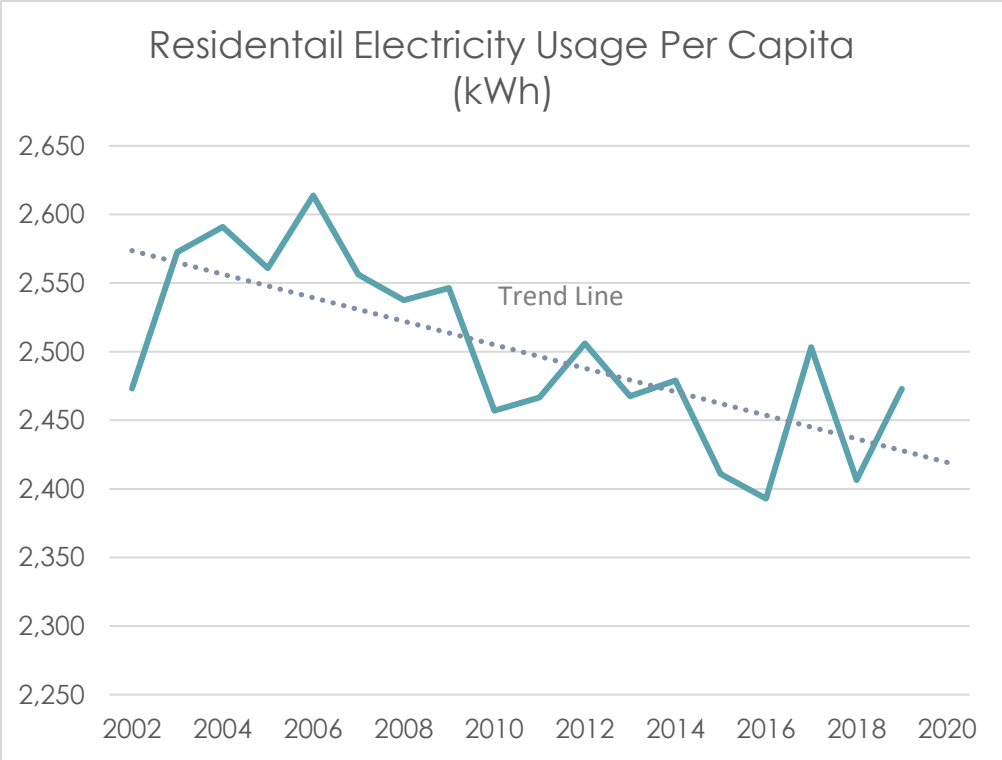


Note: Domestic Public Supplied data entry for year 2000 is an interpolation between 1995 and 2005 data.
Source: U.S. Geological Survey

Energy Per Household and Capita *(Goal: Reduce energy consumption per household and capita)*

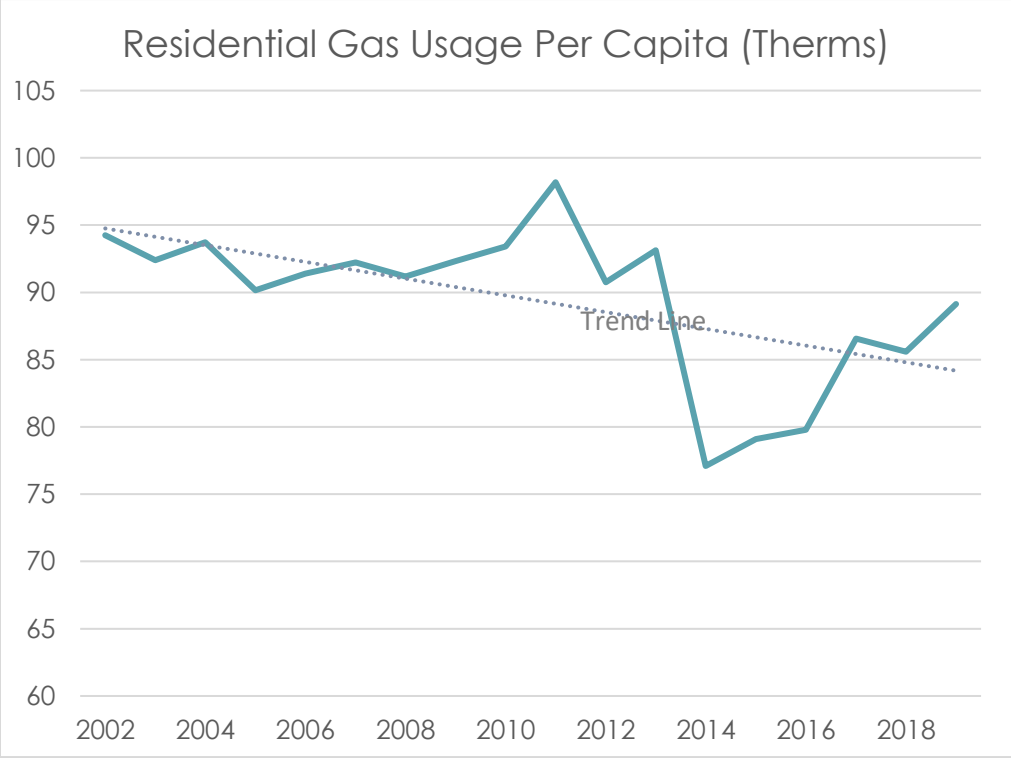
Reducing household energy results in less emissions that are the byproduct of producing the energy. SJCOG measures energy per household to better understand environmental impact, household budget, and efficiency of buildings. According to the California Energy Commission, residential usage of electricity and gas per capita has been trending downward since 2004 as shown in Figures 12 and 13. There does seem to be an uptick in residential electricity and gas usage since 2016.

Figure 12



California Energy Commission

Figure 13



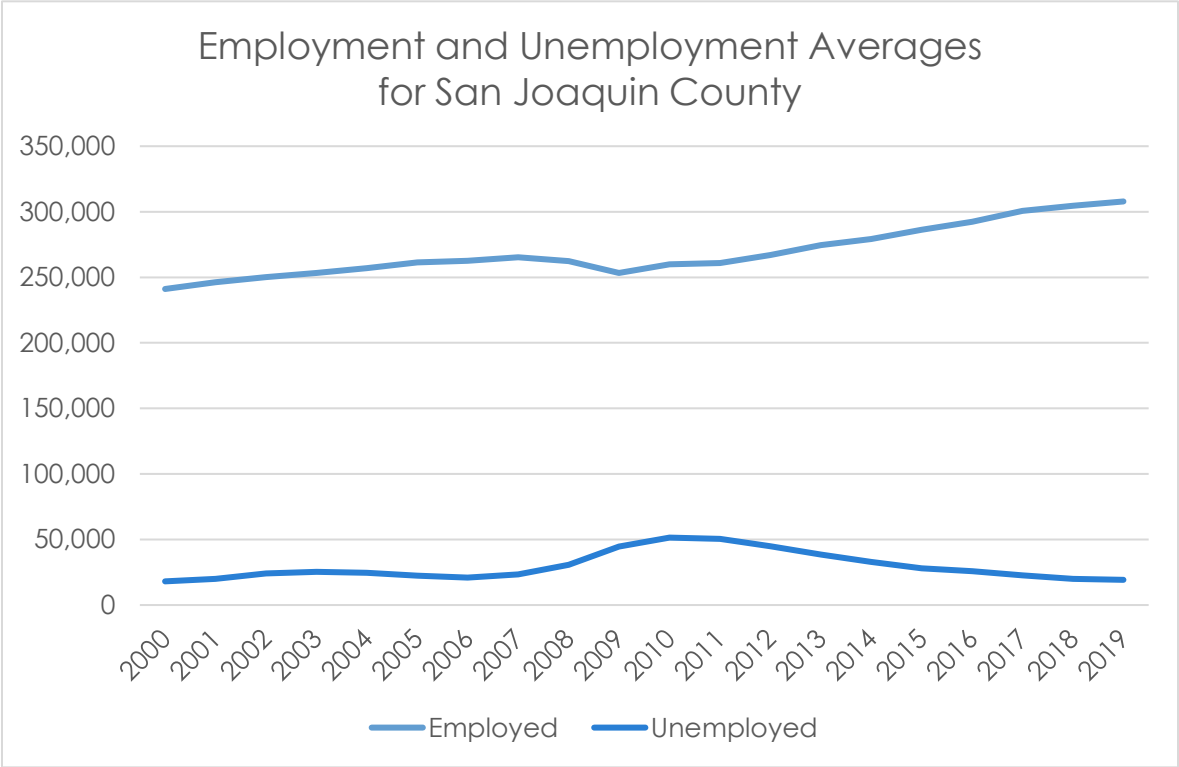
California Energy Commission

ECONOMIC VITALITY INDICATORS

Job Creation *(Goal: Increase number of jobs, decrease unemployment rate)*

Job creation refers to the employment and unemployment numbers for San Joaquin County. Over the last 20 years, there has been fluctuations in employment and unemployment numbers in the county (Figure 14). During 2008, San Joaquin County saw a relatively drastic drop in both employed residents and jobs, thus driving up unemployment during this time. Prior to 2008, San Joaquin County was at an all-time high in employment numbers; however, the county shed significant numbers of jobs in the great recession and did not recover these jobs until 2015. In 2016-2019 San Joaquin County again saw a peak in job numbers, rising above 300,000 with the unemployment rate decreasing to the lowest level (4.1 percent) since 2000. However, the COVID-19 pandemic has interrupted this positive trend.

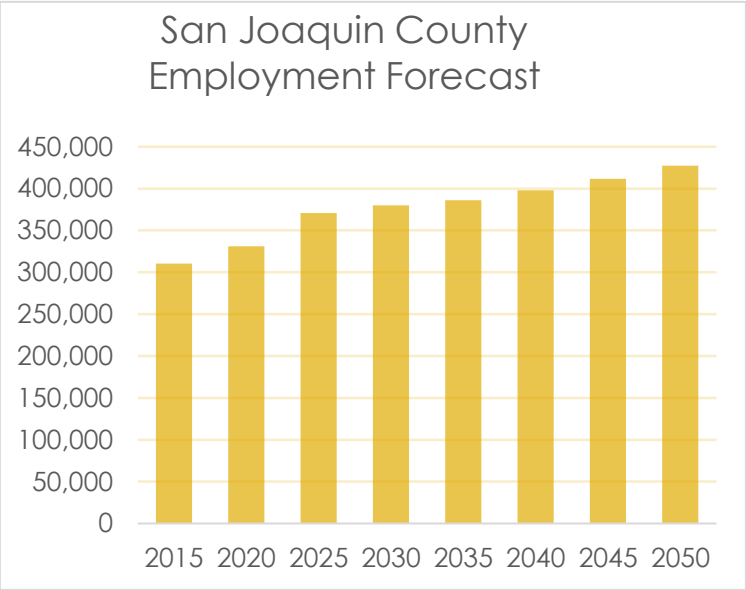
Figure 14



Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics

After the COVID-19 pandemic, employment numbers are projected to continue to rise in San Joaquin County, according to the Center for Business and Policy Research (CBPR) (Figure 15).

Figure 15



Source: University of the Pacific Center for Business and Policy Research

Not only are the employment numbers going to grow in San Joaquin County, but the number of jobs in almost all job sectors are projected to grow as well. The CBPR September 2020 Forecast (Figure 16) shows that the Transportation, Warehousing, Utilities sector and Health Care and Education sector will experience the largest amount of job growth.

Plan investments can aid economic development in San Joaquin County through not only direct investment in building transportation infrastructure, but by making the region more attractive to potential employers for goods movement and quality of life for employees. Chapter 6 and Appendix R provide additional insight into this indicator

Figure 16

	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	19,218	18,864	18,516	19,201	20,121	21,047	22,043	23,138
Construction	14,722	18,691	19,346	19,289	19,413	20,164	20,887	21,555
Financial Activities	23,180	23,839	25,904	26,603	27,488	28,648	29,903	31,284
Government	41,654	45,385	48,094	49,362	49,789	50,084	50,451	50,850
Healthcare and Education	42,404	41,113	49,649	52,189	54,873	57,847	61,091	64,758
Information	2,504	1,984	1,950	1,671	1,447	1,296	1,184	1,100
Leisure and Hospitality	23,738	21,415	29,626	30,136	30,399	30,674	31,000	31,403
Manufacturing	19,779	20,868	21,019	20,801	21,076	21,954	22,943	24,014
Other Services	17,622	17,370	19,920	19,852	19,887	20,114	20,375	20,717
Professional and Business Services	31,716	32,332	36,043	36,856	37,684	39,091	40,678	42,443
Retail Trade	32,141	30,602	33,016	32,355	32,616	33,487	34,967	36,849
Transportation, Warehousing, Utilities	27,598	45,434	54,011	58,274	58,297	60,264	62,730	65,492
Wholesale	14,023	13,020	13,669	13,241	13,035	13,231	13,496	13,784
All Industries	**310,299**	**330,917**	**370,763**	**379,830**	**386,125**	**397,901**	**411,748**	**427,387**

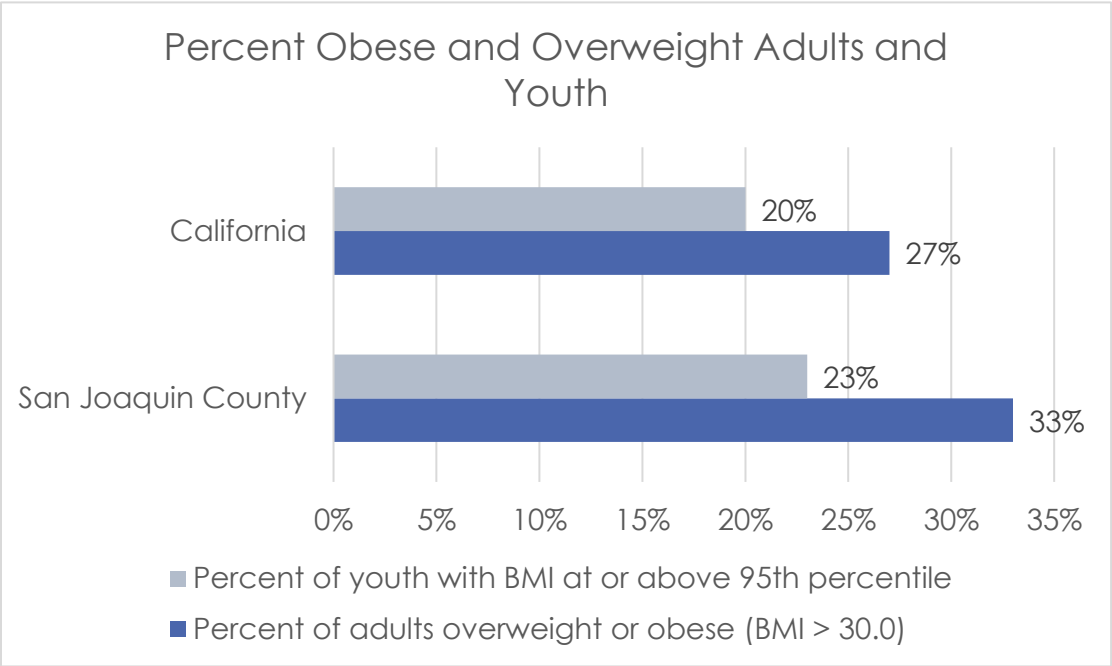
HEALTH AND WELLNESS INDICATORS

Listed below are some areas of concern for San Joaquin County and the data around obesity, physical inactivity, asthma, and air quality. The data reflects up-to-date numbers in the 2019 Community Health Needs Assessment report.

Obesity *(Goal: Reduce percent of adults and youth who are obese or overweight)*

Obesity leads to several serious health problems. As Figure 17 shows below, the percentage of San Joaquin County's adults (aged 20 years and older) who are obese or overweight exceeds that of California by about five percent. Adults were considered obese or overweight when they had a Body Mass Index (BMI) greater than 30.0. The chart also shows that the percentage of youth (aged 10 to 17 years) that are obese or overweight exceeds that of California by three percent. Youth were considered obese or overweight when they had a BMI-for-age at or above the 95th percentile.

Figure 17

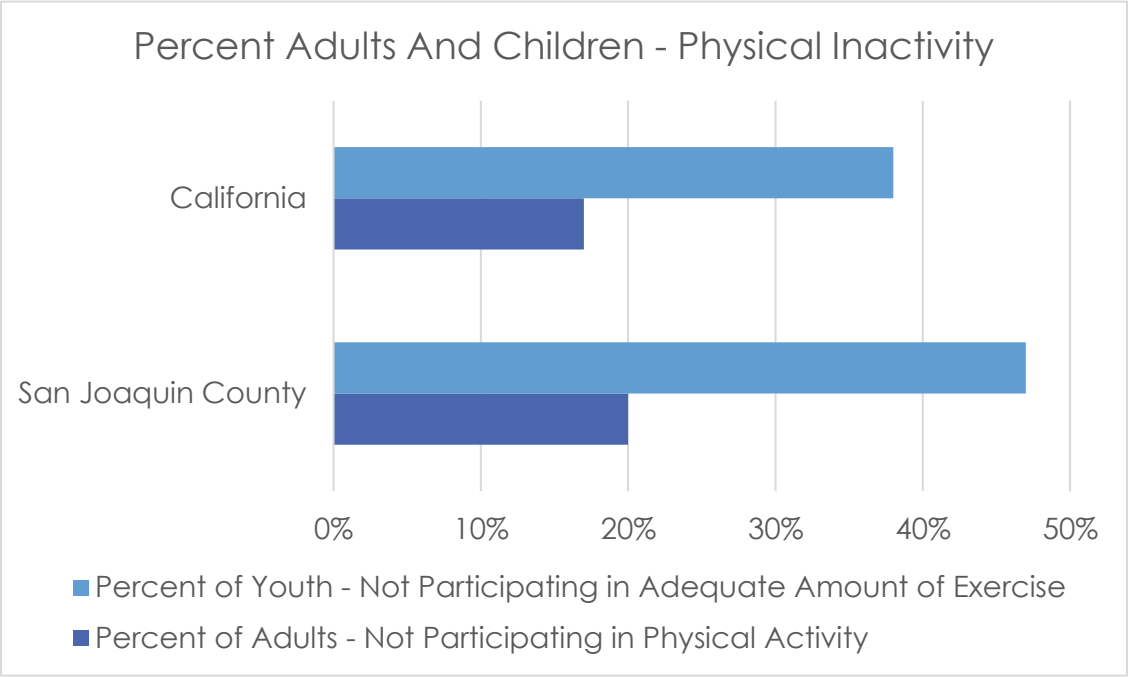


Source: San Joaquin County 2019 Community Health Needs Assessment

Physical Inactivity *(Goal: Decrease the percent of adults and youth that are physically inactive)*

The San Joaquin region also has higher rates of residents than California who are considered physically inactive (Figure 18). Lack of adequate physical activity is closely associated with obesity. The percent of adults (aged 20 years and older) in the San Joaquin region who do not participate in physical activity or exercise exceeds that of California by three percent. The percent of youth (aged 6 to 17) in the San Joaquin region who do not participate in adequate amount of physical activity exceeds that of California by eight percent.

Figure 18

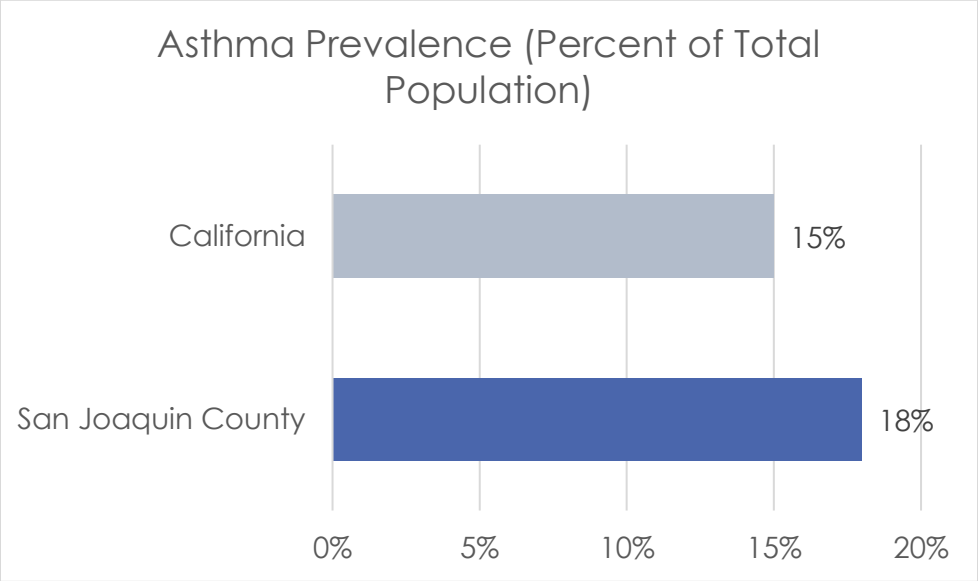


Source: San Joaquin County 2019 Community Health Needs Assessment

Asthma *(Goal: Reduce percentage of San Joaquin County residents who have asthma)*

Asthma is a lung condition that can be triggered by pollen and pollutants. Serious episodes of asthma can lead to death. Figure 19 shows that the percentage of residents in San Joaquin County that has asthma is three percent higher than in California.

Figure 19



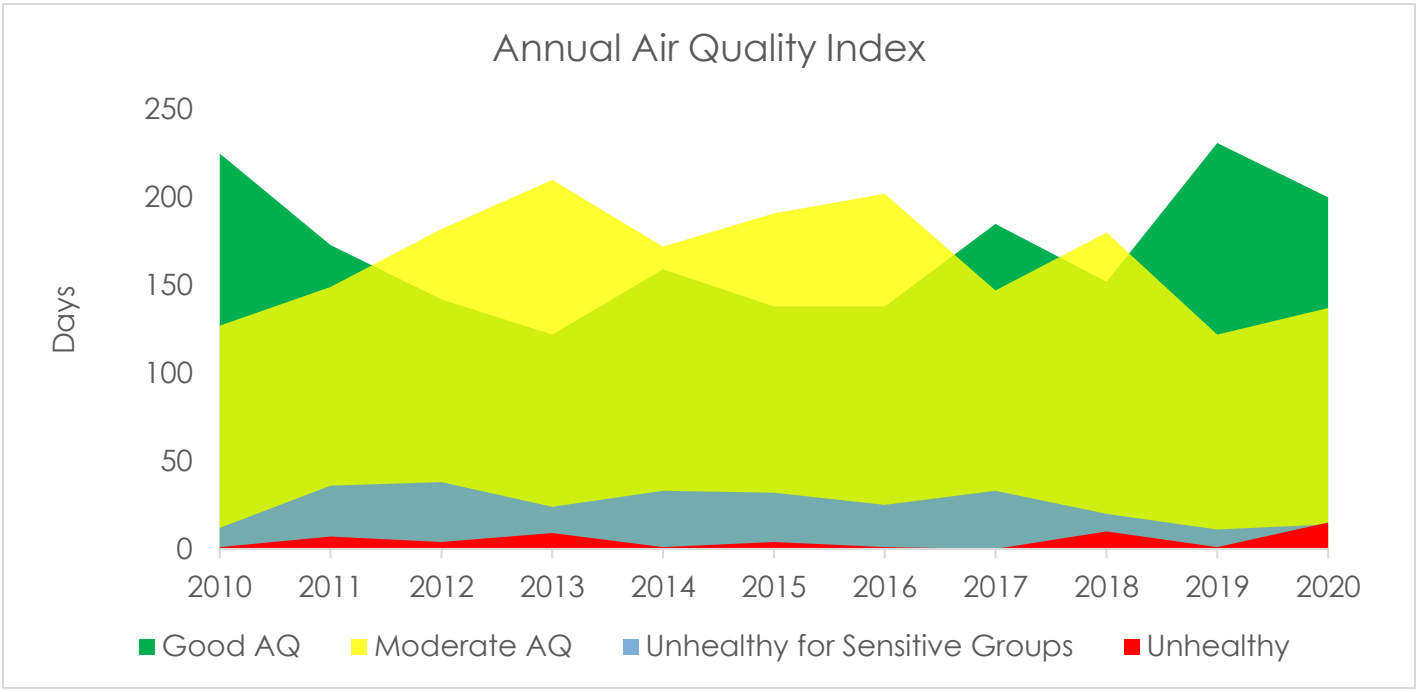
Source: San Joaquin County 2019 Community Health Needs Assessment

Air Quality *(Goal: Increase the number of Good Air Quality index days per year)*

Asthma and air quality are related indicators. The San Joaquin Valley is still home to some of the most polluted air in the United States. The American Lung Association State of the Air 2020 gave San Joaquin County a failing grade in high ozone days, particle pollution – 24 hour, and particle pollution – annual.[6] Over time overall air quality has improved. As Figure 20 shows, the level of Good Air Quality Index days over the last several years has increased while Unhealthy for Sensitive Groups days has decreased. However, the number of Unhealthy days has increased due to the prevalence of wildfires during the last couple of years. The Plan meets all applicable air quality conformity requirements and complies with the Clean Air Act.

[6] American Lung Association, State of the Air 2020, https://www.stateoftheair.org/city-rankings/states/california/san-joaquin.html

Figure 20



Source: U.S. Environmental Protection Agency Air Quality Index Report

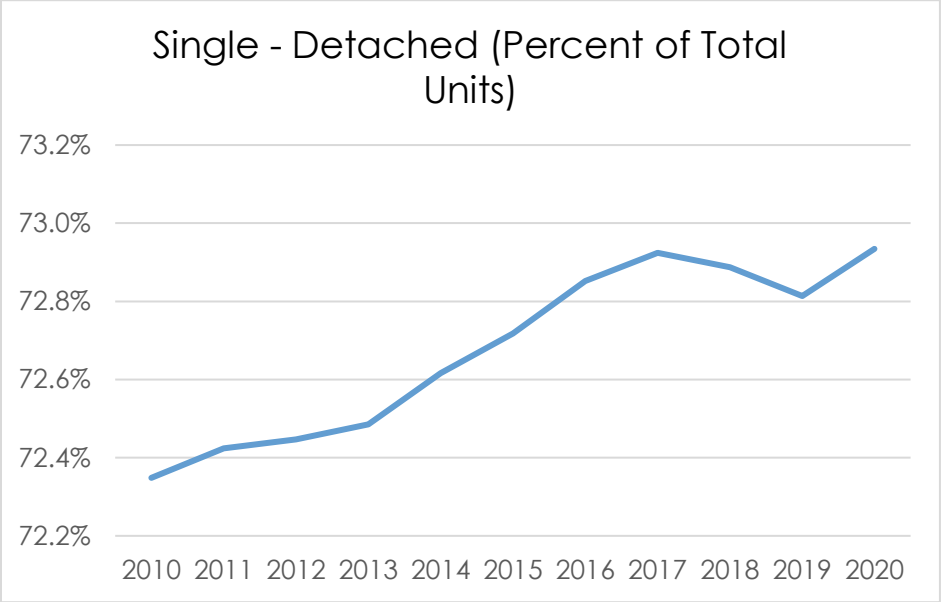
Social Equity Indicators

The following performance indicators help to assess whether all groups have access to the resources and opportunities necessary to improve the quality of their lives in San Joaquin County, as an outcome reflecting social equity in the region.

Housing Split *(Goal: Increase percent of multifamily dwellings)*

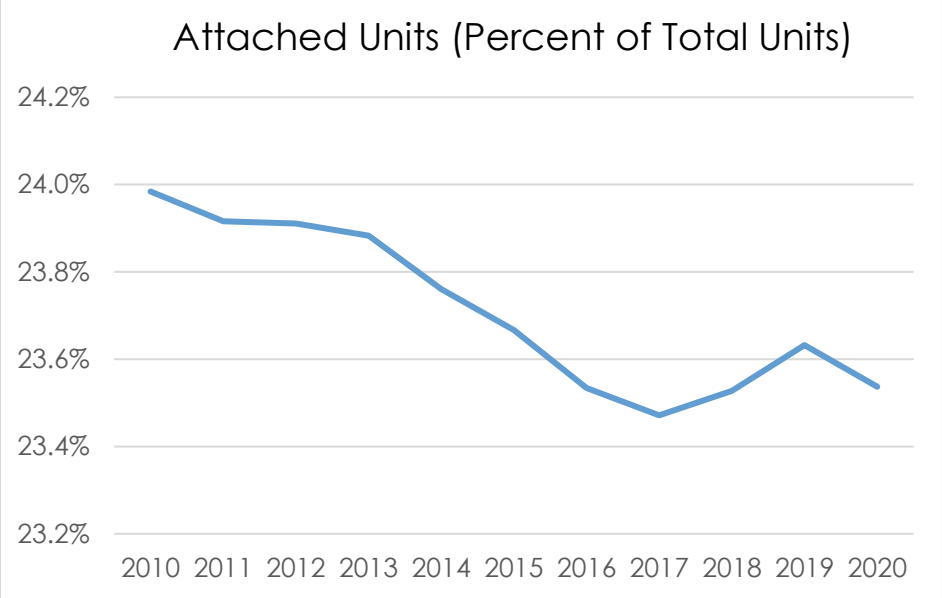
Housing split refers to the number of single-family homes versus multifamily housing. Attached multifamily is considered one or more attached homes. Lower-income households often live in attached multifamily units and the demand for these units often exceed that of supply. Attached mulifamily units also use land more efficiently than detached single-family units. Since 2010, there has been a slight increase in the percentage of dwelling units that are single-family homes and a corresponding slight decrease in the percentage of dwelling units that are attached multifamily (Figures 21 and 22). During the 2017-2018 period, the percentage of dwelling units that were multifamily actually increased but started to decrease again in 2019. We will see whether what was happening during 2017-2018 will be the start of an upward trend in multifamily development in comparison to single-family.

Figure 21



Source: CA Dept. of Finance Estimates

Figure 22

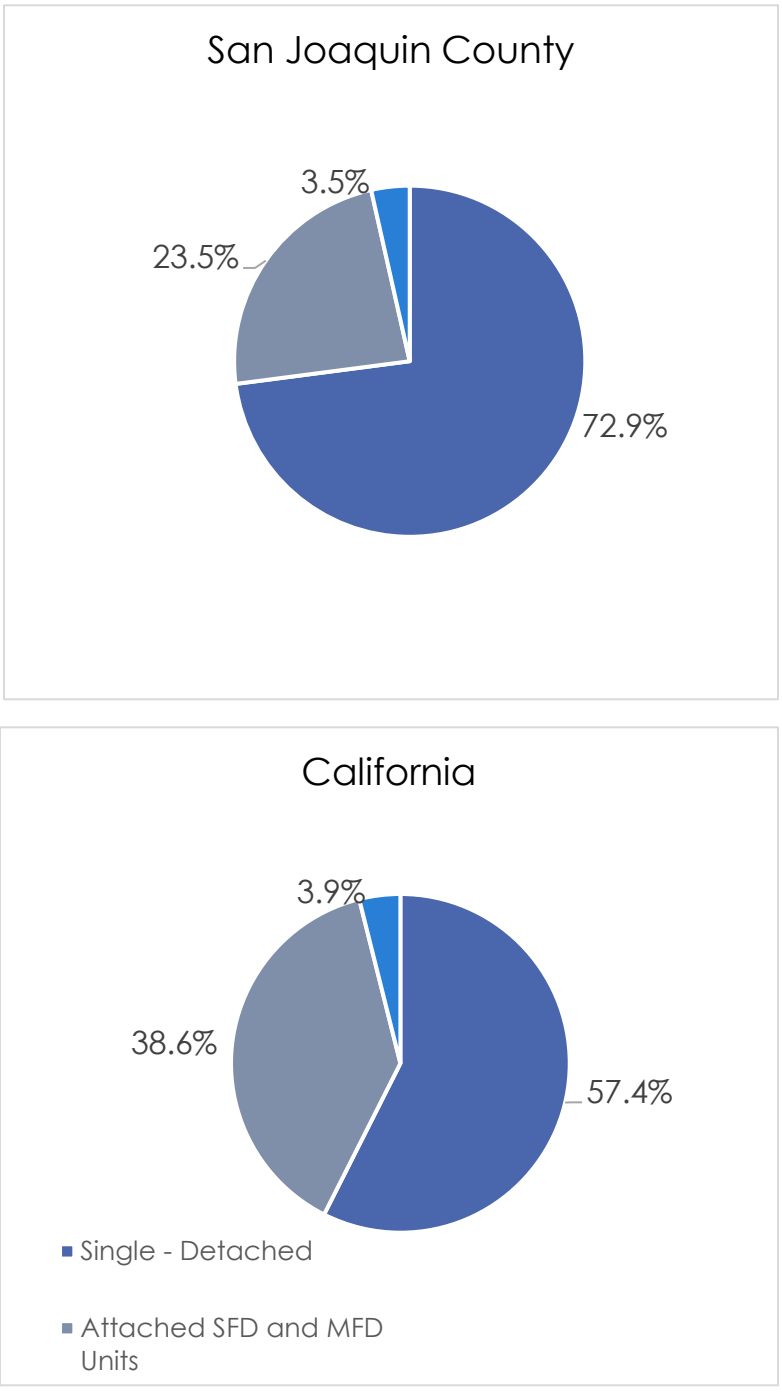


Source: CA Dept. of Finance Estimates

Figure 23 is a comparison between the housing composition of San Joaquin County with that of the entire state. When compared to California, we can see that, currently, multifamily options in San Joaquin County are not being provided on a scale relative to California. In California, almost 40 percent of the dwelling units are multifamily homes while in San Joaquin County, only 23.5 percent are

multifamily. However, during the past three years there has been an net increase in percentage of homes that are multifamily (Figure 23).

Figure 23



Source: CA Dept. of Finance Estimates

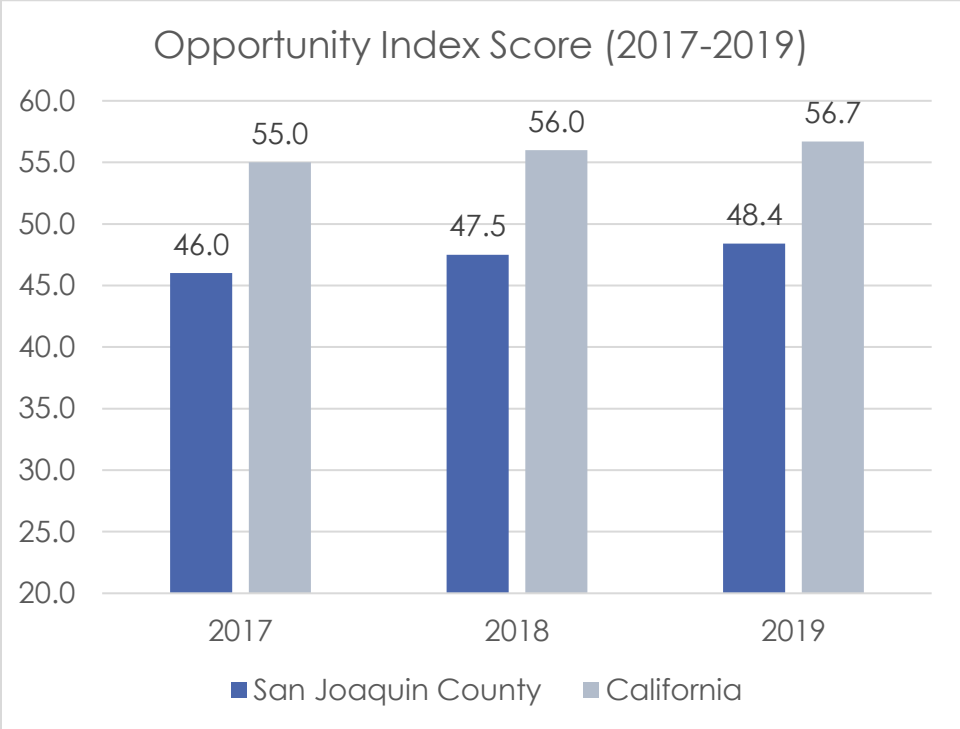
Opportunity Index (Goal: Increase Opportunity Index Score)

The Opportunity Index measures a community's well-being by using a scoring range. The scores range between 0 (indicating no opportunity) and 100 (indicating maximum opportunity). The Opportunity Index draws upon economic, educational, health, and community-related indicators of opportunity.[7] Some of the indicators that are included are:

Dimension	Indicator
Economy	Jobs, Wages, Poverty, Income Inequality, Access to Banking Services, Affordable Housing, Broadband Internet Subscription
Education	Preschool Enrollment, High School Graduation, Postsecondary Education
Health	Low Birth Weight, Health Insurance Coverage, Deaths Related to Alcohol/Drug Use and Suicide
Community	Volunteering, Youth Disconnection, Violent Crime, Access to Primary Health Care, Access to Healthy Food, Incarceration

Figure 24 compares the Opportunity Index score for San Joaquin County and California. During the 2017-2019 period, the score for San Joaquin County has been improving and the difference with the state's score has been reduced from 9 to 8.3 points. It remains to be seen if this trend continues during and after the COVID-19 pandemic.

Figure 24



Source: Opportunity Nation, https://opportunitynation.org/

[7] Opportunity Nation, Opportunity Index 2019

APPENDIX N

Performance-Based Targets

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

Appendix N – Performance Based Planning Target Setting and SJCOG's Efforts Toward Supporting MAP-21 Performance Measures

Introduction: Map-21 and Performance Based Planning

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements. These performance measures align with the national goal areas below:

In California, the state department of transportation (e.g. Caltrans) is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and federal transportation improvement program (FTIP).

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scale

Transit Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was July 19, 2019, and the compliance date was initially set for July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then

revisits its targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

Transportation Safety (PM 1)

FHWA issued the Safety Performance Management Final Rule (Safety PM) as an implementation of the Highway Safety Improvement Program (HSIP), effective April 15, 2016. The Safety PM identified the core federal safety goal "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." To that end, the Safety PM establishes five performance measures to carry out the HSIP, defined as the five-year rolling averages for: (1) Number of Fatalities; (2) Rate of Fatalities per 100,000,000 VMT; (3) Number of Serious Injuries; (4) Rate of Serious Injuries per 100,000,000 VMT; and (5) Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

The Caltrans target-setting process was guided by the Safety PM, the Caltrans Strategic Highway Safety Plan (SHSP) and Strategic Management Plan (SMP). Caltrans set safety performance targets in August 2021 for the 2022 calendar year as shown in Table below.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2022	Annual Percentage Change for 2022
Number of Fatalities	FARS	3,491.8	-3.61%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.042	-2.00%
Number of Serious Injuries	SWITRS	16,704.2	1.66%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.879	1.66%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,684.4	-3.61% for Fatalities and 1.66% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with Office of Traffic Safety (OTS).

SJCOG Target-Setting

MPOs have two options to implement the Federal Performance Management rules: supporting the statewide target or adoption region-specific numerical targets. SJCOG has elected to support the state target rather than establishing a region-specific numerical target. SJCOG will highlight projects and programs in the RTP and RTIP that help the state achieve the statewide targets. Also, SJCOG will continue researching ways of integrating safety performance measures into our planning and programming efforts.

SJCOG Efforts

Safety is integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include safety as one of the primary building blocks of the plan:

Policy: Maximize Mobility and Accessibility	
Strategy No. 9:	Promote safe and efficient strategies to improve the movement of goods by water, rail, or truck.
Policy: Increase Safety and Security	
Strategy No. 10:	Facilitate projects that reduce the number and severity of traffic incidents.
Strategy No. 11:	Support local and state efforts for transportation network resiliency, reliability, and climate adaptation.

Specifically, SJCOG begins most transportation planning efforts with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG initiates corridor studies (or Project Study Reports-PSRs) that provide details on the types of challenges and system deficiencies found in a portion of the region. Within these reports, SJCOG sets out a goal to improve overall transportation safety along the corridor. Data analyses focus on identifying intersections, accident information, or existing design features that can benefit from safety enhancements. This is then followed by more detailed investigation of the types of strategies that can be used to reduce the number and severity of accidents. SJCOG's Unmet Transit Needs (UTN) Report provides the general public opportunities to raise any safety and security issues on public transit. Cumulatively, SJCOG's planning studies suggest strategies and recommend capital projects for the long-range Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). Safety and security improvements to major state highway corridors in the region, including but not limited to I-5, SR-99, I-205, and SR-12, were outcomes of this regional planning process.

SJCOG also operates a transportation demand management program (called **dibs**) that covers a three-county area comprised of San Joaquin, Stanislaus and Merced counties. It is common when working with the general public as part of this program for SJCOG to receive input or feedback on safety concerns or suggestions to improve safety on roadways and transit systems. Through this feedback, SJCOG can implement safety performance improvements that address major public safety issues and the specific concerns of raised by the interest groups.

Communication and Coordination

SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies safety issues critical to their interests. For example, SJCOG works closely with our member agencies (cities and county) and the California Department of Transportation in nominating projects for the State Highway Operation and Protection Program and the Highway Safety Improvement Program. We have an active SJCOG Citizen Advisory Committee and Goods Movement Task Force that meet regularly. SJCOG planning staff regularly engage with these committees, public health agencies and bicycle coalitions interested in transportation safety issues specific to their missions. We also work closely with public transit operators, the SJCOG Interagency Transit Committee, and the Social Services Transportation Advisory Committee to identify transit safety and security improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Although safety is holistically integrated into SJCOG's regional transportation planning and programming process, as described above, the following highlighted projects in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) specifically address documented safety issues:

- **SR 99/SR 120 Operational Improvements**[1]– This project will improve the capacity and recurring traffic congestion of the eastbound to southbound and northbound to westbound connector ramps and eliminate weaving and merging between SR-99/120 and SR-99/Austin Road interchanges. The SR 99/120 freeway interchange is currently subject to significant congestion, delays, and high accident rates.
- **SR 99 at Turner Road** – Reconstruct interchange to provide operational and safety improvements.
- **Grant Line Road Corridor Improvements** – Realign roadway and widen from two to four lanes with operational and safety improvements.
- **Eleventh Street** – Operational and safety improvements along corridor and at intersections.
- **Roth Road Grade Separation –** Four-lane grade separation between Roth Road and UPRR tracks.
- **Transit Facility Safety and Security Projects –** RTD, Lodi and Manteca systems.
- **Altamont Corridor Express Speed and Safety Upgrades –** Including signal upgrade to automatic train stop increase train speed from 79 to 90 mph and several track realignment projects.

[1] SR-99/SR-120 Operational Improvements project also in the draft 2022 Regional Transportation Improvement Program (RTIP).

- Active Transportation and Community Enhancement Projects – Most projects in this category would increase the safety of pedestrians and/or bicyclists.

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Three statewide funding programs dedicated to transportation safety are employed by SJCOG including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet

pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction
This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2022 SHOPP Collision Reduction Numbers (Statewide)
A total of 733 projects are included in the 2022 SHOPP that was adopted by the CTC in March 2022. The 2022 SHOPP is valued at $17.9 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 116 programmed safety projects totaling $1,447,532,000**.** The SHOPP reserves $1,188,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

SJCOG's Funding Programs

Active Transportation Program (ATP)
SJCOG typically issues a call for projects for its ATP regional funding program every 2 years. The guidelines may change from cycle to cycle to reflect the goals and values of SJCOG's RTP/SCS, to implement goals of the board, and to respond to the comments from the public and potential applicants.

In March 2021, SJCOG released a call for projects for our most recent funding round, the Regional Active Transportation Program of the 2022. We estimate we will be programing $18.3 million from ATP, CMAQ, and Measure K Smart Growth Incentive Program & Bicycle, Pedestrian, and Safe Routes to School in the

competitive program. The 2022 Regional Program, consistent with the 2022 RTP/SCS, achieves the objectives of the "Increase Safety and Security" policy. Applicants seeking funding based on this performance objective must provide qualitative narrative information and quantitative data to support their application.

Measure K
Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than $735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

By the year 2041, Measure K is estimated to deliver an additional $2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. It will protect and enhance our transportation system today and well into the future. Through the Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 35% of the sales tax revenue for local street repairs & roadway safety and 2.5% share for railroad crossing safety projects. In addition, safe routes to school expenditures can be pulled from the 30% share for passenger rail & bus service. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

The second grouping of performance measures developed by FHWA in response to the requirements of Map-21 is known as PM 2: Transportation Asset Management. The objective of this set of performance measures is to assess the overall health of the transportation system and identify investments to maintain highways, roadways, and bridges in a state of good repair. The benefits of a properly maintained transportation system include multiple direct and indirect effects on safety, economic vitality and quality of life:

- Increased safety, as poor roadways can lead to a higher accident rate.
- A reduction in incident-related congestion leading to greater travel time reliability.
- Reduced maintenance costs over time. Since roadways become increasingly more expensive to repair as the condition deteriorates, investing in continual maintenance is the best approach for long-term fiscal health.
- Less wear and tear on vehicles, resulting in economic benefits for roadway users.
- Indirect reductions in other environmental impacts, including polluted run-off, GHG emissions (due to lower congestion and improved MPG for vehicles), and noise.

To this end, FHWA published the Bridge and Pavement Performance Management Final Federal Rule establishing performance measures for state DOTs to use in assessing the performance of the Interstate Highway System (IHS) and non-IHS portions of the National Highway System (NHS). The federally mandated performance measures are (1) Percent of IHS pavement in Good condition; (2) Percent of IHS pavement in Poor condition; (3) Percent of non-IHS NHS pavement in Good condition; (4) Percent of non-IHS NHS pavement in Poor condition; (5) Percent of NHS bridges (by deck area) in Good condition; and (6) Percent of NHS bridges (by deck area) in Poor condition. Good condition is defined as, "Suggests no major investment is needed." Poor condition is defined as, "Suggests major reconstruction investment is

needed." Further guidance on assessing bridge and highway condition is provided in the Final Federal Rule.

To implement the PM 2 framework established by FHWA, Caltrans developed the Draft Transportation Asset Management Plan (TAMP) in December 2021. This second draft TAMP assesses the current conditions of California's transportation assets, establishes performance measures, and identifies statewide investment strategies to achieve the performance measures. Transportation assets in California subject to the new performance measures include 57,699 lane miles of pavement and 10,936 bridges. As of January 2022, the Draft TAMP is currently under review and is expected to be certified by FHWA in September 2022. Below are Caltran's two-year targets, identified in the Draft TAMP, between 1/1/2022 and 12/31/2023.

NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	Target
Percentage of Interstate System pavement in 'Good' condition	44.5%
Percentage of non-interstate NHS pavement in 'Good' condition	29.9%
Percentage of Interstate System pavement in 'Poor' condition	3.8%
Percentage of non-interstate NHS pavement in 'Poor' condition	7.2%
Percentage of NHS bridges in 'Good' condition	70.5%
Percentage of NHS bridges in 'Poor' condition	4.4%

SJCOG Target-Setting

During the development of the Caltrans' original PM 2 targets in 2018, MPOs had multiple options: (1) adopt statewide targets for pavement and bridges; (2) adopt statewide targets for pavement and establish regional bridge targets; (3) establish regional targets for pavement and adopt statewide bridge targets; or (4) establish regional pavement and bridge targets. In 2020, Caltrans established regional targets that align with their statewide targets. MPOs were required to redesignate their intent to either: (1) maintain Caltrans regional pavement and bridge targets; (2) maintain Caltrans regional pavement targets and adjust regional bridge targets; (3) adjust regional pavement targets and maintain Caltrans regional bridge targets; or (4) adjust regional pavement and bridge targets. SJCOG elected to maintain Caltrans regional targets for pavement and bridges through Dec. 31, 2021.

SJCOG will highlight projects and programs in the RTP and RTIP that help the state achieve the statewide targets. Also, SJCOG will continue researching ways of integrating asset management performance measures into our planning and programming efforts.

SJCOG Efforts

Asset management is integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include safety as one of the primary building blocks of the plan:

Policy: Maximize Mobility and Accessibility	
Strategy No. 6:	Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy No. 12:	Prioritize projects that make more efficient use of the existing road network.
Strategy No. 13:	Support the continued maintenance and preservation of the existing transportation system.

SJCOG begins most transportation planning efforts with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG initiates corridor studies (or Project Study Reports-PSRs) that provide details on the types of challenges and system deficiencies found in a portion of the region. Within these reports, SJCOG sets out a goal to improve overall regional pavement and bridge conditions. Data analyses focus on identifying intersections, accident information, or existing design features that can be made safer. This is then followed by more detailed investigation of the types of strategies that can be used to reduce the impact on pavement and bridge conditions. For example, I-205, I-5, SR120 and SR99 Congested Corridor Plan (CCP) is a comprehensive multimodal study that will assess conditions along the I-205, I-5, State Route 120, and State Route 99 corridor, including parallel passenger rail, bus transit, and bicycle and pedestrian facilities. The plan will identify improvements that will help improve safety, congestion, accessibility, economic development, and air quality.

SJCOG also expands its transportation planning efforts with its regional congestion management program (RCMP), a core program that addresses system reliability, freight movement, and air quality. The most recent update to the RCMP follows steps directly pulled from the federal congestion management process (i.e., federal legislative requirements (23 CFR 450.323 (a) and 450.323 (b)). These steps include (1) Develop Regional Objectives; (2) Define CMP Network; (3) Develop Multimodal Performance Measures; (4) Collect Data/Monitor System Performance; (5) Analyze Congestion Problems and Needs; (6) Identify and Assess Strategies; (7) Program and Implement Strategies; and (8) Evaluate Strategy Effectiveness. One of the key goals of the federal congestion management process is reducing single-occupant-vehicle (SOV) travel while minimizing the need for increasing SOV roadway capacity. SJCOG's RCMP serves as a way of informing the RTP/SCS and programming efforts.

As previously mentioned, SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies asset management issues critical to their interests. For example, SJCOG works closely with our member agencies (cities and county) and the California Department of Transportation in nominating projects for the State Highway Operation and Protection Program (SHOPP) and the Highway Safety Improvement Program. We have an active SJCOG Citizen Advisory Committee and Goods Movement Task Force that meet regularly. SJCOG planning staff regularly engage with these committees, public health agencies, and bicycle coalitions interested in transportation safety issues specific to their missions. We also work closely with public transit operators, the SJCOG Interagency Transit Committee, and the Social Services Transportation Advisory Committee to identify

transit operational improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Although asset management is holistically integrated into SJCOG's regional transportation planning and programming process, as described above, the following highlighted projects in the RTP/SCS specifically address documented asset management issues:

- Stockton Avenue – Rehabilitate and widen roadway from two to four lanes between Second Street and Doak Boulevard.
- SHOPP – Caltrans SHOPP roadway preservation grouped projects throughout San Joaquin County.
- I-5 at Louise Avenue – Reconstruct interchange.
- I-5 at Lathrop Road – Reconstruct interchange.
- SR-120 at Yosemite Avenue/Guthmiller Road – Reconstruct interchange.
- SR-99 at SR-12 West (Kettleman Lane) – Reconstruct interchange and widen to free-flowing interchange.
- SR-99 at Harney Lane – Reconstruct interchange to provide four through lanes on SR-99, four lanes on Harney between Reynolds Ranch Pkwy and SR-99, and modify onramps and off-ramps.
- SR-99 at Turner Road – Reconstruct interchange to provide operational and safety improvements on SR-99 at Turner Road.
- SR-120 at Union Road – Reconstruct interchange.
- SR-120 at Airport Way – Reconstruct interchange.
- SR-120 at Main Street – Reconstruct interchange.
- SR-99 at Eight Mile Road – Reconstruct interchange.
- SR-99 at Morada – Reconstruct interchange.
- I-580 at International Parkway/Patterson Pass Road – Reconstruct interchange.
- I-205 at Mountain House/International Parkway – Reconstruct interchange.

In addition, over $2,200,000,000 was programmed in the RTP/SCS for rehabilitation of various streets and roads in the cities and county of San Joaquin.

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the SJCOG region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects.[i] Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts

- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than $5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to "classified in poor condition," from existing local highway bridges to keep the traveling public safe.[ii] The HBP provides about $288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges

are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as "SHOPP Advance Construction." Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the "SHOPP Advance Construction" designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2022 SHOPP has 306 Roadway Preservation projects totaling $9,874,173,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2022 SHOPP has 117 Bridge Preservation projects totaling $2,422,402,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Other Funding Sources

Regional Transportation Impact Fee (RTIF)

SJCOG's Regional Transportation Impact Fee (RTIF) program is one local funding program where the information from the RCMP may help in updating its programming efforts. The RTIF program's objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. Within the RTIF program, there is funding made available for the Jobs Balancing Investment Fund (JBIF), an economic incentive program that provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

Measure K

Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than $735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

By the year 2041, Measure K is estimated to deliver an additional $2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. It will protect and enhance our transportation system today and well into the future. Through the Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 35% of the sales tax revenue for local street repairs and roadway safety. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

Surface Transportation Block Program

Surface Transportation Block Program (previously known as the Regional Surface Transportation Program) is a federally managed program that can fund roadway and bridge preservation, pedestrian and bicycle infrastructure, and transit capital projects.

NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

Performance Management 3 (PM 3) consists of NHS performance measures from the National Highway Performance Program (NHPP); a measure of freight performance on the interstate system; and measures to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

Caltrans assembled a PM 3 Technical Advisory Group to meet with MPOs and held in-person and webcast workshops in 2017 and 2018 while preparing statewide targets for the six performance measures. In addition, Caltrans held one-on-one discussions with MPOs with urbanized areas (UA) over 1 million residents on statewide performance measures: (1) annual hours of peak-hour excessive delay per capita; and (2) percent of non-single occupancy vehicle travel. These UA included Sacramento, San Francisco-Oakland, San Jose, Los Angeles-Long Beach-Anaheim, Riverside-San Bernardino, and San Diego. As the

Stockton-Lodi UA (the only UA in San Joaquin County) does not include a population over 1 million residents, the two associated performance measures are not referenced in the remainder of this appendix.

Statewide PM 3 Performance Targets applicable to SJCOG are:

Performance Target	2-Year Target	Target
Percent of the person-miles traveled on the interstate that are reliable	65.1%	65.6%
Percent of person-miles traveled on the noninterstate NHS that are reliable	-	74.0%
Percentage of interstate system mileage providing for reliable truck travel time [Truck Travel Time Reliability (TTTR) Index]	1.68	1.67
Total emissions reductions by applicable pollutants under the CMAQ program		
Volatile Organic Compound (VOC)	961.35	970.87
Carbon Oxide (CO)	6,931.90	7,000.54
Nitrous Oxide (NOx)	1,770.89	1,788.43
Particulate Matter (PM) 10	2,455.52	2,479.83
Particulate Matter (PM) 2.5	913.29	922.34

Caltrans Adopted Performance Targets

SJCOG Target Setting

SJCOG has elected to support the state target. SJCOG will highlight projects and programs in the RTP and RTIP that help the state achieve the statewide targets. Also, SJCOG agrees to plan and program projects so that they contribute toward the accomplishment of the state DOT system performance target for each respective performance measure.

SJCOG Efforts

System reliability, freight, congestion and air quality are integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include these performance measures as one of the primary building blocks of the Plan:

Policy: Enhance the Environment of Existing and Future Generations and Conserve Energy	
Strategy No. 3	Enhance the connection between land use and transportation choices through projects supporting energy and water efficiency.
Strategy No. 4:	Improve air quality by reducing transportation-related emissions.
Policy: Maximize Mobility and Accessibility	
Strategy No. 5:	Optimize the public transportation system to provide efficient and convenient access for users of all income levels.
Strategy No. 6:	Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.
Strategy No. 7:	Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.
Strategy No. 8:	Improve freight access to key strategic economic centers

Strategy No. 9:	Promote safe and efficient strategies to improve the movement of goods by water, rail and truck.
Policy: Support Economic Vitality	
Strategy No. 19:	Encourage and/or strengthen small business while supporting large employer recruitment
Strategy No. 20:	Invest in high-speed internet infrastructure to support e-business and reduce commuting
Policy: Improve the Quality of Life for Residents	
Strategy No. 30:	Enhance public health through active transportation projects.

As previously stated in PM 2, SJCOG begins most transportation planning efforts with its regional congestion management program (RCMP), a core program that addresses system reliability, freight movement, and air quality. The most recent update to the RCMP follows steps directly pulled from the federal congestion management process (i.e., Federal legislative requirements 23 CFR 450.323 (a) and 450.323 (b)). These steps include (1) develop regional objectives; (2) define CMP network; (3) develop multimodal performance measures; (4) collect data and monitor system performance; (5) analyze congestion problems and needs; (6) identify and assess strategies; (7) program and implement strategies; and (8) evaluate strategy effectiveness. One of the key goals of the federal congestion management process is reduce single-occupant vehicle (SOV) travel while minimizing the need for increasing SOV roadway capacity. SJCOG's RCMP serves as a way of informing the RTP/SCS and programming efforts.

Additional transportation planning efforts begin with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG initiates corridor studies (or Project Study Reports-PSRs) that provide details on the types of challenges and system deficiencies found in a portion of the region. Within these reports, SJCOG sets out a goal to improve overall congestion levels, freight movement, and air quality along the corridor. Data analyses focus on identifying intersections, accident information, or existing design features that can benefit from safety enhancements. This is then followed by more detailed investigation of the types of strategies that can be used to reduce the number and severity of accidents. SJCOG's Unmet Transit Needs (UTN) Report provides the general public opportunities to raise accessibility gaps in public transit. Cumulatively, SJCOG's planning studies suggest strategies and recommend capital projects for the long-range Regional Transportation Plan and (RTP) for the Transportation Improvement Program (TIP). System reliability improvements to major state highway corridors in the region, including but not limited to I-5, SR-99, I-205, and SR-12, were outcomes of this regional planning process.

SJCOG also operates a transportation demand management program called dibs that covers a three-county area comprised of San Joaquin, Stanislaus and Merced counties. The vanpool program, one of dibs' most successful TDM programs, has over 5,000 members. In San Joaquin County alone, dib's vanpool program reduced an average of 215 VMT per weekday per van between Fiscal Year 2018-19 and FY 2020-21. Combined with alternative modes of transportation, the annual reduction in VMT was approximately 274,000 in 2018-19. Due to the COVID 19 pandemic, dibs could not coordinate in-person events and many businesses established remote work policies to limit commuting to a physical

workplace. Expectedly, this resulted in a decrease of logged dib smart trips and lower VMT reduction benefit to 228,330 in 2019-20 and 137,520 in 2020-21. As businesses transition back to the office, it is anticipated that future logged alternative mode trips will begin to increase to 2018-19 levels.

As previously mentioned, SJCOG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through these stakeholder groups, SJCOG often identifies asset management issues critical to their interests. For example, SJCOG works closely with our member agencies (cities and county) and the California Department of Transportation in nominating projects for the SHOPP and the Highway Safety Improvement Program. We have an active SJCOG Citizen Advisory Committee and Goods Movement Task Force that meet regularly. SJCOG planning staff regularly engage with these committees, public health agencies, and bicycle coalitions interested in transportation safety issues specific to their missions. We also work closely with public transit operators, the SJCOG Interagency Transit Committee, and the Social Services Transportation Advisory Committee to identify transit operational improvements and have financed those projects through the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA).

Although PM 3 is holistically integrated into SJCOG's regional transportation planning and programming process, as described above, the following highlighted projects in the RTP/SCS specifically address documented PM 3 performance measures issues:

- SR-99/SR-120 Connector Project Phase 1A[2]– Widen the eastbound SR-120 to southbound SR-99 connector ramp from one-lane to two-lanes. Remove the Austin Road overcrossing and replace with a new four lane structure spanning SR-99 and UPRR. Add a new connecting road from Austin Road to Woodward Avenue and Moffat Boulevard and modify the existing UPRR gated crossing at Woodward Avenue. Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.
- SR-99/SR-120 Connector Project Phase 1B[4] – Widen the northbound SR-99 to westbound SR-120 connector ramp from one-lane to two-lanes. Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR-99. Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound SR-120 to northbound SR-99 connector ramp.
- I-205 Managed Lanes* – Widen from six to eight lanes between Alameda County Line to I-5.
- I-5 HOV Mossdale – Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120.
- SR-120 – Widen four to six lanes between I-5 and Main Street.
- SR-99 HOV – Widen six to eight lanes, including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing between SR-120 and Stanislaus County Line.
- I-5 HOV – Widen six to eight lanes between Louise Avenue and north of Eight Mile Road.

Projects categorized in areas, applicable to PM 3 performance measures, were also programmed into the 2022 RTP/SCS.

[2] SR-99/SR-120 Connector Project Phase 1A/1B and I-205 Managed Lanes Project also in the draft 2022 Regional Transportation Improvement Program (RTIP).

- Over $843,000,000 in widen, extension, and reconstruction regional roadway category projects. For the list of projects, please refer to the Regional Roadway Improvements Category of the Plan Project List appendix.
- Over $1,500,000,000 in Caltrans, San Joaquin Regional Rail Commission (SJRRC), and Tri-Valley San Joaquin Regional Rail Authority projects. For the list of projects, please refer to the Rail Corridor Improvements Category of the Plan Project List appendix.
- Over $120,000,000 in improvements to Stockton Metropolitan and Tracy airports. For the list of projects, please refer to the Public Airport-Aviation Projects Category of the Plan Project List appendix.
- Over $350,000,000 in bicycle/pedestrian and related improvements. For the list of projects, please refer to the Active Transportation and Community Enhancement Projects Category of the Plan Project List appendix.
- Over $4,700,000,000 in operation, maintenance, and related improvements. For the list of projects, please refer to Operations and Maintenance Projects Category of the Plan Project List appendix.

The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
  Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this SHOPP Mobility program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2022 SHOPP features 65 Mobility projects programmed totaling $1,748,406,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately $300 million per year in state funding and approximately $515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

Truck travel mobility, and the goods movement that it provides, is essential to the economic vitality in the central San Joaquin valley. Nearly all freight movement in the Central Valley is provided by trucks. Therefore, a reliable and efficient good movement systems is necessary to support economic vitality in San Joaquin County and the greater San Joaquin Valley. As such, transportation projects that support efficient truck travel, such as shoulder improvements, auxiliary lanes, traffic flow improvement, and intelligent transportation systems (such as signal synchronization of the urban areas) have been included on the 2021 FTIP to support our freight mobility. SJCOG continually looks for ways to prioritize investment improvements and strategies to increase the efficiency and reliability of the region's goods movement system.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Other Funding Sources

Regional Transportation Impact Fee (RTIF)

SJCOG's Regional Transportation Impact Fee (RTIF) program is one local funding program where the information from the RCMP may help in updating its programming efforts. The RTIF program's objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. Within the RTIF program, there is funding made available for the Jobs Balancing Investment Fund (JBIF), an economic incentive program that provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

Measure K

Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than $735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

By the year 2041, Measure K is estimated to deliver an additional $2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. It will protect and enhance our transportation system today and well into the future. Through the Measure K program, San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop share 32.5% of the sales tax revenue for congestion relief and 30% share for passenger rail & bus service. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

Transit Asset Management

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

Transit Asset Management Performance Measures		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale.	Stations, depots, administration, parking garages, terminals, shelters

The TAM targets provided below were produced collaboratively with transit agencies based on their agency TAM plans and local targets. In establishment of their TAM targets, transit agencies' performance measures and their calculations align with the TAM Final Rule and FTA guidance. In developing the targets, SJCOG reviewed and considered the various local and regional transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the

metropolitan planning process. This section presents the TAM performance measures and targets adopted by City of Lodi Grapeline, City of Manteca Transit, City of Tracy Tracer, Regional Transit District (RTD), and Altamont Corridor Express (ACE) in the SJCOG region.

Transit Asset Management (TAM) Targets (RTD)								
Reporting Entity	Rolling Stock				Equipment		Facility	
	% of revenue vehicles > ULB				% of non-revenue vehicles > ULB		% of facilities < TERM scale 3	
	AR - Articulated Bus	BR – Over-the-road Bus	BU – Bus	Cutaway	Automobiles	Trucks & other Rubber Tire Vehicles	Passenger / Parking Facilities	Administrative / Maintenance Facilities
Regional Transit District (RTD)	0%	17.64%	20%	0%	5%	50%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (City of Tracy)					
Reporting Entity	Rolling Stock			Equipment	Facility
	% of revenue vehicles > ULB			% of non-revenue vehicles > ULB	% of facilities < TERM scale 3
	BU – Bus	Cutaway	Minivan	Automobiles	Passenger / Parking Facilities
Tracy Tracer	0%	12.5%	0%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (City of Lodi)				
Reporting Entity	Rolling Stock		Equipment	Facility
	% of revenue vehicles > ULB		% of non-revenue vehicles > ULB	% of facilities < TERM scale 3
	BU – Bus	Cutaway	Trucks & other Rubber Tire Vehicles	Passenger / Parking Facilities
Lodi Grapeline	0%	0%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (City of Manteca)			
Reporting Entity	Rolling Stock	Equipment	Facility
	% of revenue vehicles > ULB	% of non-revenue vehicles > ULB	% of facilities < TERM scale 3
	Cutaway	Automobiles	Passenger / Parking Facilities
Manteca Transit	0%	0%	0%

Source: National Transit Database

Transit Asset Management (TAM) Targets (ACE)							
Reporting Entity	Rolling Stock		Equipment			Facility	
	% of revenue vehicles > ULB		% of non-revenue vehicles > ULB			% of facilities < TERM scale 3	
	RL - Commuter Rail Locomotive	RP - Commuter Rail Passenger Coach	Automobiles	Steel Wheel Vehicles	Trucks & other Rubber Tire Vehicles	Administrative / Maintenance Facilities	Passenger / Parking Facilities
ACE	0%	0%	25%	0%	40%	0%	0%

Source: National Transit Database

SJCOG Efforts

Transit asset management are integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include these performance measures as one of the primary building blocks of the Plan:

Policy: Maximize Mobility and Accessibility	
Strategy No. 5	Optimize the public transportation system to provide efficient and convenient access for users of all income levels
Strategy No. 6:	Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments
Strategy No. 7:	Provide transportation improvements to facilitate non-motorized travel, including incorporation of complete streets elements as appropriate
Policy: Preserve Efficiency of the Existing Transportation System	
Strategy No. 13:	Prioritize projects that make more efficient use of the existing roadway network.
Strategy No. 16	Promote electric power, alternative fuels, and autonomous technologies for public transit

Transportation planning efforts begin with a preliminary analysis of the challenges facing the transportation system within the project area. In almost all cases, this ongoing effort continually identifies new issues and feeds them into the planning process. For example, SJCOG's Regional Transit Systems Plan (RTSP) is a is a long-range transit plan that looks at bus and rail transit needs, their related costs, and details a financial forecast of anticipated funding through year 2024. The bus/rail transit operators in the county are as follows: San Joaquin Regional Transit District, San Joaquin Regional Rail Commission, and the cities of Escalon, Lodi, Manteca, Ripon, and Tracy. SJCOG's Unmet Transit Needs (UTN) Report provides the general public opportunities to raise accessibility gaps in public transit. Cumulatively, SJCOG's planning studies suggest strategies and recommend capital projects for the long-range Regional Transportation Plan and (RTP) for the Transportation Improvement Program (TIP). Multiple bus and rail improvements were outcomes of this regional planning process.

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Transportation Development Act (TDA) – The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the TDA of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

TDA established two funding sources: the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.

- LTF is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax

revenues to each county's LTF. Each county then apportions the LTF funds within the country based on population.

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FTA 5307 / 5939 – FTA 5307 and 5939 account for most of the FTA funding for transit.

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- 5339 - As authorized by 49 United States Code (U.S.C) Section 5339, the 5339 Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. FTA apportions a discretionary component and a small urban (population 50,000 to 200,000) formula component to governors of each State annually. The California State Department of Transportation, Division of Rail and Mass Transportation (DRMT) has been delegated the designated recipient responsibilities by the Governor and is the direct recipient for these funds. DRMT administers these funding components to eligible sub-recipients which include: public agencies and private nonprofit organizations engaged in public transportation.

CMAQ - With passage of the Clean Air Act Amendments of 1990, the Congress made great strides in America's efforts to attain the National Ambient Air Quality Standards (NAAQS). The 1990 amendments required further reduction in the amount of allowable vehicle tailpipe emissions, initiated more stringent control measures in areas that still failed to meet the NAAQS-known as nonattainment areas-and provided for a stronger, more rigorous link between transportation and air quality planning. Congress passed the Intermodal Surface Transportation Efficiency Act-the ISTEA of 1991. The CMAQ program was created to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Measure K - Voters first approved Measure K in 1990 for a 20-year period. Their trust was rewarded by more than $735 million in transportation improvements in San Joaquin County. After experiencing the success and progress of Measure K, nearly 78% of San Joaquin voters renewed the sales tax in November 2006 for an additional 30 years.

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the MPO Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers' safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety

performance measures are as described in the NTD Safety and Security Manual. Transit agencies based their performance measures and calculations off of FTA's National Public Transportation Safety Plan and guidance. Each transit agency, except SJRRC, is required to make its PTASP performance targets to MPOs to assist in the planning process and coordinate, to the maximum extent practicable, with SJCOG in selecting its targets for TAM. SJCOG's Interagency Transit Committee (ITC) was the platform for transit agencies to discuss their PTASPs; including targets. In addition, transit agencies provided adequate opportunities for SJCOG to review and comment on their PTASP-related materials, with the final product being made available to SJCOG.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by transit operators in the SJCOG region. RTD, City of Lodi's Grapeline, City of Manteca's Transit, and City of Tracy's Tracer each provided their PTASP targets. SJRRC falls under the Federal Railroad Jurisdiction's Safety Jurisdiction designation; thus, is exempt from establishing a PTASP.

Public Transportation Agency Safety Plan (PTASP) Targets (Lodi Grapeline)							
Mode of Service	**Fatalities**	**Fatalities (per 10 million VRM)**	**Injuries**	**Injuries (per 10 million VRM)**	**Safety Events**	**Safety Events (per 10 million VRM)**	**System Reliability**
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	14,648
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	6,258

Source: Grapeline PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Manteca Transit)							
Mode of Service	**Fatalities**	**Fatalities (per 10 million VRM)**	**Injuries**	**Injuries (per 10 million VRM)**	**Safety Events**	**Safety Events (per 10 million VRM)**	**System Reliability**
Motor Bus (MB)	0	0	0	0	0	0	4.51 per 100,000 miles
Demand Response / Paratransit (DR)	0	0	0	0	0	0	4.12 per 100,000 miles

Source: Manteca Transit PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Tracy Tracer)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	40,329
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	22,807

Source: Tracer PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (RTD)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (Fixed Route)	0	0	12	97	171	1,385.1	6,096.4
Commuter Bus (Commuter Service)	0	0	0	0	13	22.8	387,539
Mobility Response (Mobility on Demand)	0	0	0	0	3	192	155,915.8
Demand Taxi (ADA / Paratransit)	0	0	1	47.4	1	47.4	211,191.9

Source: RTD Agency Safety Plan

SJCOG Efforts

Transit asset management are integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include these performance measures as one of the primary building blocks of the Plan:

Policy: Maximize Mobility and Accessibility	
Strategy No. 5	Optimize the public transportation system to provide efficient and convenient access for users of all income levels
Strategy No. 6:	Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments

Strategy No. 7:	Provide transportation improvements to facilitate non-motorized travel, including incorporation of complete streets elements as appropriate
Policy: Increase Safety and Security	
Strategy No. 10:	Facilitate projects that reduce the number and severity of traffic incidents
Policy: Preserve Efficiency of the Existing Transportation System	
Strategy No. 13:	Prioritize projects that make more efficient use of the existing roadway network.
Strategy No. 16	Promote electric power, alternative fuels, and autonomous technologies for public transit

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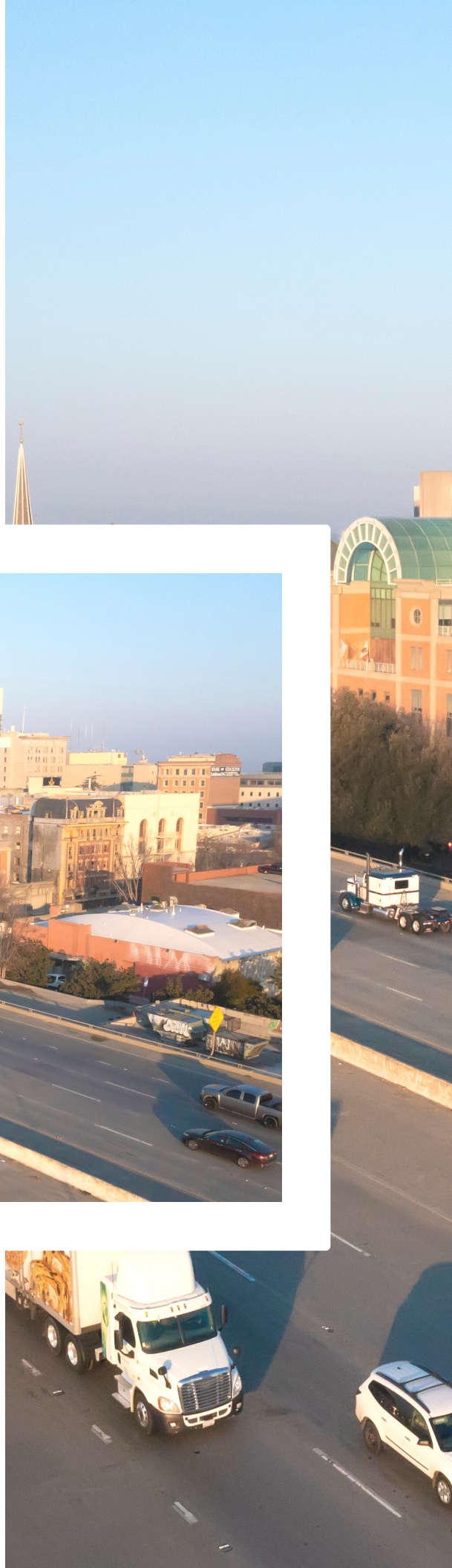
APPENDIX O

Congestion Management Program



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

2022

REGIONAL CONGESTION MANAGEMENT PROGRAM

2022 RTP/SCS APPENDIX

SAN JOAQUIN COUNCIL OF GOVERNMENTS | 555 E Weber Ave., Stockton CA 95219

Federal Congestion Management Process

INTRODUCTION

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. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law on August 10, 2005 requires transportation management areas (TMAs), such as San Joaquin County, to develop and engage in a Congestion Management Process (CMP) that is fully integrated into the regional transportation planning process in order to provide for "safe and effective integrated management and operation of the transportation system." The CMP requirement was carried forward with the current Federal Transportation Authorization Act, Fixing America's Surface Transportation (FAST), 2015. In addition, the 2006 Measure K Renewal ordinance included a requirement to support and develop a Regional Congestion Management Program (RCMP).

In 2019, SJCOG's Board approved resolution no. R-20-16 that recommends our jurisdictions adopt resolutions to opt out of the State Congestion Management Program and authorized SJCOG's Executive Direct to start the process of opting out of the State Congestion Management Program. Pursuant to California Government Code 65088.3, a state designated congestion management agency can opt out or become exempt from the requirements of California's Congestion Management Program once the majority of jurisdictions that account for the majority of the population in San Joaquin County pass their own exemption resolutions from California's Congestion Management Program. As of August 2020, all cities that account for 79% of the County's population passed their own resolutions. In August 2021, SJCOG's Board

approved the 2021 RCMP update and resolution no. R-22-01 finding SJCOG met the threshold of California Government Code 65088.3 and elected to exempt SJCOG from the State Congestion Management Program. The RCMP update reflects the exemption of the State Congestion Management Program and preservation of the Federal Congestion Management Process. In addition, specific MAP-21 performance metrics were integrated into the RCMP.

The Federal Congestion Management Process Guidebook includes strategies for the safe and effective management of the regional transportation system such as monitoring and maintenance, demand reduction, land use analysis and mitigation, operational management strategies, and strategic capacity enhancements. As such, implementing a CMP fosters a more holistic, well rounded approach to transportation planning that includes consideration of multiple goals, including economic vitality, safety, livability multimodal choices, and the environment.

> *"Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods."*
>
> Federal Highway Administration

In compliance with the federal and local congestion management directives to support regional mobility, SJCOG has developed and implements the RCMP. SJCOG's RCMP is integrated into the RTP/SCS and FTIP process as a unified response to reducing congestion in our region. The RTP/SCS and RCMP support a multimodal approach to transportation that looks at the overall system and identifies improvements that benefit all modes, rather than prioritizing one over the other. The goal of this approach is to provide choices to the transportation system's users.

The Regional Congestion Management Program components outlined in this appendix are:

1) Overview of the RCMP
    - Regional Network
    - Analyze Congestion Problems & Needs
    - Travel Demand Management
    - Analyze Congestion Problems & Needs
    - Identify and Assessing Strategies
    - Program Implementation
2) Relationship of RCMP with the RTP/SCS
3) Objectives and Performance Measures

The complete Regional Congestion Management Program is available at http://www.sjcog.org/rcmp.

OVERVIEW OF THE REGIONAL CONGESTION MANAGEMENT PROGRAM (RCMP)

The purpose of the Regional Congestion Management Program (RCMP) is to monitor congestion, identify congestion problems, and establish a programming mechanism aimed at reducing congestion. The RCMP aims to achieve these goals through developing the following required elements:

REGIONAL TRANSPORTATION SYSTEM

Designation of a regional transportation system supports RCMP monitoring activities and focuses the implementation of the RCMP on a core network of key transportation facilities that facilitate regional travel within San Joaquin County:

RCMP Roadway Network

Federal Congestion Management Process requires the national highway system be designated as part of the RCMP roadway network. The inclusion of locally owned and operated principal arterials is left to the Congestion Management Agency (CMA), in coordination with its member agencies. Chosen local arterials must represent routes of regional significance.

The San Joaquin County RCMP roadway network is shown in **Figure 1.**

RCMP Bicycle Network

The provision of bicycling facilities is an important component of the SJCOG's program to encourage multimodal transportation. SJCOG has developed the Bicycle, Pedestrian, and Safe Routes to School Plan. A key deliverable of this plan is the formal designation of a regional bikeway network. This regional bikeway network includes existing and future Class I Multi-use trails, Class II Bike Lanes, and Class III Bike Route facilities that will comprise a continuous uninterrupted network of facilities across the entire county. The regional bikeway network provides a mechanism for tracking performance and ultimate completion of the bikeway network. RCMP bikeway facilities are shown in **Figure 2**.

RCMP Multimodal Corridors

Federal mandates require the consideration of all major modes of travel as part of a Congestion Management Program (CMP). Additionally, the California Complete Streets Act (AB 1358) requires counties and cities to include policies that take all roadway users into consideration (bicyclists,

pedestrians, transit riders, motorists, children, senior citizens, mobility impaired, and freight movers) as part of their general plan updates. In recognition of these legislative mandates, SJCOG, in coordination with its member agencies, established Multimodal Corridors. These corridors are generally located in areas that are characterized by a predominance of shared roadway users (pedestrians, bicyclists, transit passengers, and motorists) and where roadway widening is infeasible or undesirable.

These corridors are not the only roadways on the RCMP that need to accommodate multiple user types. All RCMP roadways with adjacent land uses need to provide access for all user types. However, these designated Multimodal Corridors will receive the benefit on level of service analysis for all travel modes. RCMP Multimodal Corridors are shown in Figure 3.

Figure 1. RCMP Roadway Network (2021)

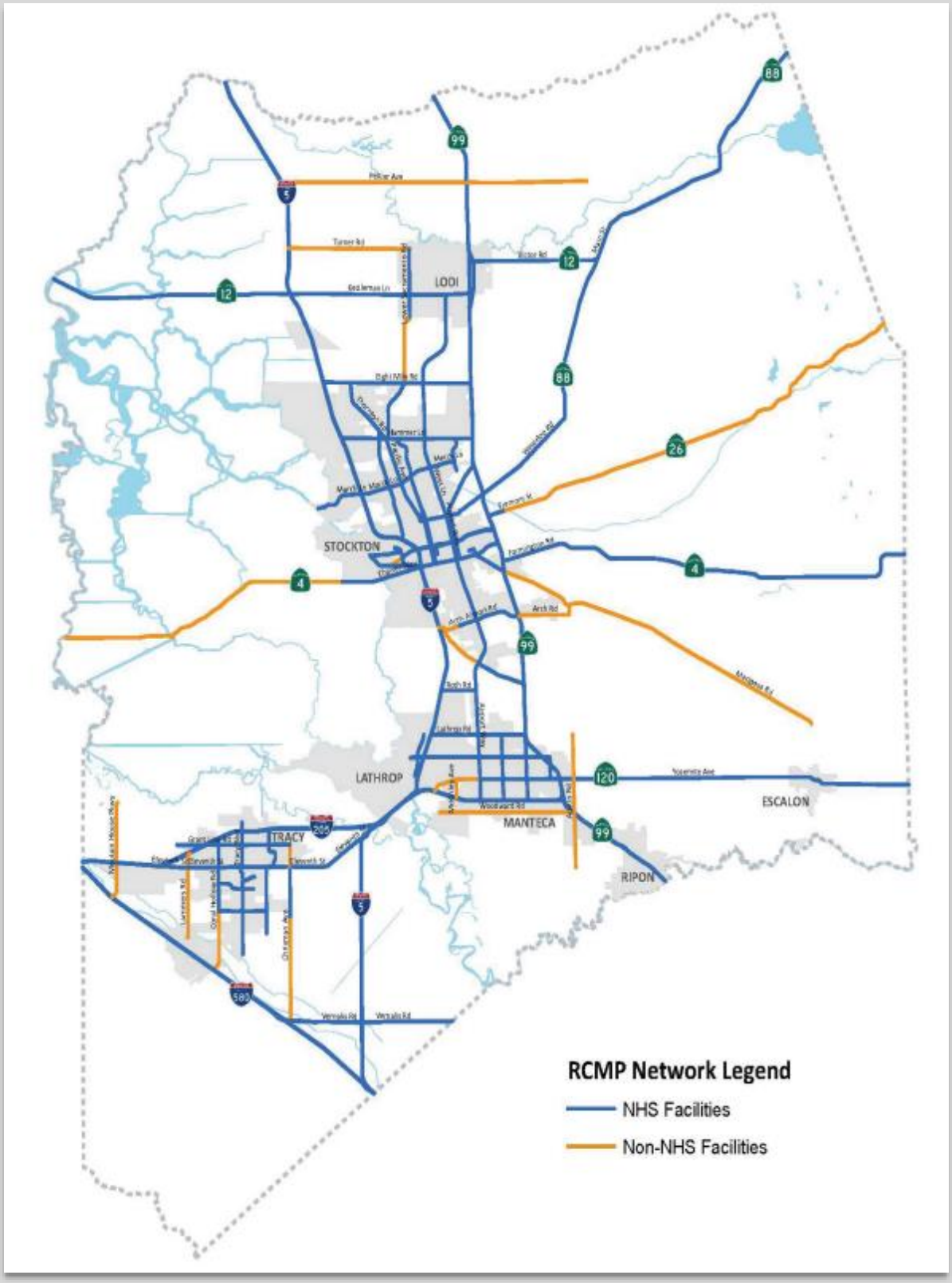


Figure 2. RCMP Bicycle Network

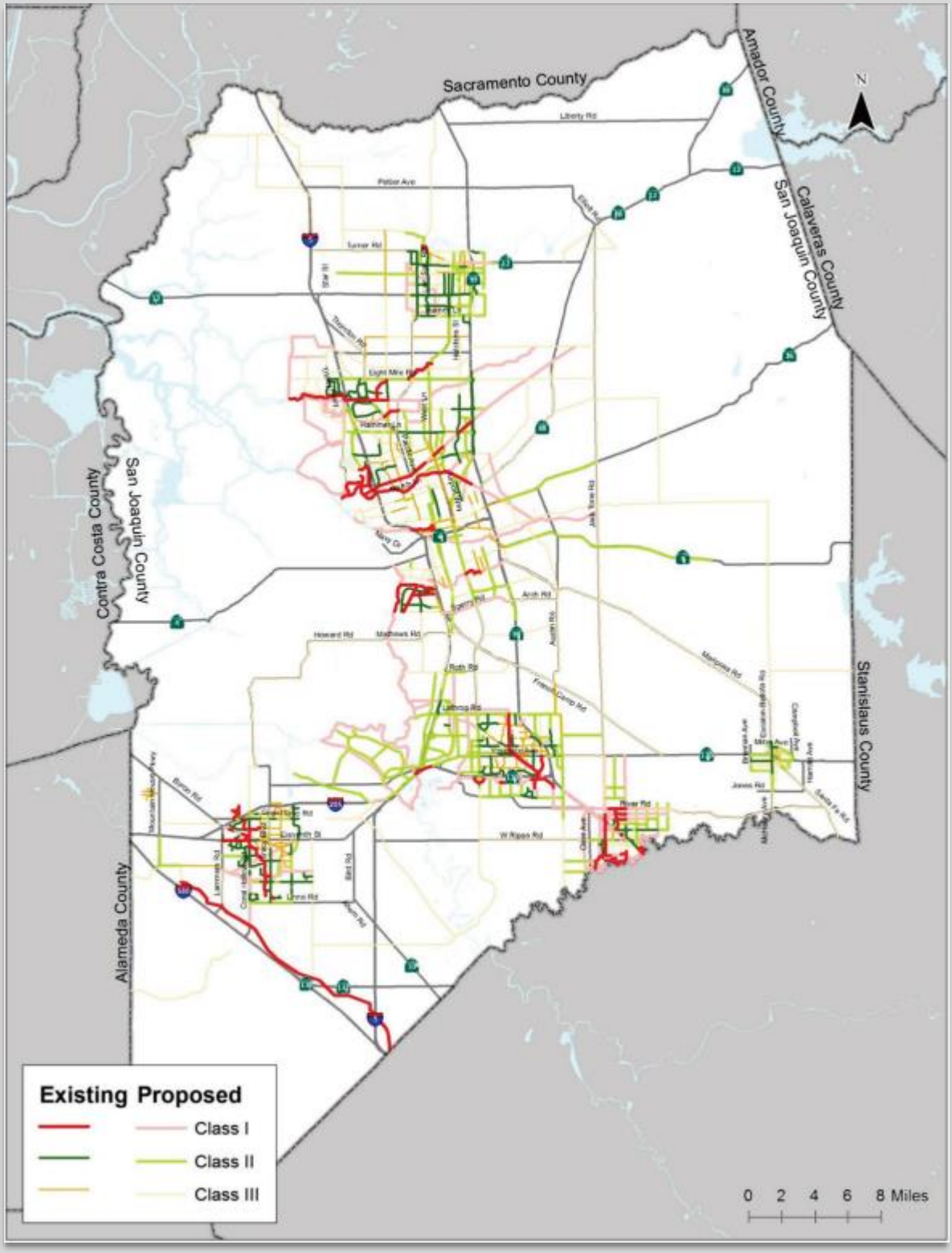
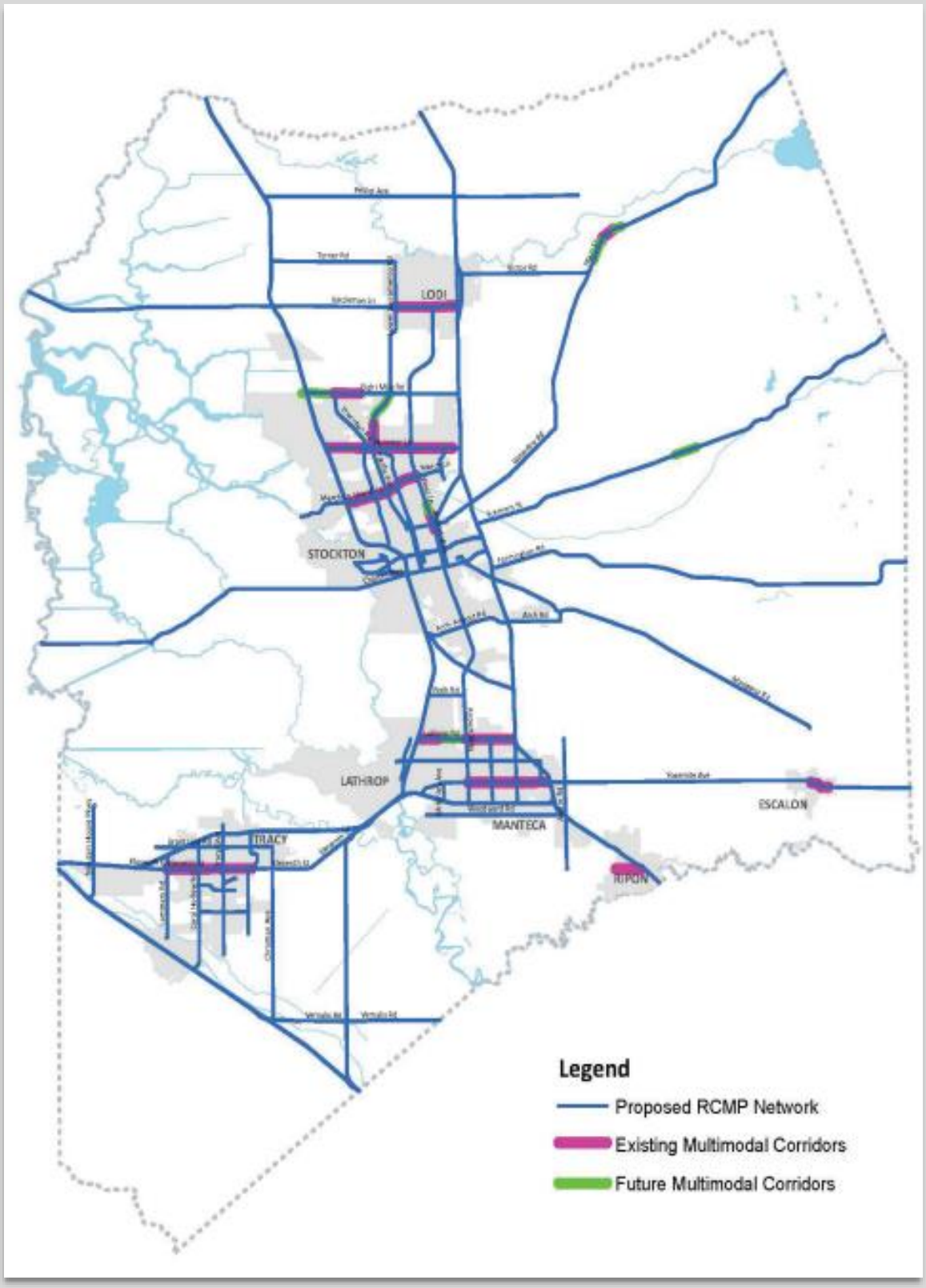


Figure 3. RCMP Multimodal Network



PRELIMINARY DEFICIENT CORRIDOR

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system by managing travel demand, including carpooling, transit, telecommuting and nonmotorized transportation.

All of the counties in the San Joaquin Valley are designated as "severe" to "extreme" non-attainment for the federal health-based pollutants by the EPA and are therefore required to take extra steps to improve air quality, with employer-based travel demand management as a key strategy. As a result, the San Joaquin Valley Air Pollution Control District (SJVAPD) established a requirement of major employers (with 100 or more employees) in the region to develop and implement TDM strategies. These strategies can include employee shuttles, staggered work hours, telecommute options, transit subsidies, carpool/vanpool programs, and many other strategies.

SJCOG established its own a countywide TDM program to address demands for transportation–the *dibs* Program. The main purpose of the dibs program is to reduce the number of single occupant vehicles during peak demand times by providing incentives for carpooling, taking transit, walking, biking, or traveling off peak.

GOODS MOVEMENT STRATEGIES

The movement of goods throughout San Joaquin County is crucial to the economic health of the region. Freight traverses the county using many modes, including trucks, rail, and ship. Trucks, however, are the predominant mode of goods transport in the county, and the focus of a performance measure for tracking RCMP roadways that are Surface Transportation Assistance Act (STAA) compliant.

The Surface Transportation Assistance Act (STAA) was passed in 1982 by the federal government to govern the movement of trucks and trailers. STAA vehicles are large commercial trucks that meet federal size regulations (48 to 53 feet from kingpin to rear axle). In California, the STAA network consists of the National Network (generally, interstate freeways and approved state highways) and Terminal Access (state highways). Roadways that are part of the STAA network must be designed to accommodate the STAA-sized trucks.

SJCOG tracks improvements to intersections listed in the Interregional Truck Operations on I-5 and SR-99 and STAA Routes Improvement Study through coordination with local agencies. List of intersections can be found in Appendix E of 2021 RCMP Update.

SYSTEM MONITORING PROGRAM

The program's network consists of all freeways, state highways, principal arterials, over 100 intersections, as well as the transit, bike, and pedestrian systems. Through the implementation of the RCMP's "System Monitoring Program," conducted biennially, SJCOG collects region wide transportation data and monitors the performance of the multimodal network. The program deliverables also provide valuable data to the local jurisdictions and to the state Department of Transportation, Caltrans for their individual planning needs

The RCMP Monitoring Program provides the mechanism to yield the requisite data and methodologies to address the established multimodal federal performance metrics. It addresses multiple analysis scales and RCMP system components (corridor, segment, intersection).

RELATIONSHIP OF SJCOG RCMP AND REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

As previously noted, all federally designated Transportation Management Areas (TMAs) are required to develop and implement a Congestion Management Process as part of the metropolitan planning and programming process. SJCOG's Regional Congestion Management Program (RCMP) supports the MPO's development of transportation investment strategies though bringing technical objectivity to the planning and programming process. RCMP is an important tool for assisting decision makers in determining priorities for project implementation and funding, both near and long term.

The System Monitoring Program described above is a key mechanism of the RCMP that feeds into the regional transportation planning/programming process during RTP and FTIP updates. The extensive data and information collection on the regional transportation system feeds directly into a set of performance measures used for assessing, monitoring, and maintaining the performance of the multimodal network. These outputs of the RCMP process are important to the long range transportation planning process.

The 2021 RCMP establishes a broad set of supply-side and demand-side strategies to combat congestion and its impacts on economic development that embrace the latest thinking about reducing SOV trips, coordinating investment in alternative modes of transportation, and providing new incentives to get people out of their cars. These strategies, described above, include the Land Use Analysis Program, monitoring of "Multimodal Corridors," establishment of multimodal performance measures and TDM targets, and setting measurable monitoring goals to curtail substandard performance on the RCMP roadway facilities and intersections.

OBJECTIVES AND PERFORMANCE MEASURES

Federal directives outlined in 23 CRR 450.320 (b) require the congestion management process result in multimodal system performance measures and strategies that can be reflected in the regional planning documents, such as the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). In order to provide viable choices to Single Occupant Vehicles (SOVs) and to support the intent of Federal MAP-21 legislation, SJCOG has made the Congestion Management Process an integral part of the regional transportation planning process, including the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). The RCMP tracks and monitors several performance indicators that are used to:

- Track progress toward meeting RCMP objectives;
- Update SJCOG's Regional Transportation Plan (RTP) and aid project prioritization;
- Determine Statewide and Federal Transportation Improvement Program (STIP/FTIP) projects; and,
- Guide Regional Transportation Improvement Fee (RTIF) funding decisions.

The RCMP objective and performance measures are shown in Table 1. As RCMP program implementation continues, refinement of these measures and/or additional performance measures will be established as part of future updates. Descriptions of each objective can be found in Table 2.

Table 2 shows the supporting relationship between the RCMP's performance measures and the goals and objectives of the 2018 RTP/SCS.

Additionally, TMAs that are designated as nonattainment or maintenance areas for ozone or carbon monoxide, federal regulations require that projects resulting in a significant increase in SOV carrying capacity (with the exception of safety improvements and bottleneck elimination projects) be identified or addressed through a well-defined congestion management process. For capacity increasing projects on the regional RCMP network (found on the Plan Project List appendix), SJCOG has prepared a qualitative scoring matrix (RCMP Project Matrix, Table 3) that looks at several operational, multimodal, and programming factors for the project's consideration within the RTP.

In making transportation investment decisions, the RCMP Project Matrix (as well as other technical data collected through the RCMP) is used in conjunction with a wide range of other factors, such as quality of life and livability. As these projects move forward to the FTIP, SJCOG will continue to meet the intent of this directive through coordination the project sponsors to ensure travel demand reduction and/or operational management strategies are addressed.

These program strategies, together with the implementation of the comprehensive congestion management program, support the latest industry efforts to reduce traffic congestion while

promoting sustainable communities that rely less on the SOV for their growth and continued economic development.

Table 1. RCMP Performance Measures

RCMP Objective	Measure of Effectiveness	Performance Measure
Operational Efficiency	Congestion Speeds	Percent of miles (on IHS and non-IHS NHS and RCMP network) that are congested (when congested speed is less than 60% of free flow speed).
	Travel Time Reliability (TTR) Index (80% and 95% travel time) (All vehicles)	Percent of Person-miles of travel (on IHS and non-IHS NHS) that are reliable (TTR)
		Percent of miles (on IHS and non-IHS NHS) that are reliable (TTR)
	Congestion & TTR (95% travel time)	"Facility Specific" that are congested and/or unreliable. Provides basis for identifying RCMP deficient corridors.
Goods Movement & Operational Efficiency	STAA Intersections	Track STAA-compliant intersections listed as part of Interregional Truck Operations on I-5 and SR-99 and STAA Routes Study
	Truck Travel Time Reliability Index (80% and 95% travel time)	"Facility Specific" that are congested (congested speed less than 60% of free flow truck speed) and/or unreliable. Provides basis for identifying RCMP deficient corridors.
Transit System	Transit Coverage	Population & employment within ½-mile walking distance of a transit stop
	Transit Frequency	Level of service for service frequency of transit vehicles per hour (Transit Capacity and Quality of Service Manual)
Regional Bikeway Network	Percent Completed of Regional Bikeway Network	Ratio of completed to total Regional Bikeway Network miles, listed by jurisdiction.
Complete Streets	RCMP Multimodal Corridor Quality of Service (transit, bike, pedestrian)	Multimodal quality of service for existing conditions on designated corridors (transit, bike, pedestrian).
Travel Demand Management	Commuter VMT Reduction	Track San Joaquin County employer and employee participation rates for commute to work mode.
	VMT Per Capita	Land Use Efficiency
Safety	Fatal Collisions & Rates	Number of fatalities Fatalities per 100,000,000 VMT

RCMP Objective	Measure of Effectiveness	Performance Measure
	Serious Injury Collisions & Rates	Number of serious injuries Serious injuries per 100,000,000 VMT
	Number of Collisions	Number of non-motorized fatalities and non-motorized serious injuries
System Management	PCI / PSI / IRI / Qualitative	PM2 Percentage of pavements of the Interstate System in Good Condition & Poor Condition
		Percentage of pavements of the non-Interstate NHS in Good Condition & Poor Condition
		Percentage of NHS bridges classified as in Good Condition & Poor Condition

Table 2 – Relationship of RCMP Performance Measures and RTP Goals/Objectives

RCMP Performance Measure Descriptions	RCMP Objectives Support of RTP Goals							
	RCMP Objective	RCMP Objective	RCMP Objective	RCMP Objective	RCMP Objective	RCMP Objective	RCMP Objective	RCMP Objective
	Operational Efficiency	Goods Movement	Transit System	Bike System	Complete Streets	Safety	System Management	Travel Demand Management
	Objective is to prioritize operational and demand management strategies over adding roadway capacity to address congestion. RCMP monitors and measures the operational efficiency (congestion and reliability) of the regional transportation system.	Objective is to promote economic development in San Joaquin County by reinforcing compliance with STAA design criteria on the RCMP network. RCMP monitors and measures STAA-compliant inventory of intersections and supports STAA retrofit improvements to accommodate STAA rated truck movements.	Objective is to provide equitable access to public transit servics and promote transit to accommodate future demand. RCMP monitors and measures the transit system's ability to serve a percentage of the overall population.	Objective is to promote mode shift to active transportation through the development of a Regional Bikeway Network. RCMP establishes a RCMP Bikeway Network and monitors the ratio of completed to total regional bikeway miles.	Objective is to develop and implement a systemic methodology to strengthen the prioritization process for multimodel (pedestrian/bike/transit) projects during discretionary funding cycles. RCMP monitors Multimodel Quality of Service for existing conditions on designated RCMP multimodal corridors.	Objective is to systemically improve the safe movement of people and goods to reduce fatal and serious injury collisions by reinforcing the prioritization process for safety related projects during competitive grant and discretionary funding cycles. RCMP monitors the Federal PM1 Safety metrics for existing conditions on designated RCMP roadways and countywide.	Objective is to maintain the RCMP network infrastructure pavement in good or fair condition by prioritizing rehabilitation and maintainence projects through State and Local (Measure K) formula funding. RCMP monitors the Federal PM2 Pavement Condition metrics for existing conditions on designated RCMP roadways.	Objective is to improve operations on the regional transportation network through implementation of employer-based TDM strategies. RCMP measures and monitors TDM benefits (trip and VMT reductions) through the number of employers/employees who participate in the eTRIP and Dibs programs.
Correlation of RCMP PM Support to RTP Goals/Objectives								
RTP Goal A Enhance the Environment for Existing and Future Generations and Conserve Energy	Supports Goal		Supports Goal	Supports Goal	Supports Goal			Supports Goal
RTP Goal B Maximize Mobility & Accessibility	Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal		Supports Goal	Supports Goal
RTP Goal C Increase Safety & Security	Supports Goal	Supports Goal			Supports Goal	Supports Goal	Supports Goal	
RTP Goal D Preserve the Efficiency of the Existing Transportation System	Supports Goal						Supports Goal	Supports Goal
RTP Goal E Support Economic Viability	Supports Goal	Supports Goal					Supports Goal	
RTP Goal F Promote Interagency Coordination & Public Participation for Transportation Decision-Makers & Planning Efforts	Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal
RTP Goal G Maximize Cost Effectiveness	Supports Goal						Supports Goal	Supports Goal
RTP Goal H Improve the Quality of Life for Residents	Supports Goal		Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal	Supports Goal

Table 3 – Congestion Management Process Evaluation of RTP Roadway Capacity & Operations Projects

Congestion Management Process Evaluation of RTP Regional Roadway SOV Capacity Increasing Projects

Legend: ● Yes ◐ Partial ○ No

						Project Needs: Bottleneck and/or Safety Conditions				Maintenance	Goods Movement		TDM/TSM Strategies[1]														
						RCMP Deficiency	Congestion & Reliability	Injuries & Fatalities		PCI/PSI/IRI	STAA National and Terminal Access Connectivity		A	B	C	D	F.1	F.2	F	G.1	G.2	G.3	H	I	J.1	J.2
	Regional Transportation Plan Capacity Increasing Projects on RCMP Network					Addresses RCMP Deficient Corridor[2]	Addresses Congested or Unreliable Segment	Addresses Segment with Fatality Rate >2 per 100 Million VMT	Addresses Segment with Injury Rate >3.5 per 100 Million VMT	Improve pavement condition along NHS	Part of STAA network	Link to Multimodal Goods Movement Hubs	Demand Management	Arterial Operation	Managed Lanes	Land Use/Growth Management	Rubber Tire Public Transit	Passenger Rail Public Transit	Active Transportation	ITS Strategies for Arterial Segments (to improve traffic operations)	ITS Strategies for Freeway Segments (i.e., Integrated Corridor Management)	ITS (Traveler Information Systems)	Transportation System Management (Park-n-Ride Lots)	Incident Management	Safety Improvements (Rural)	Safety Improvements (Urban)
RTPID	Project Sponsor	Facility Name/Route	Project Description	Project Boundaries	Year Open to Traffic																						
			MAINLINE PROJECTS																								
SJ14-3004	Caltrans	SR-99/120 Connector Project Phase 1A	(Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave;Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.)	On SR-120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	2025	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3005	Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Alameda County Line to Eleventh Street	2028	●	●	○	●	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ14-3001	Caltrans	I-205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	2028	●	●	○	●	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ14-3002	Caltrans	I 205 Managed Lanes	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I 5	2028	○	○	○	●	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3008	Caltrans	I-5 HOV Mossdale	Widen to add HOV lanes with HOV Connector Ramps to I 205 and SR-120	I 205 to Louise Avenue (P.M. 12.3/R 16.3)	2026	○	○	○	●	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3014	Caltrans	SR-120	Widen 4 to 6 lanes (inside)	I-5 to Main Street (P.M. 5.13)	2030	○	○	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ18-3001	Caltrans	SR 99 HOV	Widen 6 to 8 lanes (inside/outside), including reconstruction of SR 99/Main Street and SR 99/Wilma Avenue interchanges and pedestrian overcrossing	SR-120 to Stanislaus County Line	2032	●	●	○	○	○	●	○	○	○	●	○	○	○	●	○	○	○	○	○	○	●	●
SJ18-3002	Caltrans	SR 99/120 Connector Project Phase 1B	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.)	On SR-120 from Main Street (P.M. 5.13) to SR 99 and on SR-99 from SR-120 to Olive Avenue (P.M. 6.22)	2033	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3001	Caltrans	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of Eight Mile Road	2036	○	●	○	○	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3015	Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	2038	○	●	○	○	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3016	Caltrans	I-5 HOV	Widen 6 to 8 lanes (inside)	Louise Avenue to French Camp Road	2040	○	●	○	○	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ18-3003	Caltrans	SR 99/120 Connector Project Phase 1C	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.	On SR 120 from Main Street (P.M. 5.13) to SR-99 and on SR-99 from SR 120 to Olive Avenue (P.M. 6.22)	2042	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
			LOCAL/REG ROADWAYS START HERE																								
			LOCAL/REG ROADWAYS WITH STATE HIGHWAY																								
SJ07-3022	Lodi	Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape	Between SR 99 to Central California Traction railroad tracks.	2034	○	●	●	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
			LOCAL/REG ROADWAY NON-STATE HIGHWAY																								
SJ07-3023	Manteca	Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.	2022	○	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3008	Manteca	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road	2022	○	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3024	Manteca	Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99	2024	○	●	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3027	Manteca	Louise Avenue	Widen from 2 to 4 lanes	Main Street to SR-99	2023	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3003	Manteca	Airport Way	Widen from 2 to 4 lanes	Yosemite Ave. to Lathrop Road	2027	○	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ14-3004	Manteca	Airport Way	Widen from 4 to 6 lanes	SR 120 to Lathrop Road	2036	○	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3005	San Joaquin County	Grant Line Road Corridor Improvements	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements	Tracy City Limits to 11th Street	2025	○	○	●	●	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	●	●

Congestion Management Process Evaluation of RTP Regional Roadway SOV Capacity Increasing Projects

Legend
● Yes
◐ Partial
○ No

						Project Needs: Bottleneck and/or Safety Conditions				Maintenance	Goods Movement		TDM/TSM Strategies[1]													
						RCMP Deficiency	Congestion & Reliability	Injuries & Fatalities		PCI/PSI/IRI	STAA National and Terminal Access Connectivity		A	B	C	D	E.1	E.2	F	G.1	G.2	G.3	H	I	J.1	J.2
	Regional Transportation Plan Capacity Increasing Projects on RCMP Network					Addresses RCMP Deficient Corridor	Addresses Congested or Unreliable Segment	Addresses Segment with Fatality Rate >2 per 100 Million VMT	Addresses Segment with Injury Rate >3.5 per 100 Million VMT	Improve pavement condition along NHS	Part of STAA network	Link to Multimodal Goods Movement Hubs	Demand Management	Arterial Operation	Managed Lanes	Land Use/Growth Management	Rubber Tire Public Transit	Passenger Rail Public Transit	Active Transportation	ITS Strategies for Arterial Segments (to improve traffic operations)	ITS Strategies for Freeway Segments (i.e., Integrated Corridor Management)	ITS (Traveler Information Systems)	Transportation System Management (Park-n-Ride Lots)	Incident Management	Safety Improvement (Rural)	Safety Improvement (Urban)
RTPID	Project Sponsor	Facility Name/Route	Project Description	Project Boundaries	Year Open to Traffic																					
SJ11-3037	San Joaquin County	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road	2025	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	●	●
SJ11-3027	San Joaquin County	Eleventh Street	Operational and safety improvements along corridor and at intersections	Tracy City Limits to I-5	2025	○	○	●	●	○	○	○	○	●	○	○	○	○	○	○	○	○	○	●	○
SJ07-3124	San Joaquin County	Roth Road	Widen from 2 to 4 lanes with shoulders)	UPRR to Airport Way	2029	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3008	San Joaquin County	Airport Way	Widen from 2 to 4 lanes	Roth Road to French Camp Road	2035	○	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3007	San Joaquin County	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road	2035	○	○	●	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3093	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	2025	○	○	○	●	○	○	○	○	○	○	○	○	●	○	○	○	○	○	○	●
SJ11-3042	Stockton	Arch Road	Widen from 2 to 6 lanes	Fite Court to Frontier Way	2025	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3045	Stockton	Arch Road	Widen from 2 to 6 lanes	Frontier Way to SR-99	2035	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3036	Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln	2025	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3039	Stockton	Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough	2035	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3035	Stockton	Lower Sacramento Rd	Widen from 4 to 6 lanes	Morada Ln to Hammer Ln	2031	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3088	Stockton	Airport Way	Intersection and operational improvement	Harding Way to Industrial Rd	2031	○	○	●	●	○	●	○	○	●	○	○	○	○	○	●	○	○	○	●	○
SJ11-3050	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	I-5 to Thornton Rd	2035	○	○	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3094	Stockton	Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd	2035	○	○	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3061	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Rd to West Lane	2035	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3095	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	West Ln to Holman Rd	2035	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3051	Stockton	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Rd to SR 99	2035	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3089	Stockton	Arch Road	Widen from 2 to 6 lanes	Newcastle Rd to Fite Court	2035	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3053	Stockton	French Camp Road	Widen from 2 to 6 lanes	Wolfe Rd to Mandrey Rd	2035	○	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ18-3001	Stockton	Mariposa Road	Widen from 2 to 4 lanes	Stagecoach Road to Austin Road	2035	○	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3063	Stockton	Mosel Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99	2035	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3110	Tracy	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Liane Road	2022	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3107	Tracy	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road	2035	○	○	○	○	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3182	Tracy	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580	2025	○	●	○	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3067	Tracy	MacArthur Drive	Extend 4 lane roadway on new alignment and construct railroad grade separation	Mt. Diablo Road to Eleventh Street	2024	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3183	Tracy	Tracy Blvd.	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street	2030	○	●	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	NOT DESIGNATED RCMP ROADWAYS BUT INCLUDED ON RTIF NETWORK: CONSIDERED REGIONALLY SIGNIFICANT																									
SJ11-3014	Manteca	Raymus Expressway[2]	Construct new 4-lane expressway	Main Street to SR-99	2035	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3013	Manteca	Raymus Expressway[2]	Construct new 2 lane expressway	SR 120 to Woodward Ave	2028	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ11-3015	Manteca	Raymus Expressway[3]	Construct new 2 lane expressway	Woodward Ave to Main Street	2031	○	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3012	Lathrop	Golden Valley Parkway[4]	Construct new roadway parallel to I-5, 2 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	2023	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ14-3007	Lathrop	Golden Valley Parkway[4]	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Along Northwest side of I-5 from Stewart Road to Paradise Road	2025	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SJ07-3012	Lathrop	Golden Valley Parkway[4]	Widen from 2 to 4 lanes, from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	2027	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

[1] A description of each TDM/TSM Strategy is provided in Table G-1 RCMP Tool Box in the RCMP Policy Document

[2] As defined in the SJCOG Regional Congestion Management Program 2021

[3] Designated as part of RTIF Network and will provide congestion/reliability and safety benefits (parallel capacity) to SR 120

[4] Designated as part of RTIF Network and will provide congestion/reliability and safety benefits (parallel capacity) to I-5

APPENDIX P1

Environmental Justice & Title VI Analysis: Introduction

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P1 INTRODUCTION

Freeways, public transit, and other transportation infrastructure have a significant effect on the quality of life of residents throughout the region by shaping access to jobs, education, housing, community services, amenities, and recreational opportunities. Approaching transportation investment with an environmental justice and social equity framework helps to advance the development of a comprehensive transportation system that provides everyone – regardless of color, race, national origin, income, or physical ability – with opportunities to work, shop, study, pray, play, and thrive. Such a system is vital for the sustainability of the region.

Without thoughtful planning and development, transportation systems can degrade the quality of life in communities. Historically, the construction of freeways, roads, and rail transit systems have placed health burdens on many low-income and minority communities throughout the nation. San Joaquin County is no exception. In addition, the lack of transportation investment in low-income and minority communities results in long-lasting social and economic costs. Therefore, it is critical to understand the impacts of transportation investment in our most vulnerable communities to better plan for the future.

With guidance from Title VI of the Civil Rights Act and various federal and state laws intended to promote the equitable distribution of benefits and burdens from transportation projects and programs, SJCOG continually strives to:

- Engage historically underserved and underrepresented communities of the region in the planning and decision-making process; and
- Improve methods for analyzing how the Plan affects these communities.

The concept of environmental justice is about equal and fair access to a healthy environment, with the goal of protecting minority and low-income communities from incurring disproportionate negative environmental impacts. San Joaquin County is a diverse demographic and region, which provides a keen opportunity to promote environmental justice, which affects residents' daily lives. The San Joaquin Council of Governments (SJCOG) 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS or Plan) is designed to create region-wide benefits that are distributed equitably, while ensuring that any one group does not carry the burdens of development disproportionately. It's particularly important that the Plan considers the consequences of transportation projects on low-income and minority communities and minimizes negative impacts. This Appendix will address the potential impacts of the 2022 RTP/SCS on low income and minority population groups and will also examine historical trends related to environmental justice throughout the region.

Environmental Justice Statutory Requirements Overview

Consideration of environmental justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964 42 U.S.C. 2000 d et seq. (Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact

discrimination. In the 1990s, the federal executive branch issued orders on environmental justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (US DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 US DOT guidance memorandum, ordered every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

On August 4, 2011, seventeen federal agencies signed the "Memorandum of Understanding on Environmental Justice and Executive Order 12898." The signatories, including the US DOT, agreed to develop environmental justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the federal agencies to make environmental justice part of its mission and to work with other agencies on environmental justice issues as members of the Interagency Working Group on environmental justice. In response to this MOU, US DOT revised its environmental justice strategy. The revisions reinforce the US DOT's programs and policies related to environmental justice and strengthen its efforts to outreach to minority and low-income populations. Hence, the U.S. Department of Transportation (USDOT) issued its own order, 5680.2, to clarify and reinforce environmental justice policies related to transportation planning. A branch of the USDOT, the Federal Highway Administration (FHWA), has established policies for integrating environmental justice principles into existing operations. There are three main elements to FHWA's environmental justice policy:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects on minority and low-income populations;

- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and

- Prevent reduction or significant delay in the receipt of benefits by minority populations and low-income groups.

In addition, the Federal Transit Authority (FTA) issued two Circulars on Title VI and environmental justice in 2011 and 2012 to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Docket No. FTA2011-0054) provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of state and federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket No. FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage environmental justice populations in the public transportation decision-making process; how to determine whether environmental justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize or mitigate these effects.

In addition to Federal requirements, SJCOG must comply with California Government Code Section 11135, which states that, "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual

orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state." California Senate Bill 115, passed in 1999, also established the definition of "environmental justice" in the California Government Code as "the fair treatment of people of all races, cultures and income with respect to development, adoption and implementation of environmental laws, regulations and policies." The State of California also provides guidance for those involved in transportation decision-making to address environmental justice. In 2011, Caltrans published a Standard Environmental Reference Handbook, which outlined environmental justice and how it may disproportionally affect communities. Additionally, Chapter 25 under Caltrans Volume 1: Guidance for Compliance, provides additional detail with how RTP's need to include potential environmental justice issues into their documents.

In May 2012, the California Attorney General's office released a report titled "Environmental Justice at the Local and Regional Level – Legal Background," which interprets CEQA to include considerations of environmental justice, although environmental justice is not explicitly mentioned in the State CEQA guidelines. The report defines "fairness" in this context to mean that "the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects."

Finally, under Senate Bill 375 (SB 375), SJCOG is required to include a Sustainable Communities Strategy. The 2022 RTP/SCS represents the collective vision of the San Joaquin County region and provides a framework for the future development of our regional transportation system. Through SB 375, the California Air Resources Board (ARB) established per-capita targets for greenhouse gas emissions reduction for cars and light trucks for the SCS. The targets for the SJCOG region are twelve percent in 2020 and sixteen percent in 2050, from 2005 levels.

Data related to environmental justice have been updated to the latest available data. Issues of environmental justice impact low-income populations, minority individuals and populations, and low-mobility populations, as defined below, and may include, but are not limited to concerns related to human health and safety, economic development, society and culture, accessibility, and the natural environment. These populations are discussed further below.

Public Outreach and Plan Development Process

In addition to conducting technical analyses to understand the 2022 Plan's impact on disadvantaged communities, environmental justice also entails designing an inclusive planning process that engages the affected communities. The 2022 Plan was developed with meaningful and extensive participation of key stakeholders that range from community-based organizations to public agencies, civic groups, and individual advocates and residents. Public engagement activities during the development of the 2022 Plan are summarized below.

- Stakeholder Involvement: SJCOG has a variety of practices and policies in place to ensure full and fair participation of all residents and stakeholder groups in the 2022 Plan update process, and specifically to identify needs and priorities of low-income, minority and underserved communities. Stakeholder involvement was achieved through standing committee meetings, ongoing coordination with planning and public works staff at member agencies, as well as activities discussed below.

- SJCOG Public Participation Plan: The SJCOG Board of Directors adopted the Public Participation Plan in 2016. SJCOG staff updated the Regional Transportation

Plan/Sustainable Communities Strategy PPP Appendix A in 2020. The region's Public Participation Plan guides agency outreach and public engagement efforts throughout the development of the 2022 Plan. This plan outlined several initiatives to support engagement with low-income and minority communities, including:

- Targeted outreach to low-income, minority and other historically underrepresented and underserved communities via partnerships with community-based organizations, both early in the plan development process and again prior to selecting a preferred scenario;
- A new toolbox for implementing inclusive public engagement practices throughout the planning process; and
- An updated Limited English Proficiency Plan to provide meaningful access to planning activities for persons with limited English proficiency.

- RTP/SCS Working Group: The working group brought together stakeholders from around the region representing low-income and minority communities; seniors and persons with disabilities; staff representing local jurisdictions, transit agencies; the public health department; and community-based organizations and advocacy groups. The primary purpose of the group is to advise SJCOG staff throughout the 2022 Plan development process. The Title VI and Environmental Justice analyses, including identifying social equity measures, defining communities of concern and developing the methodology for assessment, were reviewed by the group and revised based on their input. All working group meetings are open to the public.

For additional information regarding SJCOG public engagement activities, please refer to Chapter 2: Civic Engagement in the 2022 RTP/SCS.

APPENDIX P2

Environmental Justice & Title VI Analysis: Methodology

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P2 METHODOLOGY

The purpose of Appendix P: Environmental Justice, Title VI, and Social Equity Report is to estimate the distribution of benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities, and to assess whether these benefits and burdens are shared equitably across population groups. To achieve these objectives, SJCOG conducted six types of analyses, summarized here:

- Quantitative analysis of potential benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities compared to the balance of the region based on three performance measures, using outputs from the SJCOG Envision Tomorrow land use model;
- Quantitative analysis of the relative benefit received from roadway expenditures by disadvantaged communities using the SJCOG Travel Demand Model;
- Spatial analysis of transit access to low-income jobs by disadvantaged communities;
- Quantitative analysis to estimate health outcomes resulting from proposed changes to the built environment in disadvantaged communities compared to the balance of the region, applying the National Public Health Assessment Model (NPHAM);
- Quantitative analysis of the share of potential benefits of proposed transportation investments that accrue to low-income and minority populations compared to non-low-income and non-minority populations, using available census data;
- Disparate impact analysis to demonstrate compliance with Title VI and Environmental Justice laws. The results and findings from these analyses are summarized in Appendices P5 and P6.

The following section summarizes the various definitions and methodologies used by SJCOG to identify disadvantaged communities, to assess potential benefits and burdens, and to conduct quantitative and qualitative analyses.

Regulatory Background

Executive Order 12898 commonly referred to as "Environmental Justice" is a follow-up order to Title VI which was part of the 1964 Civil Rights Act. Title VI states that there should be no discrimination based on race, color, national origin, age, sex, disability or religion. Environmental justice included low income and minority populations to avoid disproportionally high and adverse effects of the planning and outreach efforts by Federal agencies and agencies receiving federal monies. It is for this reason that SJCOG staff used low income and high minority as the major criteria to identify Environmental Justice (EJ) communities. SJCOG prepared an environmental justice analysis as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This analysis first identifies EJ communities in San Joaquin County and then measures the transportation-related benefits and burdens these areas experience in comparison to the county average based on the transportation projects identified in the RTP/SCS.

The underlying methodology for conducting an equity analysis for the 2022 Plan relies on a comparison of benefits and burdens of proposed policies and investments on different population groups (minority vs. non-minority and low-income vs. non-low-income populations), and across different geographies (EJ communities vs. the balance of the

region). The section below defines these populations and geographies.

Demographics and Geographies of the Region

Minority Populations

San Joaquin County is a "majority minority" region, where non-Hispanic Whites do not make up an absolute majority (e.g. they make up less than 50 percent of the total population). In fact, this report uses the term "minority" primarily for maintaining consistency with the federal definition of disadvantaged populations.

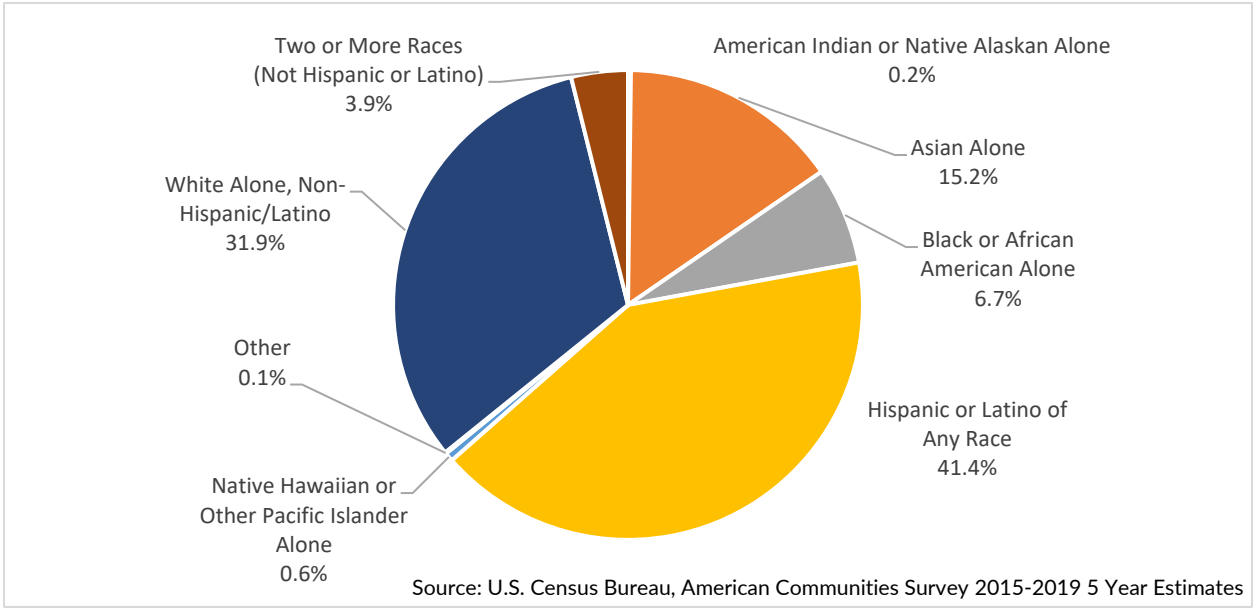
Minority populations include persons who identify as any of the following groups as defined by the Census Bureau: American Indian or Native Alaskan Alone (non-Hispanic/non-Latino); Asian Alone (non-Hispanic/non-Latino); Black of African American Alone (non-Hispanic/non-Latino); Hispanic or Latino of Any Race; Native Hawaiian or Pacific Islander Alone (non-Hispanic/non-Latino); and Other (Some Other Race, Two or More Races). All residents who identify as Hispanic or Latino, even if they also identify with another race, are considered Hispanic or Latino. The "non-minority" population therefore consists of persons who identify as non-Hispanic Whites or "White Alone.

Table P2-1. Racial and Ethnic Composition of San Joaquin Region

	Estimate	% of Total Pop.
American Indian or Native Alaskan Alone	1,697	0.2%
Asian Alone	112,885	15.2%
Black or African American Alone	50,030	6.7%
Hispanic or Latino of Any Race	307,463	41.4%
Native Hawaiian or Other Pacific Islander Alone	4,055	0.6%
Other	956	0.1%
White Alone, Non-Hispanic/Latino	236,509	31.9%
Two or More Races (Not Hispanic or Latino)	29,008	3.9%
San Joaquin County Total Population	742,603	100.0%

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Figure P2-1 Population by Race (San Joaquin County)



Source: U.S. Census Bureau, American Communities Survey 2015-2019 5 Year Estimates

Low Income Persons

For the purposes of the environmental justice analysis, SJCOG defines persons as low-income if they are living at or below 150 percent of the federal poverty level as defined by the Census Bureau. The Census Bureau computes poverty status for individuals based on a combination of an individual's household composition, size and income. The official poverty guidelines are issued annually by the Department of Health and Human Services. In 2021, the federal guidelines defined the poverty level for individuals living alone at $12,880 and for a family of four at $26,500.[1] However, the guidelines do not vary geographically (except for Alaska and Hawaii) and thus do not account for the higher cost of living that exists in California. For this reason, SJCOG has used the 150 percent standard rather than the 100 percent standard for defining persons as low-income.

Table P2-2. Poverty Status in San Joaquin County

	Estimate	% of Total Population
Below 150% of Poverty Level	138,581	18.7%
Above 150% of Poverty Level	604,022	81.3%
San Joaquin Total Population	742,603	100.0%

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Environmental Justice Areas

CalEnviroScreen (CES) is an online tool that agencies use to identify SB 535 disadvantaged communities. According to the CES, disadvantages communities are census tracts that rank in the top 25th percentile in the state for pollution burden along with several other factors that reveal social and economic vulnerabilities. If the 25th percentile standard is used, the CES would identify 71 census tracts (out of 139) as SB 535 disadvantaged communities and would account for 51.5 percent of the total regional population. SJCOG staff during the preparation of the 2018 RTP/SCS determined this methodology did not focus enough on those areas that are most disadvantaged and have the greatest needs. Accordingly, SJCOG staff used an alternative methodology for 2018 RTP/SCS that identified areas as EJ that include approximately 30 to 35 percent of the total regional population. For the 2022 RTP/SCS, SJCOG staff used this same standard.

[1] U.S. Department of Health and Human Services, 2021 Poverty Guidelines. See: https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines/prior-hhs-poverty-guidelines-federal-register-references/2021-poverty-guidelines

Table P2-3. Population, SB 535 Disadvantaged Communities

	San Joaquin County Total	SB 535 Disadvantaged Communities	Percent of Total
Census Tracts	139	71	51.2%
Population	742,603	382,440	51.5%

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Identifying Environmental Justice Communities (EJ Communities) Using the Major Criteria

To focus on those areas that have the greatest needs and where transportation investments may have a greater impact, SJCOG staff used the following as the major criteria to identify EJ communities.

- Census tracts with at least 40 percent of the population living at or below 150 percent of the federal poverty level as defined by the Census Bureau.
- Census tracts where at least 80 percent of population is minority. The U.S. Census definition was used for minority persons.

The use of these thresholds resulted in selecting census tracts that included approximately 32 percent of the regional population (Table P2-4), which is similar to the resulting percentage from the 2018 RTP/SCS.

Identifying Other Possible Environmental Justice Communities

Staff wanted to identify possible EJ communities that were not identified as such after using the two major criteria. Five criteria were developed and census tracts that met four of the five criteria will also be considered EJ communities. The criteria are:

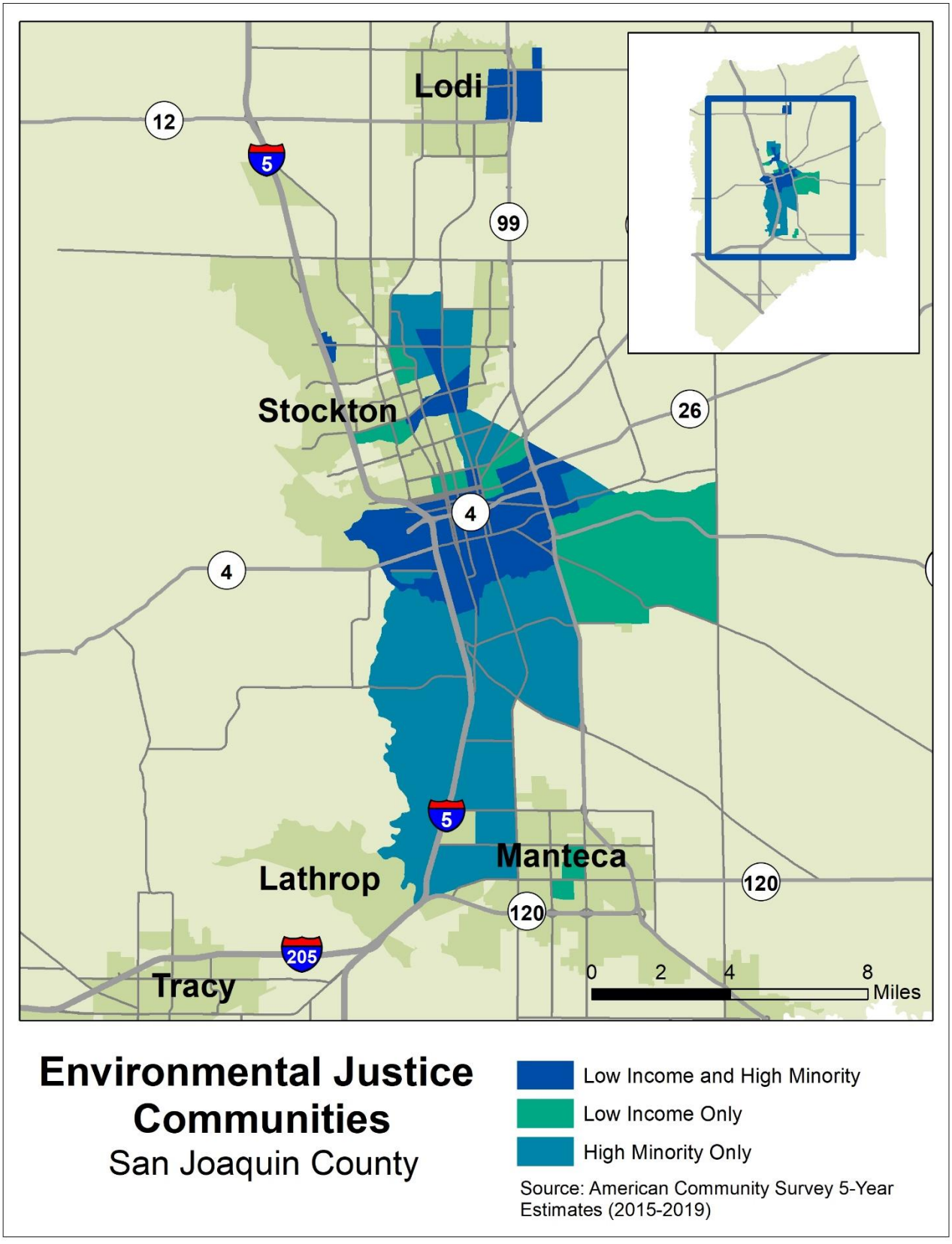
- At least 50 percent above the County average for percentage of population age 5 and over that speak English "less than very well".
- At least 50 percent above the County average for percentage of population that is age 65 and over.
- At least 50 percent above the County average for percentage of population that has a disability.
- At least 25 percent below the County average for percentage of households that have internet access at home.
- At least 50 percent of the County Average for percentage of population over 18 with no high school diploma.

Four census tracts met four of the five criteria. All of these census tracts have already been identified as Environmental Justice Communities after the two major criteria were used.

Table P2-4. Identified EJ Communities

Methodology	Share of Census Tracts	Share of Population
Low Income Only	8 of 139	4.5%
High Minority Only	16 of 139	13.5%
Low Income/High Minority	27 of 139	13.8%
Total	**51 of 139**	**31.8%**

Figure P2-2. Identified Environmental Justice Communities



RTP/SCS Plan Impact on Environmental Justice Areas

In measuring the outcomes of the Plan, SJCOG conducted analysis on all topics to identify any potential disproportionately high and adverse impacts for various environmental justice groups. According to the FTA, Adverse effects are disproportionate when they are:

1. "predominately borne by minority population and/or low-income population", or
2. "will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or non-low-income population" (Federal Register Volume 77, Issue 137).

To determine if there are disproportionately high and adverse impacts to environmental justice communities (identified in the previous section), SJCOG conducted a regional analysis and drilled down to EJ communities to address the impacts of the 2022 RTP/SCS for a selection of performance areas.

Land Use Performance Measures

The analysis is conducted for the Draft Plan and compared to the 2018 RTP/SCS Plan (2018 Plan) using performance measures identified later in this section. The relative impacts are measured over a defined time period – in the case of the Draft Plan, the time period is 2016 to 2046, where 2016 is considered the baseline year and 2046 the plan horizon year. The 2018 Plan, also analyzed over this time period, refers to a scenario where the Draft Plan is not adopted. This comparison between the Draft Plan and the 2018 Plan is intended to capture the specific impacts of adopting the Draft Plan versus keeping the current plan, as required by state and federal environmental protection laws. To conduct the analysis of benefits and burdens on EJ areas defined previously, SJCOG identified three land use performance measures, which are a subset of performance measures for the entire plan. The land use performance measures examined in this report include the following:

- Housing and jobs near high quality transit;
- Housing mix (multi-family and single-family); and
- Number and percent of all households within 500 feet of freeways.

SJCOG conducted an analysis using these performance measures at two stages. First, the analysis was conducted during scenario evaluation and then again, with a draft preferred scenario. The underlying methodology for assessing the land use impacts of the 2022 Plan on EJ communities is detailed below:

1. Designate each of the region's 139 census tracts as either EJ or non-EJ. Based on the EJ definition, this report identifies 51 tracts that are EJ. The remaining 88 census tracts are designated as non-EJ and represent the balance of the region. The process to identify EJ communities is described in detail in the Demographics and Geography section.
2. Using SJCOG's Envision Tomorrow land use model, calculate the performance measures for both EJ areas and non-EJ areas for each alternative.
3. Evaluate the Draft Plan results relative to the No Build Alternative to assess whether:
    - The alternative has a beneficial effect on EJ areas; and
    - This benefit is similar or greater than the benefit to non-EJ areas.

Roadway Expenditure Benefits Analysis

Using the SJCOG travel demand model, a select link analysis was performed on regionally significant roadways identified for capacity improvement expenditures in the Draft Plan. Select link analysis provides information of where traffic comes from and goes to at selected links. In this case, the regionally significant roadways are the select links. The analysis yields the percentage of vehicle demand

whose origin is an EJ area versus non-EJ area, using the Traffic Analysis Zone (TAZ) as the unit of spatial analysis.

Transit Access to Low Income Jobs

As an additional measure of transit access, an analysis was conducted to determine access to employment for EJ communities. In contrast to the land use performance measure discussed previously, this analysis looks primarily at access to the low-income labor market segment defined in Longitudinal Employer-Household Dynamics (LEHD) data for San Joaquin County. Accordingly, LEHD defines low-income jobs as the labor market segment earning $1,250 per month or less. The analysis compares existing and future high-quality transit access to low-income jobs by EJ areas compared to the county as a whole.

Health Equity Analysis

For the 2018 RTP/SCS cycle, SJCOG piloted the use of the National Public Health Assessment Model (NPHAM) This pilot included (1) an analysis of predicted regional behavior and health metrics and (2) a spatially-based equity analysis. A summary of the health equity analysis is partially discussed in this report; however, the full health indicators report can be found in the Scenario Development Report (Appendix S).

For a spatially-based equity analysis, NPHAM was applied to predict health-related behaviors for TCAC Opportunity Areas with High Segregation/Poverty and Low Resource opportunity areas mostly consistent with previously identified EJ areas. The health-related behaviors and outcomes examined average body mass index (BMI), percent of population with diabetes, coronary heart disease and hypertension.

The health-related behaviors and outcomes were analyzed for the draft Scenario A (2018 Plan) and Scenario E (draft 2022 Plan) through the year 2046 and compared to 2016 baseline conditions. Results were then used to calculate a percent change impact of transportation investments on health equity in San Joaquin County.

Transportation Investment Analysis

SJCOG carried out an off-model analysis of the Draft Plan's overall transportation investment strategy. This analysis illustrates the distribution of the investments relative to different population subgroups and communities in the region. The analysis serves two primary functions, including:

- Complying with Title VI regulations (per FTA Circular 4702.1B, issued in October 2012) by conducting an assessment with "charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes…" and "an analysis of impacts… that identifies any disparate impacts on the basis of race, color, or national origin…"; and
- Complying with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which directs each federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations…"

To carry out these functions, the transportation financial analysis relies on two different methodologies described in this section to determine whether the Draft Plan's investments are shared equitably among low-income and minority populations, and to determine whether there is any disparate impact at the regional level on the basis of race, color or national origin. No specific federal standard currently exists for conducting an environmental justice assessment. Similarly, FTA's Title VI guidance for MPOs does not provide any specific benchmarks for the analyses. Therefore, for

this analysis, SJCOG is building on its prior work analysis. [2]

Population Based Analysis

The population-based investment analysis compares the estimated share of investments that benefit low-income and minority populations in comparison to the share of their respective use of the transportation system and to their respective share of the region's population.

As an example, if a higher share of low-income populations relies on the transit system for their commute needs, and if the Draft Plan invests a higher share of revenues in the transit system, then the low-income population will accrue a bigger share of the benefits. This scenario would therefore be considered equitable to low-income populations. The analysis relies on means of transportation to work data provided by the most recent Census Transportation Planning Package (CTTP).

The steps involved in conducting the population-based analysis include:

1. Using Census data, determine the share of low-income population in the region.
2. Using CTTP data, calculate the share of means of transportation to work by mode for low-income and all other workers.
3. Using the Draft Plan transportation investment strategy, total the investments by modal category.
4. For roadway investments, assign a share of the investment to the low-income population based on their share of work trips by driving alone or carpooling. Repeat for all other workers.
5. For transit investments, assign a share of the investment to the low-income population based on their share of work trips by transit. Repeat all other workers.
6. For bicycle and pedestrian investments, assign a share of the investment to the low-income population based on their share of work trips by walking or biking. Repeat for all other workers.
7. Sum all the investments by income status.
8. Compare the share of population and trips by mode to the share of assigned investments to assess the level of benefit accrued to low-income populations compared to the remainder of the region.
9. Repeat Steps 1-8 to determine the sum of all investments by minority status.
10. While this approach takes advantage of the available data on work trips for low-income and minority populations provided by CTTP, it is still a rough analysis with the following limitations:
    - Because the data set only captures work trips, it underestimates the share of transportation system usage on all modal categories.
    - The analysis does not account for benefits and burdens at the project level.
    - The analysis assumes that the share of work trips by mode by a particular population group remains the same in future years, regardless of investments that improve efficiency, safety, capacity or access.
    - The analysis does not adjust for the relative size of populations in future years.

Public Transit Funding Financial Analysis - Please see Title VI Analysis for further details on methodology.

Title VI Analysis

As described in Appendix P1, the Federal Transit Administration (FTA) provides guidance specifying how metropolitan planning organizations like SJCOG must demonstrate compliance with Title VI of the Civil Rights Act of 1964 and DoTs Title VI regulations in the metropolitan planning process. This section describes the methodology for conducting the analysis that demonstrates

[2] 2014 RTP/SCS Environmental Justice Report. See: http://www.sjcog.org/DocumentCenter/View/505

compliance with these requirements, including the methodology for conducting a disparate impact analysis

SJCOG has the data to distinguish between public transportation investments that receive state and federal funds for the population-based analysis. The state and federal fund sources included in the Title VI analysis are:

- Federal – Congestion Mitigation Air Quality (CMAQ);
- Federal – Federal Transit Administration;
- State – Senate Bill 132; and
- State – State Transit Assistance.

To conduct the disparate impact analysis, the results of the population-based analysis of public transit investments using state and federal funds are assigned to minority and non-minority populations on a per capita basis. A comparison of the per capita investments for the two groups determines whether there is any disparate impact.

Although FTA does not provide specific guidance or standard benchmarks to determine whether any given result represents a disparate impact, a general practice in such analysis is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact is found to be statistically significant, consideration must then be given to "whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact."

Table P2-5. FTA Requirements for Title VI Analysis

Requirement	Related Draft Plan Analysis	See Appendix/Pages
"All general requirements set out in [the general requirements section] of this Circular…"	Table of FTA requirements for Title VI analysis	Appendix P2 Pg. P2-9
"A demographic profile of the metropolitan area…"	Regional trends analysis	Appendix P3 Pgs. P3-1 to 5
"Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data…"	Demographic maps that overlay the location of minority and non-minority populations throughout the region.	Appendix P2 Pg. P2-5 Appendix P3 Pg. P3-3
"…[C]harts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes…"	Population-based analysis of public transit investments using state and federal sources.	Appendix P5 Pgs. P5-1 to 3
"An analysis of impacts identified [in row above] that identifies any disparate impacts on the basis of race, color, or national origin…"[3]	Disparate impact analysis comparing Draft Plan investments for minority and non-minority populations.	Appendix P4 Pgs. P4-10 to 14 Appendix P5 Pgs. P5-1 to 3

[3] Federal Transit Administration Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients. See: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf

Environmental Justice Analysis

Under Executive Order 12898 and the associated DOT Order on Environmental Justice, SJCOG must assist DOT, FTA, and the Federal Highway Administration (FHWA) in their mission "to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects," on environmental justice (EJ) populations. For the EJ analysis, adverse effects are estimated using the 3 land use performance measures, as well as the select link analysis, to determine whether minority communities or low-income communities, or EJ areas, share in the benefits of the Draft Plan's investments without bearing a disproportionate share of the burdens.

To make this determination, this report uses DOT's definition of a "disproportionately high and adverse effect," which relies on meeting the following conditions:

- An adverse impact is predominately borne by minority and/or low-income populations, and
- An adverse impact on minority and/or low-income populations is significantly more severe or greater in magnitude than the adverse effect on non-minority and/or non-low-income populations.

To test the first condition, the analysis compares the effect of the 2018 Plan and the 2022 Plan on EJ communities. This analysis shows whether the measure is moving in the right direction for EJ populations. To test the second condition, the analysis compares the effect of the 2022 Plan on EJ populations and non-EJ populations. An EJ population is determined to experience "disproportionately high adverse effect" when this condition is met AND the EJ population is more impacted by the 2022 Plan compared to the 2018 Plan.

Table P2-6. FTA Requirements for Environmental Justice Analysis

Requirement	Related Draft Plan Analysis	See Appendix/Pages
"…[Determine] whether minority populations and/or low-income populations will experience potential environmental or health impacts from a proposed program, project or activity…"	Quantitative analysis of potential benefits and burdens of proposed land use and transportation policies and projects on EJ areas based on 3 land use performance measures and a select link analysis on regionally significant roadways	Appendix P4 Pgs. P4-2 to 4 Pgs. P4-7 to 10
"…[Determine]… whether the activity will result in a 'disproportionately high and adverse effect on human health or the environment"	Disparate impact analysis comparing the impacts of the Draft 2022 Plan on EJ areas compared to non-EJ areas	Appendix P6 Pgs. P6-1 to 3

Data Sources

Except where noted, this report primarily uses the Census Bureau's 2015-2019 American Community Survey data and Decennial Census geographies for analysis. This is the most recent data that is also compatible with SJCOG's existing unit for conducting spatial analysis in the travel model – the traffic analysis zone (TAZ). This cross-walk allows demographic characteristics from the Census to be linked to travel characteristics from travel model outputs. This is useful for comparing benefits and burdens of transportation investments in EJ Areas.

This section includes a description of data sources used in this report.

Decennial Census and American Community Survey

The Decennial Census is conducted every 10 years by the U.S. Census Bureau to determine the number of people living in the United States. Data collected includes basic demographic and household characteristics, which are used to plan and determine funding for a wide array of federal, state, local, and tribal programs. The American Community Survey disseminates more current and detailed demographic and household characteristics, based on continuous data collection.

National Public Health Assessment Model

The National Public Health Assessment Model (NPHAM) is a public health impact analysis tool to assist with analyzing the predicted public health outcomes resulting from a change in built environment conditions, as defined by SJCOG in the Envision Tomorrow software. NPHAM establishes baseline conditions by using the National Environmental Database (NED), which provides spatially resolute objectively measured built, natural and social environment conditions from data from various sources including the US Environmental Protection Agency, U.S. Department of Housing and Urban Development and the National Land Cover Database.

SJCOG Forecasts

As the metropolitan planning organization, San Joaquin Council of Governments (SJCOG) is responsible for maintaining the regional population, household, and employment forecasts for the region. The forecasts are developed through a partnership with the Center for Business and Policy Research at the University of the Pacific Eberhardt School of Business. The estimates are important because they are used throughout the plan development process, providing the inputs for land use and transportation modeling applications.

SJCOG Travel Demand Model

The model is a transportation planning application used by SJCOG to analyze how the package of transportation investments included in the Draft Plan will affect a range of indicators related to travel within the San Joaquin region's transportation network.

Envision Tomorrow Land Use Model

Envision Tomorrow (ET) is a scenario planning application used by SJCOG to analyze how current growth patterns and future decisions impacting growth will affect a range of indicators relating to land use, housing, demographics, economic growth, fiscal impacts, transportation, environmental factors, and quality of life.

APPENDIX P3

Environmental Justice & Title VI Analysis:
Regional Trends

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P3. REGIONAL TRENDS

A discussion of regional trends is important to the understanding of social equity. This section summarizes recent trends in population subgroups. The demographic trends analysis for low-income and minority populations satisfies the requirements for Environmental Justice and Title VI analysis.

Minority Population

San Joaquin County is rich in racial and ethnic diversity. As of the 2000 Census, San Joaquin County became a "majority-minority" region, meaning that its white non-Hispanic/Latino population no longer represented a "majority" of the population. Since 2000, the region has become increasingly diverse (Table P3-1). Accordingly, the region's minority population increased by 32.1% since 2000 to 68% of the total regional population, while the white non-Hispanic/Latino population decreased by 10.1% to 32% of the total regional population. Like the rest of California and the United States, San Joaquin County is expected to become even more diverse over time. Based on historical trends, the region's minority population is forecasted to reach approximately 78% by 2050.

At a local level, between 2000 and 2019, the minority population increased in every community in the region (Table P3-2, Page P3-2). During this time period, the south county communities of Lathrop, Manteca, Tracy, and Ripon experienced the most significant increases in minority populations. Escalon, Lodi, and Stockton observed to have the slowest rates of growth in minority population between 2000 and 2019. Stockton, however, has almost 50% of the region's minority population as of 2019.

Table P3-1. Change in Population by Minority Status in San Joaquin County, 2000 – 2019

	2000	2010	2019	Change 2000 – 2019 (%)
Minority	383,164	422,532	506,094	+32.1%
White, Non-Hispanic	263,095	251,081	236,509	-10.1%
San Joaquin County	646,259	673,613	742,603	+14.9%

Source: US Census ACS Data and Decennial Census Tables B03002; P004

Figure P3-1. San Joaquin County Minority Population, 2000 – 2019

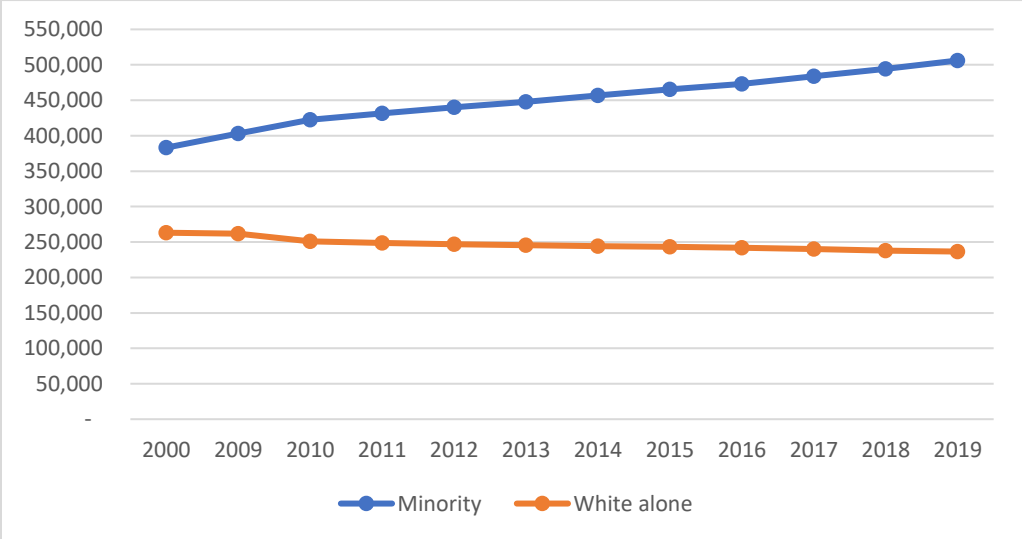
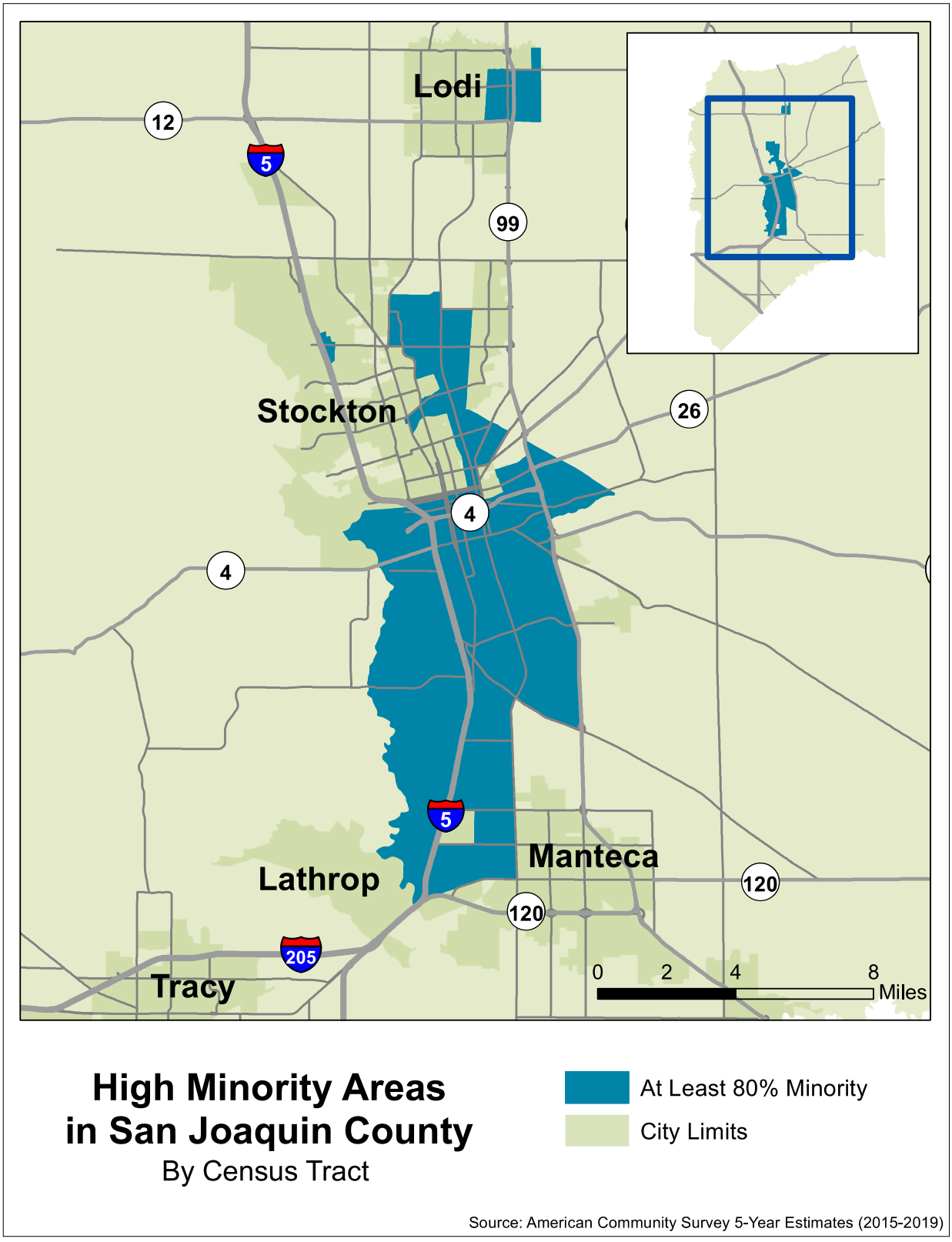


Table P3-2. Minority Population Trends by Jurisdiction, 2000 – 2019

	2000	2010	2019	Change 2000 – 2019 (%)
Escalon	1,398	2,101	2,011	+43.8%
Lathrop	6,456	12,919	17,781	+175.4%
Lodi	20,799	26,494	34,432	+65.5%
Manteca	17,702	33,104	47,529	+168.5%
Ripon	2,302	4,485	5,674	+146.5%
Stockton	165,232	217,650	245,531	+48.6%
Tracy	26,206	51,401	60,681	+131.6%
San Joaquin County	383,164	422,532	506,094	+32.1%

Source: US Census ACS Data and Decennial Census Tables B03002; P004

Figure P3-2. Census Tracts Meeting 80% Minority Threshold



Source: American Community Survey 5-Year Estimates (2015-2019)

Low-Income Population

Using the federal definition of poverty, nearly 15% of San Joaquin County lives below the poverty threshold. Since 2000, the absolute number of individuals living in poverty in San Joaquin County has increased by 8.6%. In contrast, the number of individuals living above the poverty threshold has increased at a significantly higher rate of 38.1%.

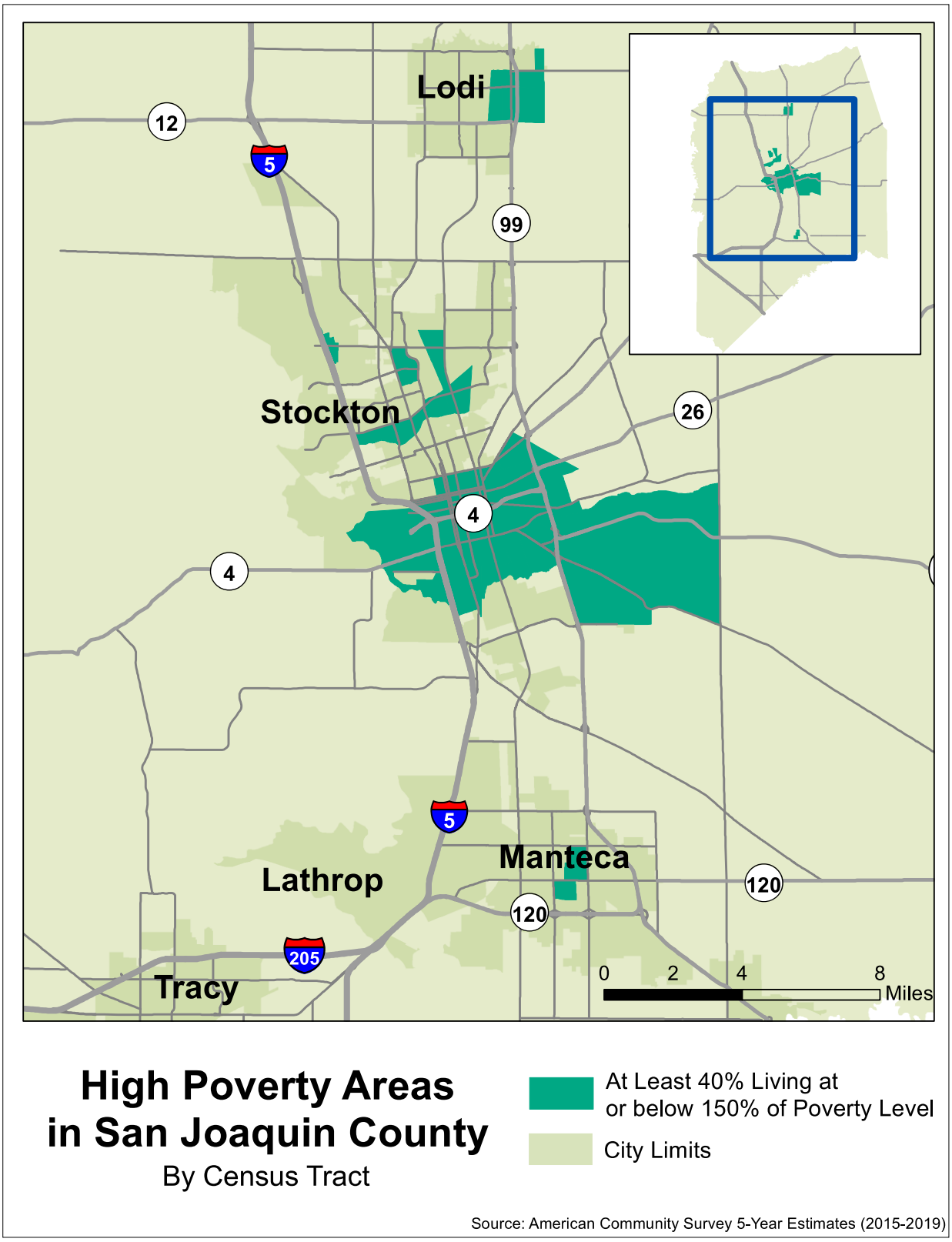
Because it is not possible to predict the share or location of the low-income population into the future, for the purposes of analyzing future costs and benefits of the Draft Plan, the various spatial analyses included in the report will hold poverty areas constant. Figure P3-3 displays census tracts where at least 40 percent of the population is living at or below 150 percent of the poverty level. This spatial limitation also applies to the minority population displayed in Figure P3-2.

Table P3-3. Change in Population by Poverty Status in San Joaquin County, 2000 – 2019

	2000	2010	2019	Change 2000 – 2019 (%)
Below Poverty	97,105	105,502	105,461	+8.6%
Above Poverty	450,193	552,092	621,533	+38.1%
San Joaquin County*	547,298	657,594	726,994	n/a

Source: US Census ACS Data and Decennial Census Tables C17002, P088
*Total population for whom poverty status is determined

Figure P3-3. Census Tracts Meeting 40% Poverty Threshold



Environmental Justice Areas

SJCOG identifies Environmental Justice (EJ) communities based on the relative concentration of low income or minority population at a census tract level defined in Appendix P2 (see Figure P2-2). The demographic makeup of EJ communities is therefore distinct from the rest of the region (Table P3-4). Overall, San Joaquin County has a minority population of 68.2% and at least 19.1% of residents live below poverty. In EJ communities, there is a slightly higher rate of residents that identify as minority of at least 68.3% minority compared to outside of EJ communities where at least 68.0% are minority. In EJ communities, there is also a higher rate of residents living in poverty compared to the rest of the region (31.7% versus 19.9%). Because of higher shares of low-income and minority populations, EJ communities represent the communities with some of the greatest needs in San Joaquin County.

Table P3-4: Environmental Justice Areas and Balance of Region, 2019

	Environmental Justice Areas			Balance of Region (BoR)			Region	
	Share within EJ Areas		% of EJ Areas	Share outside of EJ Areas		% of BoR		
Minority	204,556	40.4%	68.3%	301,538	59.6%	68.0%	506,094	68.2%
Low-Income*	94,772	68.4%	31.7%	88,391	63.8%	19.9%	138,581	19.1%*
Total Population	299,328	40.3%	100.0%	443,275	59.7%	100.0%	742,603	100.0%

Source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates
*Share calculated using the percent total for whom poverty status was determined in 2019, which was 726,994 people

Transportation-Disadvantaged Populations

Additional population characteristics were examined due to increased likelihood of experiencing disadvantages in transportation. These characteristics include senior populations, people who have a disability, households with internet access, people with limited English proficiency, and people without a high school diploma. The following section presents a series of maps identifying areas in the region where the prevalence of transportation-disadvantaged communities is much higher than the regional average. While no further analysis is conducted on these populations in the report, this information may be used by SJCOG for future consideration, additional studies, and/or to help focus funding opportunities for disadvantaged communities within existing and future plans and programs.

Figure P3-4. Senior Population 65+, San Joaquin County

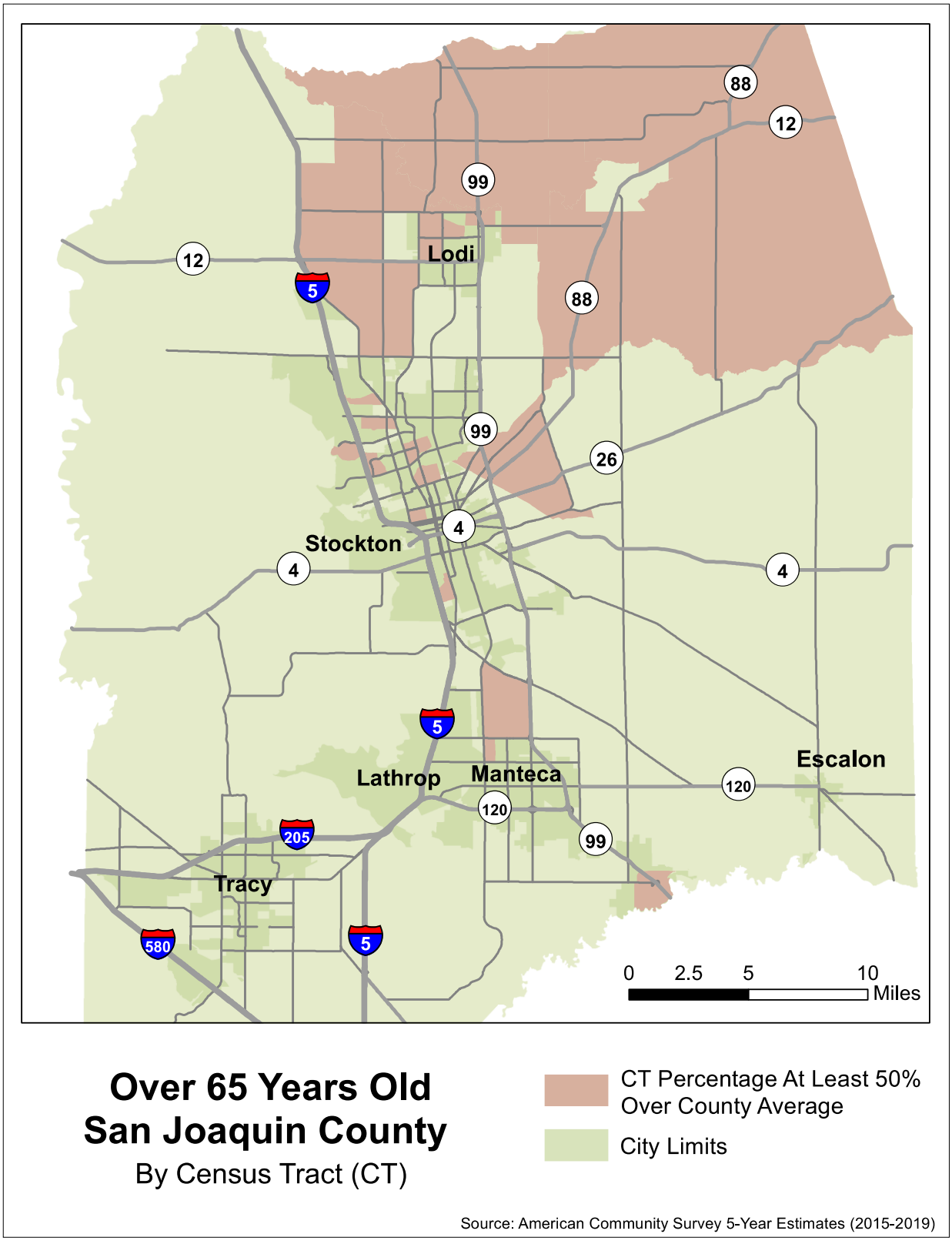


Figure P3-5. Individuals with a Disability

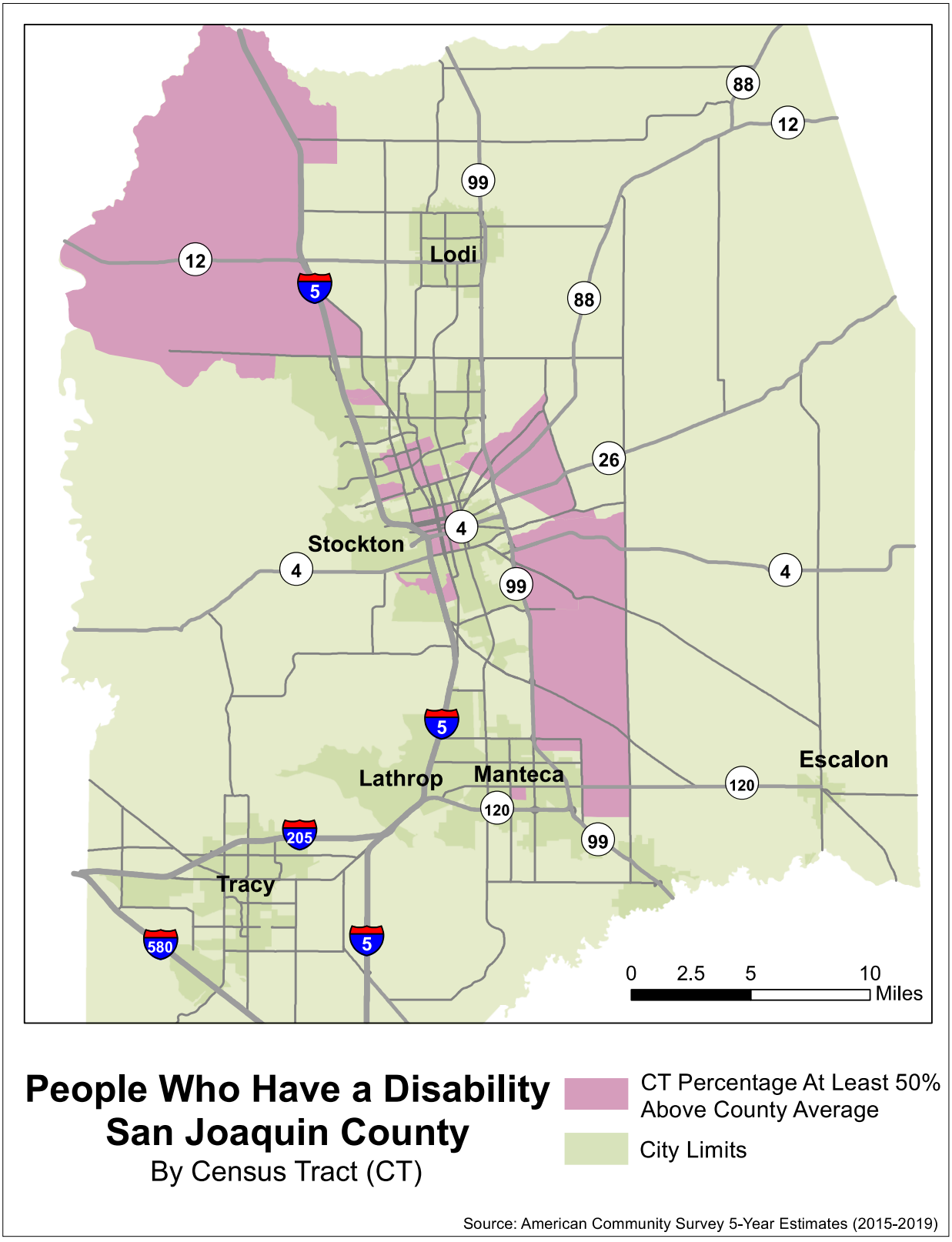
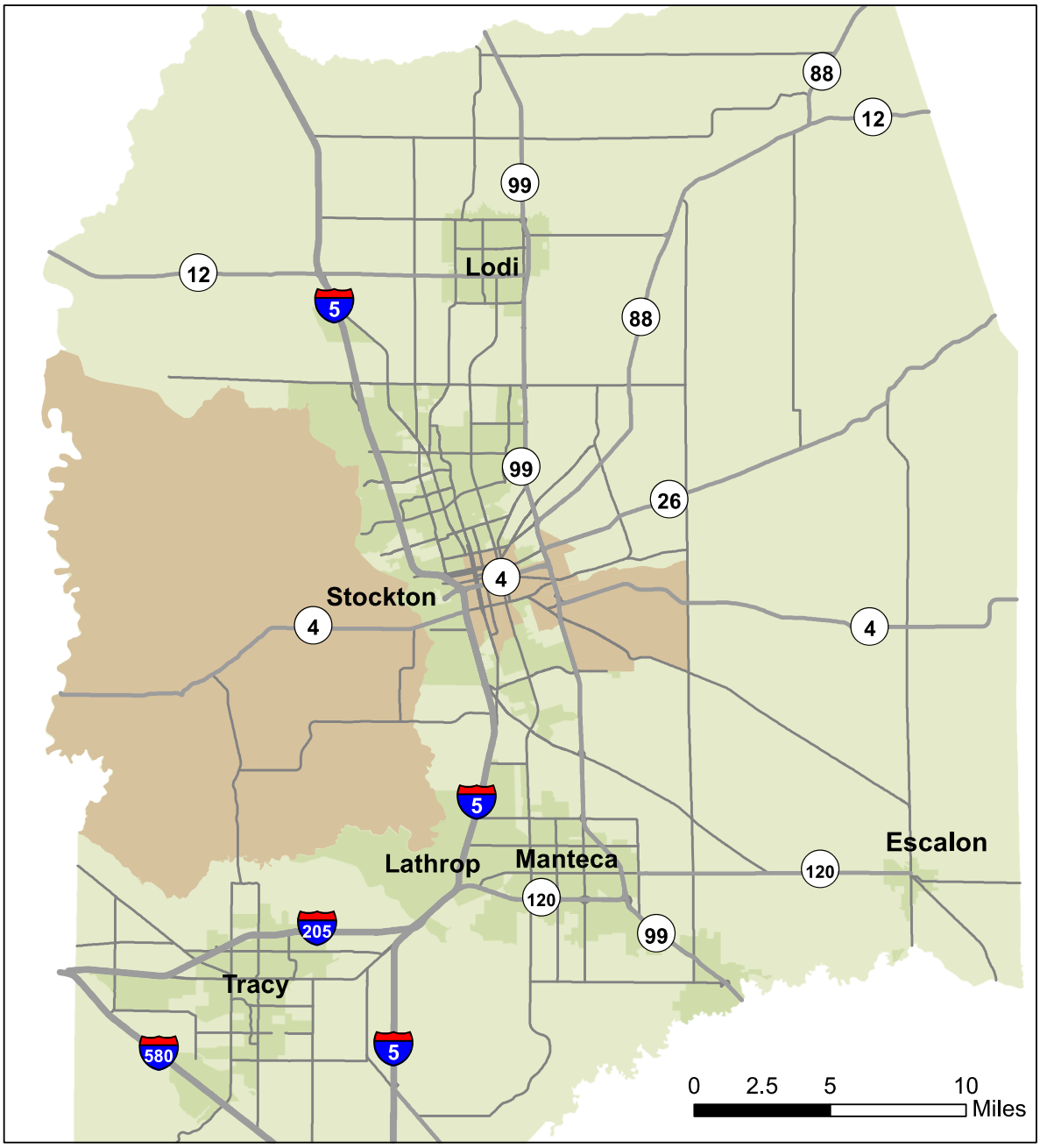


Figure P3-6. Households with Below Average Internet Access



Internet Home Access
San Joaquin County
By Census Tract (CT)

CT Percentage At Least 25% Below County Average

City Limits

Source: American Community Survey 5-Year Estimates (2015-2019)

Figure P3-7. People with Limited English Proficiency

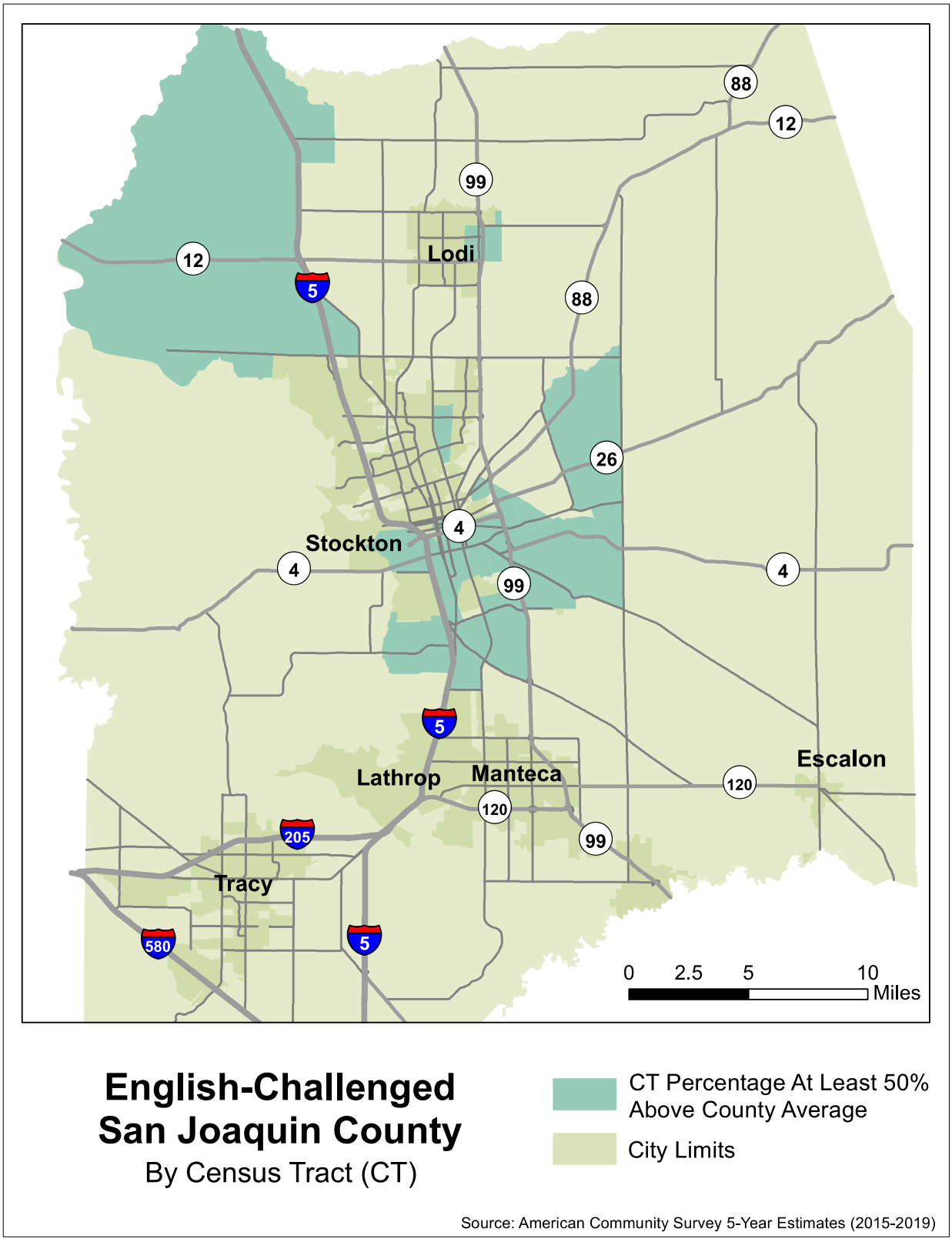
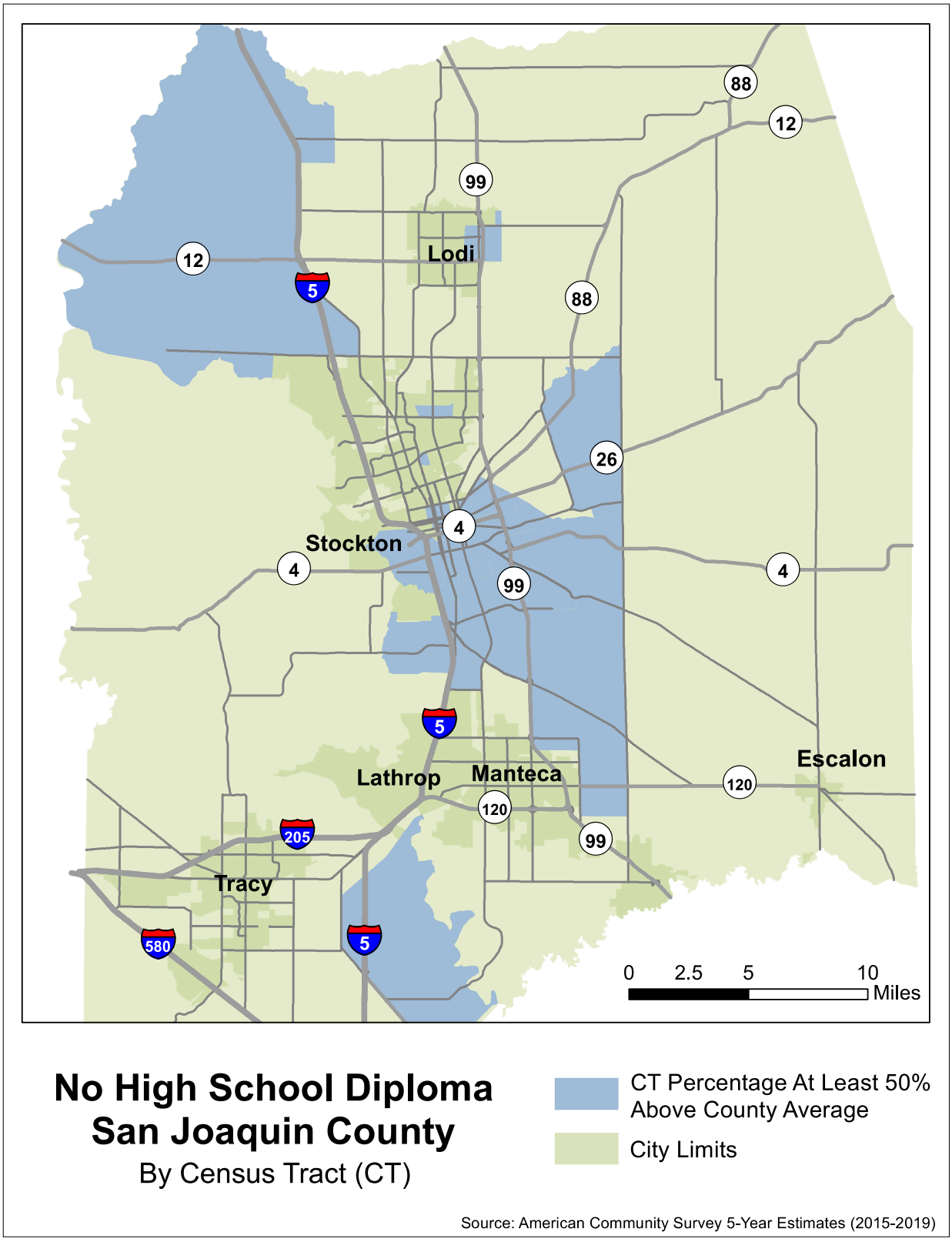


Figure P3-8. People Without a High School Diploma



APPENDIX P4

Environmental Justice & Title VI Analysis:
Analysis Results

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P4 Analysis Results

Analysis of Performance Areas

In the development of this report, SJCOG identified land use performance measures to analyze existing social and environmental equity in the region. Detailed analysis is presented for the following land use performance areas:

- Land-use patterns
- Transit access
- Health equity
- Transportation investments
- Population share of investments

The analyses presented in this section includes the following:

- Quantitative analysis of potential benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities (environmental justice (EJ) communities) compared to the balance of the region based on three performance measures, using outputs from the SJCOG Envision Tomorrow land use model;
- Quantitative analysis of the relative benefit received from roadway expenditures by disadvantaged communities using the SJCOG Travel Demand Model;
- Spatial analysis of transit access to low-wage jobs by disadvantaged communities;
- Quantitative analysis to estimate health outcomes resulting from proposed changes to the built environment in disadvantaged communities compared to the balance of the region, applying the National Public Health Assessment Model (NPHAM); and
- Quantitative analysis of the share of potential benefits of proposed transportation investments that accrue to low-income and minority populations compared to non-low-income and non-minority populations, using available census data.

Analysis of Land Use Performance Measures

To conduct the analysis of benefits and burdens on EJ communities, SJCOG identified three land use performance measures, which are a subset of performance measures for the Draft Plan. The performance measures examined in this section include indicators that impact transit accessibility, air pollution exposure, and housing choice. Using SJCOG's Envision Tomorrow land use model, the performance measures are projected from the base year of 2016 to 2035 and controlled to 2046 numbers to compare the impact of the 2018 Plan and the Draft 2022 Plan.

Table P4-1 summarizes the modeled results for each of the land use performance measures, which was applied to EJ communities and the remainder of San Joaquin County.

Table P4-1. Summary of Results for Land Use Performance Measures[1]

Performance Measure	Sub-Geography	Base Year[2]	2018 Plan[3]	Draft Plan[3]
Percent (and number) of *total* households / employment located within ½ mile of high quality transit stops and centers	EJ Communities	18.9% / 29.9% (12,822 / 26,683)	19% / 25.6% (15,813 / 30,461)	23.9% / 30.1% (20,965 / 36,591)
	Non-EJ Communities	4.6% / 12.9% (7,333 / 19,327)	4.1% / 10.9% (9,011 / 21,064)	4.2% / 11.1% (9,032 / 21,161)
Percent (and number) of *total* households within 500 feet of freeway	EJ Communities	5.3% (3,557)	5.3% (4,423)	6.1.% (5,354)
	Non-EJ Communities	5.4% (8,613)	5.6% (12,300)	5.7% (12,384)
Percent (and number) of *total* Housing Mix by Single Family / Multifamily Units	EJ Communities	69% / 31% (49,324 / 22,183)	66% / 34% (57,691 / 30,203)	60% / 40% (55,104 / 37,171)
	Non-EJ Communities	81% / 19% (137,256 / 31,856)	76% / 24% (176,531 / 55,689)	74% / 26% (169,457 / 58,442)

[1] Results projected to year 2035 and controlled to 2046 numbers
[2] Base year is 2016
[3] Year 2046 projections

Transit Accessibility

High quality public transit is an important indicator for environmental justice communities (EJ communities), where car ownership rates are statistically lower and thus dependency on other modes of transportation are higher than the general population. Adding housing and jobs that are near high quality transit helps to improve the ability to get around without a car.

An analysis of the percent of total households and employment that are located within ½ mile of a high-quality transit stop and center provides an indication of the impact of Draft Plan investments on the conditions within EJ and non-EJ communities.

Between the two sub-geographies, the Draft Plan has a much greater percent of total households and employment that are located near high quality transit in EJ communities compared to non-EJ communities (23.9% versus 4.2% and 30.1% versus 11.1%) (Table P4-1). This would indicate an overall positive impact in EJ areas, with the benefit to EJ areas exceeding non-EJ areas. Additionally, in the Draft Plan alternative, EJ communities will have a greater percent of households and employment than the 2018 Plan alternative (23.9 percent versus 18.9% and 30.1% versus 29.9%).

Exposure to Air Pollution

Numerous studies point to the health risks associated with high exposure to air pollution including higher rates of asthma, heart attack, stroke, and lung cancer. Given that living near a major transportation facility can increase population exposure to emissions and particulate matter from vehicles, an equity analysis was performed to compare the number and percentage of countywide households relative to EJ households located within 500 feet of a major transportation facility. In this analysis, a major transportation facility is defined as any roadway within the County that carries more than 500,000 daily vehicle trips. The major transportation facilities include: Interstate 5, Interstate 580, Interstate 205, State Route 99, the Crosstown Freeway (State Route 4), and State Route 120. Figure P3-9 includes the location of these major transportation facilities.

Table P4-2 provides detailed analysis of EJ versus total countywide households located within 500 feet of the identified facilities. EJ households make up all households near the Crosstown Freeway (State Route 4), 32.97% of the households near Interstate 5, and a24.54% of households near State Route 99. EJ households make up 0.19% of households near State Route 120. There are 0% of EJ households near Interstate 205 and Interstate 580 as these facilities are in outlying parts of the County.

Table P4-1 shows the results of the analysis comparing EJ versus non-EJ communities. For the Draft Plan, EJ households will make up 6.1 % of households within 500 feet of a freeway while households in non-EJ communities will make up 5.7% of households within 500 feet of a freeway. In comparison to the 2018 Plan alternative, the Draft Plan alternative will result in a slighter higher percent of households within 500 feet of a freeway than the 2018 Plan alternative (6.1% versus 5.3%)

Table P4-2. Households within 500 feet of a Major Transportation Facility for San Joaquin County and Environmental Justice Areas, 2046

	Total Households	I-5		SR-99		SR-4 (Crosstown Fwy)		SR-120		I-205		I-580		Any Freeway	
		500'	%	500'	%	500'	%	500'	%	500'	%	500'	%	500'	%
San Joaquin County	**304,178**	6,757	2.2%	4,622	1.5%	1,920	1.0%	1,648	0.5%	1,146	0.4%	1,499	0.5%	17,423	5.7%
Escalon	**2,990**		0.0%		0.0%		0%	317	10.6%		0.0%		0.0%	317	10.6%
Lathrop	**18,338**	900	4.9%		0.0%		0%	22	0.1%	17	0.1%		0.0%	908	4.9%
Lodi	**29,084**	0	0.0%	871	3.0%		0%		0.0%		0.0%		0.0%	872	3.0%
Manteca	**40,493**		0.0%	1,433	3.5%		0%	1,260	3.0%		0.0%		0.0%	2,638	6.5%
Ripon	**7,119**		0.0%	314	4.4%		0%		0.0%		0.0%		0.0%	314	4.4%
Stockton	**129,273**	5,743	4.4%	1,246	1.0%		100%		0.0%		0.0%		0.0%	8,786	6.8%
Tracy	**40,102**		0.0%		0.0%		0%		0.0%	1,107	2.8%	1,474	3.7%	2,581	6.4%
Unincorporated	**36,779**	113	0.3%	759	2.1%		0%	103	0.3%	21	0.1%	25	0.1%	1,008	2.7%
San Joaquin County Environmental Justice Areas	**87,641**	2,227	2.5%	1,134	1.3%	1,920	2.2%	3	0.0%	0	0.0%	0	0.0%	5,159	5.9%
Escalon	-		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Lathrop	**10,450**	661	6.3%		0.0%		0.0%	3	0.0%		0.0%		0.0%	661	6.3%
Lodi	**3,287**		0.0%	185	5.6%		0.0%		0.0%		0.0%		0.0%	185	5.6%
Manteca	**3,155**		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Ripon	-		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Stockton	**70,259**	1,553	2.2%	909	1.3%	1,920	2.7%		0.0%		0.0%		0.0%	4,259	6.1%
Tracy	-		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Unincorporated	**488**	13	2.6%	40	8.3%		0.0%		0.0%		0.0%		0.0%	53	10.9%
EJ Households as a Percent of Total	**28.81%**	32.97%		24.54%		100%		0.19%		0.00%		0.00%		29.61%	

Housing Choice

Housing mix by type is an important performance measure in EJ communities, where housing affordability weighs heavily on a household's ability to pay for other necessities, such as health care, food, clothing, and transportation. A more diverse housing mix, which includes multifamily housing, as well as single-family housing, can help to assure that individuals and families at all income levels have a safe place to stay. An equity analysis of the housing mix was conducted to understand the Draft Plan's impact on housing choice throughout San Joaquin County.

Table P4-1 (Page 2) shows the results of the analysis conducted on the mix of single-family and multifamily housing types available in the Base Year and 2046 for both 2018 Plan and Draft Plan alternatives. Of the two alternatives, the Draft Plan will increase housing choice the most in both EJ communities and non-EJ communities. The Draft Plan will also provide more housing choice in EJ communities (60% single family/40% multifamily) than in non-EJ communities (66% single family/44% multifamily).

While these outcomes are optimistic, there is also a growing body of research that indicates providing multifamily and subsidized housing options in all neighborhoods increases household access to opportunity by ensuring residents of all income levels are able to access high-quality schools, jobs and services. While the Draft Plan improves housing choice across the region, SJCOG acknowledges the potential for unintended consequences resulting in worsening conditions of concentrated poverty and segregation in identified EJ communities. Therefore, to promote federal and state fair housing goals, SJCOG will continue to work with local jurisdictions, which directly shape land use and zoning policy, to improve access to opportunity for all residents of San Joaquin County.

Roadway Expenditure Benefits

To gauge to the extent EJ communities proportionately benefit from roadway expenditures compared to the general population, an equity analysis of the relative benefit received from roadway improvement expenditures was performed. Using the SJCOG travel demand model, a select link analysis was performed on regionally significant roadways identified for capacity improvements in the Draft Plan. The analysis yields the percentage of vehicle demand whose origin is an EJ community (i.e., TAZ) versus non-EJ community (TAZ).

To determine the environmental justice area's share of the use of the improved facilities, a representative list of improved regionally significant roadway facilities was first identified. These facilities are corridor-type facilities with regional significance (e.g., they are expected to carry over 20,000 ADT by 2046 according to the travel demand model) that are also programmed for improvements by 2046 according to the RTP project list. These roadways include:

- 11th Street
- Airport Way
- Arch/Sperry Road
- Byron Road
- Corral Hollow
- Eight Mile Road
- Grant Line Road
- Hammer Lane
- Lathrop Road
- Lower Sacramento Road
- Mountain House/International Parkway
- Thornton Road
- I-205
- SR 120
- SR 99
- I-5

In the travel demand model, the links within the project-limits of these roadway segments were specified by their A nodes and B nodes. Upon running the model with this set of selected links, a select link network file was generated in the model output. From this file, trips generated by EJ areas that also traverse these selected links were traced and the percentage share of these EJ trips in relationship to

the total forecasted traffic that uses these facilities was calculated.

Results indicate that approximately 40.8% of daily vehicle trips utilizing these improved roadways originate from EJ communities. This indicates that a significant proportion of EJ communities will benefit from future roadway investments resulting from the Draft Plan. The analysis shows that the benefit to EJ households from these facilities (40.8% of daily trips) is substantially higher that the overall percentage share of EJ households countywide (28.81%). The difficulty in definitively concluding disproportionate benefit in the analysis for roadway improvements in the RTP/SCS is a result of the difficulty in assessing proximity benefits from operation and maintenance improvements for EJ communities versus the general population as well as the limitation that available data covers only modal difference for work trips. Absent a definitive locational analysis, one might argue that projects in the maintenance category would exhibit an inverse relationship to the regional roadway expansion projects as roads are not slated to be otherwise improved would make up the bulk of the maintenance expenditures. Of additional import to the equity discussion is that while workers in low-income households make up approximately 23% of total work trips by automobile, nearly 90% of low-income households either drove alone or carpooled for their primary means of getting to work. In addition, investments in roadway improvements also benefit transit riders in the County given that transit within San Joaquin County is primarily bus transit.

High Quality Transit Access to Low-Wage Employment

As an additional measure of transit accessibility for EJ communities, a spatial analysis was conducted by overlaying Longitudinal Employer-Household Dynamics (LEHD) data for San Joaquin County on a half-mile walk shed from high quality transit (HQT). High quality transit includes any bus transit line that operates with 15-minute frequency during peak commute time, as well as any rail transit stations. LEHD data provides information to analyze the location of jobs by income, identifying total employment in three income categories: Low, Medium, and High. For this analysis, low-wage jobs were targeted, which LEHD defines as jobs with earnings that total $1,250 per month or less. the analysis also identified low wage job categories and used employment sector forecast were used to determined the projected 2046 low wage employment.

As can be seen in Table P4-3, the highest number of accessible low-wage jobs within the region in 2046 will be located primarily within the urban core of San Joaquin County, within the City of Stockton (13,097). Approximately 74% of those jobs are located within Stockton's EJ areas. Outside of Stockton the next highest number of low-income jobs near high quality transit is projected in the City of Lodi (1,408), where approximately 13% of these jobs will be in EJ communities.

The results of the analysis show that of the total low-wage jobs in San Joaquin County, at least 22% of them in 2046 will be located near high quality transit. Additionally, of the low-wage jobs near high quality transit, approximately 62% will be located within the region's EJ communities. Except for rail stations scattered throughout San Joaquin County, existing and future high-quality transit lines are found primarily serving the urban core. Because it is challenging to predict the location of low-wage jobs in the future, this layer was held constant for the analysis. The existing and future high-quality transit lines and stations were then overlaid on the map, inferring improved access to low-income jobs resulting from planned investments in the Draft Plan. While high quality transit may be improving access to jobs within the urban core, access to jobs outside of the urban core will be limited to train station areas and non-high-quality transit service in outlying areas of the County in the future.

Table P4-3 High Quality Transit Access to Low Wage (LW) Jobs for San Joaquin County and Environmental Justice Areas

	1/2 Mile of HQT LW Jobs in EJ Areas			% of LW Jobs near HQT in EJ Areas	Total LW Jobs near HQT in County	% of Total LW Jobs near HQT	Total LW Jobs in County	% of LW Jobs County Total	Total Jobs in County
	Existing (2016) TOT	Growth 2016-2042	Future (2046) TOT						
San Joaquin County	3,858	6,267	10,125	62%	16,283	22%	75,589	24%	311,427
Escalon	0	0	0	0%	0	0%	581	29%	2,030
Lathrop	32	36	68	70%	97	3%	3,406	24%	14,242
Lodi	169	13	183	13%	1,408	23%	6,136	23%	26,523
Manteca	111	112	223	27%	831	12%	7,089	28%	25,056
Ripon	0	0	0	0%	209	18%	1,156	24%	4,742
Stockton	3,546	6,105	9,651	74%	13,097	33%	39,426	25%	160,457
Tracy	0	0	0	0%	610	7%	9,173	23%	39,454
Unincorporated	0	0	0	0%	32	0%	8,623	22%	38,923

Health Equity Analysis

An additional analysis was conducted to consider the health equity impacts of the land use and transportation policies and projects included in the RTP. SJCOG piloted the use of public health performance metrics during the 2022 RTP/SCS cycle and applied these to conduct a spatially based equity analysis. The results of the analysis for the 2022 Plan are summarized in this section, however, the full health indicators report can be found in the Scenario Development Report (Appendix S).

The health equity analysis focuses on California Tax Credit Allocation Committee (TCAC) High Segregation and Poverty Opportunity Areas and Low Resource Opportunity Areas, which together are approximately equivalent to EJ communities. For more detail, please see Appendix P2. The analysis determines whether the 2018 Plan (Scenario A) and the Draft Plan (Scenario E) will improve health outcomes in the High Segregation/Poverty and Low Resource areas between 2016 and 2046. Tables P4-4 and P4-5 show the results of the analysis.

Table P4-4 TCAC Opportunity Areas Health Metrics
High Segregation and Poverty Areas

	Percentage in TCAC Opportunity Area of High Segregation & Poverty			Absolute Difference from Baseline			Relative Difference from Baseline		
Health Metric Categories	**Baseline**	**Scenario A**	**Scenario E**	**Baseline**	**Scenario A**	**Scenario E**	**Baseline**	**Scenario A**	**Scenario E**
Percent of Adults with a BMI>25	68.0%	66.6%	65.6%	-	-1.4%	-2.4%	-	-2.06%	-3.53%
Percent of Adults with a BMI>30	32.4%	31.2%	30.5%	-	-1.2%	-1.9%	-	-3.70%	-5.86%
Percent of population with Type 2 Diabetes	10.7%	10.5%	10.2%	-	-0.2%	-0.5%	-	-1.87%	-4.67%
Percent of population with Coronary Heart Disease	2.6%	2.6%	2.6%	-	0.0%	0.0%	-	0.00%	0.00%
Percent of Population with Hypertension	29.6%	28.8%	28.0%	-	-0.8%	-1.6%	-	-2.70%	-5.41%

Table P4-5 TCAC Opportunity Areas Health Metrics
Low Resource Areas

	Percentage in TCAC Opportunity Area of Low Resource			Absolute Difference from Baseline			Relative Difference from Baseline		
Health Metric Categories	**Baseline**	**Scenario A**	**Scenario E**	**Baseline**	**Scenario A**	**Scenario E**	**Baseline**	**Scenario A**	**Scenario E**
Percent of Adults with a BMI>25	67.7%	66.3%	66.1%	-	-1.4%	-1.6%	-	-2.07%	-2.36%
Percent of Adults with a BMI>30	31.8%	30.4%	30.2%	-	-1.4%	-1.6%	-	-4.40%	-5.03%
Percent of population with Type 2 Diabetes	10.3%	9.4%	9.3%	-	-0.9%	-1.0%	-	-8.74%	-9.71%
Percent of population with Coronary Heart Disease	2.8%	2.6%	2.6%	-	-0.2%	-0.2%	-	-7.14%	-7.14%
Percent of Population with Hypertension	30.0%	28.4%	28.3%	-	-1.6%	-1.7%	-	-5.33%	-5.67%

Highlights of the health equity results) are as follows:

- Percent with BMI>25: This is an indicator of community health. Being overweight is a risk factor for other chronic and infectious diseases. Scenarios A and E are expected to reduce the percentage of the population with BMI >25. Scenario E will result in the largest reduction.
- Percent with BMI> 30: Scenarios A and E are expected to reduce the percentage of the population with BMI >25. Scenario E will result in the largest reduction.
- Type 2 Diabetes: The largest reductions in the percentage of the population with diabetes will occur in Low Resource areas for Scenarios A and E, with the largest reduction in Scenario E. High Segregation/Poverty areas will see smaller reductions with the largest reduction in Scenario E.
- Coronary Heart Disease: Scenarios A and E are not expected to significantly reduce the percentage of the population with coronary heart disease in High Segregation/Poverty areas. In Low Resource areas, both scenarios A and E will reduce the percentage of the population with coronary heart disease.

- Hypertension: In High Segregation/Poverty areas, the largest reduction will be in Scenario E . In Low Resource areas, both scenarios are similar in the expected impact.

In general, it was found that both Scenarios A and E will improve health outcomes in both high segregation/poverty and low resource areas with the largest improvements in Scenario E.

Transportation Investment Analysis

This section summarizes the results from an analysis of Draft Plan investments for their relative benefit on minority and low-income populations, compared to non-minority and non-low-income populations. The methodology for conducting the transportation investment analysis is described in more detail in Appendix P2. The legal context for the analysis is provided in Appendix P1.

The transportation investment analysis includes the following components:

- The transportation investment analysis is a population-based analysis, which quantifies the benefits of the region's transportation investments, and assigns these benefits to low-income and minority populations based on their share of system usage. This share of benefits is then compared to the overall share of minority and low-income populations in the region.
- A public transit investment analysis, which satisfies Title VI requirements.

Population-Based Analysis

This analysis illustrates the distribution of the investments relative to different population subgroups in the region by comparing the estimated share of investments that benefit low-income and minority populations to the share of their respective use of the transportation system. This evaluation centers on populations of concern, low-income and minorities, to estimate the average distribution of benefits across the region.

To conduct the analysis, the Draft Plan investments were divided into categories matching available data on means of transportation to work. Draft Plan investments were divided into five categories: Regional Roadways and Highways, Roadway Operations and Maintenance, Bus Transit, Rail Transit, and Bicycle and Pedestrian. Overall, the Draft Plan investment strategy is a balanced approach to support the development of a multi-modal transportation system. Table P4-6 displays the funding amounts made available by modal category in the Draft Plan.

TABLE P4-6. DRAFT PLAN FUNDING BY MODAL CATEGORY

Modal Category	**Funding (in millions)**	**Percent of Total Funding**
Regional Roadways and Highways	$2,721	21.8%
Roadway Operations and Maintenance	$4,638	37.2%
Bus Transit	$3,247	26.0%
Rail Transit	$1,485	11.9%
Bicycle & Pedestrian (Active Transportation)	$384	3.1%
Total	**$12,476***	**100%**

*Total funding is $12.670 (billions) with airport projects.

For the population-based analysis, as a first step, share of transportation system usage by income and minority status was determined using the most recent data available from the Census Transportation Planning Package (CTPP). Alongside demographic information, the CTPP data includes detailed estimates of means of transportation to work. Using this data, the share of transportation system usage was determined by calculating the percent of work trips by means of transportation by income and minority status and summarized in Table P4-7.

For this analysis, low-income workers were defined using the Regional Housing Needs Assessment (RHNA) income guidelines, which include extremely low, very low, and low-income households. [1] Using this definition, households with income below $51,545 were designated as low-income households for the transportation investment analysis. To match this income limit with available data, workers from households with income below $50,000 were used for the analysis.

Table P4-7. Share of Transportation System Usage by Income and Minority Status

Means of Transportation to Work	Income Status*		Minority Status	
	Low-Income	All Other	Minority	Non-Minority
Drove Alone or Carpool	26.0%	74.0%	63.2%	36.8%
Bus	38.3%	61.7%	76.9%	23.1%
Rail	12.0%	88.0%	62.5%	37.5%
Bicycle or Pedestrian	45.1%	54.9%	54.3%	45.7%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five Year Estimates. Special Tabulation: Census Transportation Planning Package
*Using 2016 dollars

To determine relative benefits by income status, transportation investments from the Draft Plan were assigned to either low-income households or all other households. Following in Table P4-8, expenditure by modal category was determined by allocating expenditures by the respective share of transportation system usage by low-income population. The share of benefit for all other workers was then calculated by subtracting the calculated share for low-income workers from all expenditures for each modal category of funding. Overall, project investment totaled to $3.5 billion for low-income households, while investment totaled $8.9 billion for all other households. Compared to their share of total population in the region (26.4%), low-income households receive 28.1% of total benefit from Draft Plan investments based on their share of usage of the transportation system.

[1] SJCOG Regional Housing Needs Assessment. See: http://www.sjcog.org/113/Regional-Housing-Needs-Allocation

Table P4-8. Funding Expenditure by Mode and Income Status

Modal Category	All Expenditures	Low-income Households	All other Households
Share of Total Population		26.4%	73.6%
Regional Roadways & Highways	$2,721,354,416	$707,552,148	$2,013,802,268
Roadway Operations and Maintenance	$4,638,416,071	$1,205,988,178	$3,432,427,893
Bus Transit	$3,247,248,040	$1,243,695,999	$2,003,552,041
Rail Transit	$1,484,605,791	$178,152,695	$1,306,453,096
Bicycle and Pedestrian	$384,078,224	$173,219,279	$210,858,945
Total	$12,475,702,542	$3,508,608,300	$8,967,094,242
Share of Total Benefit		28.1%	71.9%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five Year Estimates. Special Tabulation: Census Transportation Planning Package

Table P4-9 summarizes the calculated benefit by minority status. Overall, Draft Plan investment benefit totaled $8.3 billion for minority populations, while for non-minority populations the benefit totaled $4.2 billion. Compared to their share of total population in the region (62.5%), minority populations receive 66.4% of total benefit of Draft Plan investments based on their share of usage of the transportation system.

Table P4-9. Funding Expenditure by Mode and Minority Status

Modal Category	All Expenditures	Minority	Non-Minority
Share of Total Population		62.5%	37.5%
Regional Roadways & Highways	$2,721,354,416	$1,719,895,990	$1,001,458,425
Roadway Operations and Maintenance	$4,638,416,071	$2,931,478,957	$1,706,937,114
Bus Transit	$3,247,248,040	$2,497,133,743	$750,114,297
Rail Transit	$1,484,605,791	$927,878,619	$556,727,172
Bicycle and Pedestrian	$384,078,224	$208,554,476	$175,523,748
Total	$12,475,702,542	$8,284,941,786	$4,190,760,756
Share of Total Benefit		66.4%	33.6%

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five Year Estimates. Special Tabulation: Census Transportation Planning Package

In addition to calculating total benefit to low-income and minority populations based on transportation system usage, a comparison of funding expenditures per household was conducted. To calculate relative benefits for low-income households, the total benefit for each modal category in Table P4-10 was divided by the total estimate of low-income households which results in per household expenditures by modal category. Using similar methods for the minority population, per capita expenditures by modal category are summarized in Table P4-11.

On a per household basis, the result of the analysis indicates a disproportionate share of Draft Plan expenditures accruing to non-low-income households (Table P4-10). Modal category expenditures

benefitting low-income households are less when compared to all other households except for bicycle and pedestrian. The disparity is most pronounced in the roadway and rail categories.

On a per capita basis, the result of the analysis indicates that non-minority populations are receiving a disproportionate share of Draft Plan expenditures (Table P4-11) except for bus transit. Modal category expenditures benefiting minority populations are slightly less when compared to non-minority populations.

Table P4-10. Funding Expenditures per Household by Income Status

	All	Low-Income Households	All Other Households
Households	228,567	88,898	139,669
Regional Roadways & Highways	$11,906	$7,959	$14,418
Roadway Operations and Maintenance	$20,293	$13,566	$24,575
Bus Transit	$14,207	$13,990	$14,345
Rail Transit	$6,495	$2,004	$9,354
Bicycle and Pedestrian	$1,680	$1,949	$1,510
Total	$54,582	$39,468	$64,202

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

Table P4-11 Funding Expenditures per Capita by Minority Status

	All	Minority	Non-Minority
Population	742,603	506,094	236,509
Regional Roadways & Highways	$3,665	$3,398	$4,234
Roadway Operations and Maintenance	$6,246	$5,792	$7,217
Bus Transit	$4,373	$4,934	$3,172
Rail Transit	$1,999	$1,833	$2,354
Bicycle and Pedestrian	$517	$412	$742
Total	$16,800	$16,370	$17,719

Source: U.S. Census Bureau, American Communities Survey 2015-2019 Five Year Estimates

An important limitation to this analysis is that it relies on data regarding means of transportation to work, thus only capturing a specific trip purpose. Therefore, the calculated share of transportation system usage may not represent a comprehensive picture of actual system usage by the region's population.

To provide further understanding of benefits to environmental justice communities, additional analyses are included to assess equity impacts of roadway (see Roadway Expenditure Benefits) and transit projects (see High Quality Transit Access to Low-Income Employment) included in the Draft Plan. For further discussion and analysis of public transit investment, please refer to Appendix P5 for the Title VI Report.

APPENDIX P5

Environmental Justice & Title VI Analysis:
Title VI Report

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P5 Title VI Report

This section summarizes the results of the Title VI analysis, called out separately to satisfy federal requirements related to nondiscrimination in the metropolitan planning process. For more information on the regulatory framework underlying this analysis, see Appendix P1.

Title VI Analysis and Results

The purpose of this analysis is for SJCOG to demonstrate compliance with federal regulations related to Title VI of the Civil Rights Act of 1964. The U.S. Department of Transportation's (DOT) Title VI regulations prohibit recipients of federal transportation funds from utilizing criteria or methods of administration that have the effect of subjecting persons to discrimination based on their race, color or national origin. As an operating entity within DOT, the Federal Transit Administration (FTA) provides more specific guidance to metropolitan planning organizations on how to demonstrate Title VI compliance (see Appendix P1 and P2 for more details).

The first step in the analysis is to identify the combined share of federal and state transit investments in the Draft Plan (Table P5-2). The investments included in the plan total $12.5 billion over a 24-year period, for a wide range of projects that include roadway maintenance, highway projects, active transportation programs and transit operations. Of the total Draft Plan investments, $4.7 billion are allocated to transit operations, maintenance, modernization and expansion. Therefore, public transit makes up a significant share of investments made in the Draft Plan, approximately 38% of the $12.5 billion total. Of the total Draft Plan investments made in public transit, 29.6% percent (or $1.4 billion) comes from various federal and state sources, listed in Appendix P2. The Title VI analysis is conducted on this amount ($1.4 billion).

Table P5-1. Share of Population and Public Transit Commute by Minority Status

	Total	Minority	Non-Minority
Total Population	742,603	506,094	236,509
Percent of Total Population		68.2%	31.8%
Commute Population	303,147	199,455	103,692
Percent of Commute Population		65.8%	34.2%
Public Transit Commuters	5,055	3,656	1,399
Percent of Total Public Transit Commuters		72.3%	27.7%

Source: U.S. Census Bureau, American Community Survey 2015-2019 Five Year Estimates

This analysis relies on a calculated share of transportation system usage. The share of public transit commuters by minority status was determined by dividing the estimate of minority commuters with the total estimate of commuters by public transit (Table P5-1). Compared to their share of the total commute population (65.8%), minority commuters make up a greater share of total public transit commuters (72.3%).

Next, federal and state investments in transit are allocated to minority and non-minority populations using the same methodology used in the transportation investment analysis found in Appendix P4. Essentially, federal and state investments in public transit are allocated to minority or non-minority populations based on their respective share of use for means of transportation to work. This allocation of funding to minority and non-minority populations based on their use of the transit system constitutes "benefit." The results for each subgroup are compared to estimate the relative benefit accrued to minority and non-minority populations. The total state and federal public transit benefit to minority populations is approximately $999 million, compared to $382 million to non-minority populations (Table P5-2).

Table P5-2. Disparate Impact Analysis Results, Population and Commuter Based

	Total	Minority	Non-Minority
Total State and Federal Funding for Public Transit	$1,380,741,432	$998,613,388	$382,128,044
Per Capita Benefit		$1,973	$1,616
Per Commuter Benefit		$5,007	$3,685
Share of Total State and Federal Investment		72.3%	27.7%
Total Draft Plan Public Transit Funding	$4,663,930,878	$3,373,161,482	$1,290,769,396
Per Capita Benefit		$6,665	$5,458
Per Commuter Benefit		$16,912	$12,448
Share of Total Draft Plan Investment		72.3%	27.7%

Finally, investments are distributed on a per capita basis, so that investment benefits allocated to the region's minority transit commuters can be compared to investment benefits allocated to the region's non-minority commuters. The results from this analysis are summarized in Table P5-2.

Following FTA guidance, SJCOG's disparate impact analysis of Draft Plan investments reveals that, on a per capita basis, minority populations in the region would receive $1,973 of federal and state public transit investment benefits compared to $1,616 for non-minority populations. The share of investments based on a per capita basis is proportional to the share of minority (68.2%) and non-minority (31.8%) populations in the region. On a transit commuter basis, minority riders would receive $5,007 of the federal and state public transit investment benefit compared to $3,685 for non-minority transit riders. The share of investment benefits based on a per-commuter basis is proportional to the share of minority (72.3%) and non-minority (27.7%) transit ridership. For additional comparison, the disparate impact analysis was also applied to the total Draft Plan investment in public transit.

Based on this analysis, the minority population of San Joaquin County benefits more from public transit funding than the non-minority population on a per capita basis, as well as a per commuter basis. The minority population subgroup garnering more of the benefit due to higher usage of transit for work commutes. As a result, investments in public transit generally have a greater benefit for minority populations proportionate to their share of use and their share of the regional population. Therefore, based on the results presented in Tables P5-1 and P5-2, SJCOG concludes that the Draft Plan is in compliance with Title VI of the Civil Rights Act of 1964 for the distribution of federal and state transit funds.

APPENDIX P6

Environmental Justice & Title VI Analysis:

Environmental Justice Report

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P6 Environmental Justice Report

This section summarizes the results of the Environmental Justice analysis, which is called out separately to satisfy federal requirements in the regional planning process. For more information on the policy framework underlying this report, see Appendix P1. For more information about methodology, see Appendix P2.

Environmental Justice Analysis and Results

Under Executive Order 12898 and the associated DOT Order on Environmental Justice, SJCOG must assist DOT, FTA and the Federal Highway Administration (FHWA) in their mission "to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects" on environmental justice (EJ) populations. For this analysis, adverse effects are determined using the results from the three land use performance measures, described in Appendix P2 and discussed in Appendix P4. SJCOG defines EJ communities in Appendix P2 as census tracts in San Joaquin County meeting one or both concentration thresholds for minority population (<80%) or population living below 150% of the federal poverty threshold (40%+). The analysis must determine if EJ communities share in the benefits of the Draft Plan's investments without bearing a disproportionate share of burdens.

As noted in Appendix P2, to make this determination, this report uses the DOT definition of a "disproportionately high and adverse effect," which relies on meeting the following two conditions:

- An adverse impact is predominately borne by minority and/or low-income populations, and
- An adverse impact on minority and/or low-income populations is significantly more severe or greater in magnitude than the adverse effect on non-minority and/or non-low-income populations.

The following discussion includes a duplication of results from an analysis of land use performance measures from Appendix P4. The results provide the basis for demonstrating compliance with federal requirements for the Environmental Justice Executive Order 12898.

Analysis of Land Use Performance Measures

To conduct the analysis of benefits and burdens on disadvantaged communities, SJCOG identified three land use performance measures, which are a subset of performance measures for the Draft Plan. The performance measures examined in this section include indicators that impact transit accessibility, air pollution exposure, and housing choice. Using SJCOG's Envision Tomorrow land use model, the performance measures are projected from the base year of 2016 to 2035 and controlled to 2046 numbers to compare the impact of the 2018 Plan alternative and the Draft Plan.

Table P6-1 summarizes the modeled results for each of the land use performance measures, which was applied to EJ and non-EJ communities of San Joaquin County.

Table P6-1. Summary of Results for Land Use Performance Measures[1]

Performance Measure	Sub-Geography	Base Year[2]	2018 Plan[3]	Draft Plan[3]
Percent (and number) of *total* households / employment located within ½ mile of high quality transit stops and centers	EJ Communities	18.9% / 29.9% (12,822 / 26,683)	19% / 25.6% (15,813 / 30,461)	23.9% / 30.1% (20,965 / 36,591)
	Non-EJ Communities	4.6% / 12.9% (7,333 / 19,327)	4.1% / 10.9% (9,011 / 21,064)	4.2% / 11.1% (9,032 / 21,161)
Percent (and number) of *total* households within 500 feet of freeway	EJ Areas	5.3% (3,557)	5.3% (4,423)	6.1.% (5,354)
	Non-EJ Communities	5.4% (8,613)	5.6% (12,300)	5.7% (12,384)
Percent (and number) of *total* Housing Mix by Single Family / Multifamily Units	EJ Areas	69% / 31% (49,324 / 22,183)	66% / 34% (57,691 / 30,203)	60% / 40% (55,104 / 37,171)
	Non-EJ Communities	81% / 19% (137,256 / 31,856)	76% / 24% (176,531 / 55,689)	74% / 26% (169,457 / 58,442)

[1] Results projected to year 2035 and controlled to 2046 numbers
[2] Base year is 2016
[3] Year 2046 projections

In Table P6-2, SJCOG summarizes its analysis of the results from Table P6-1 to show whether there are any "disproportionately high and adverse effects" resulting from the Draft Plan on EJ communities.

Table P6-2. Summary of Environmental Justice Analysis Results for the Draft Plan

Performance Measure	Does the Draft Plan have an adverse effect on EJ communities?*	Is the adverse effect disproportionately high?**
	Draft Plan versus 2018 Plan Alternative for EJ communities (see Table P4-1)	*EJ communities vs. Non-EJ communities (see Table P4-1)*
1. Percent of total households / employment located within ½ mile of high quality transit stops and centers	No	No
2. Percent of households within 500 feet of freeway	No	No
3. Percent of total housing mix by single-family / multifamily	No	No

*Compares the analysis results for the 2018 Plan Alternative and the Draft Plan to determine whether the measure is moving in the right direction for EJ populations.
**Compares the analysis results for the Draft Plan relative to EJ and non-EJ communities. An EJ community is determined to experience "disproportionately high adverse effect" when the Draft Plan has an adverse effect on EJ communities AND when the adverse impact from the Draft Plan is greater than the adverse impact of the No Build Alternative.

Using the results summarized in Table P4-1, the environmental justice analysis determined no adverse effects on EJ communities when comparing the impact of the 2022 Plan alternative and the Draft Plan.

In the case of percent total households / employment located within ½ mile of high-quality transit stops and centers, EJ communities would experience a higher benefit under the Draft Plan compared to the 2018 Plan alternative (see Table P4-1) with 23.9% of all households and 30.1% of all employment within ½ mile of high-quality transit stops versus 19% and 25.6 percent) for the 2018 Plan. With the Draft Plan, EJ communities would have a much higher percentage of households and employment within ½ mile of high-quality transit than non-EJ communities (4.2% and 11.1%).

The Draft Plan will have a higher percent (6.1%) of households within 500 feet of a freeway than the 2018 Plan (5.3%) in EJ Communities. The Draft Plan will also have a higher percent in EJ communities than in non-EJ communities (6.1% versus 5.7%). These are the result of the Draft Plan having much higher percentages of infill and redevelopment acres than the 2018 Plan. Infill and redevelopment acres tend to be located within or near the urban core where there is a higher density of freeways. Because the differences are minimal, SJCOG determined that this did not rise to the level of "significantly more severe" or "greater in magnitude".

For housing mix, the Draft Plan will provide more housing choice in EJ communities than the 2018 Plan alternative. The Draft Plan will result in housing mix of 60% single-family and 40% multifamily while the 2018 Plan will have a housing mix of 66% and 34%.

With the Draft Plan, EJ communities will have more housing choice than in non-EJ communities (60%/40% versus 74%/26%).

APPENDIX P7

Environmental Justice & Title VI Analysis: Next Steps

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

P7 NEXT STEPS

In addition to demonstrating compliance with its statutory obligations under Title VI of the Civil Rights Act of 1964 and Executive Order 12898, this report represents a significant effort to consider social equity in a regional planning context. The analyses included in the report explored various Draft Plan benefits and burdens. For instance, an overall positive impact on transit accessibility and housing choice will be felt in Environmental Justice (EJ) communities. Despite these benefits, however, the transportation investment analysis reveals several disparities by income and minority status on per household and per capita total investment in the Draft Plan. Additionally, the burdens associated with exposure to air pollution from living near freeways were found to be slightly more in EJ communities than in the remainder of the region. However, the benefits from roadway capacity investments were found to be proportional to the EJ communities' share of population in the region.

SJCOG again incorporated public health metrics into the regional planning context and deployed the metrics to understand the impact of its investments in environmental justice communities. In many ways, this report represents a snapshot of the region at a fixed point in time and much of what is presented here is limited by elements of the planning process and the methodology used to conduct the analysis.

Moving forward, this section summarizes some of the next steps for SJCOG, which build upon the findings from the Environmental Justice, Title VI, and Social Equity Report. These next steps refer to implementation measures of the 2022 RTP/SCS, as well as refinements to the equity analysis for the next RTP/SCS update.

RTP/SCS Implementation

SJCOG is committed to meeting the mobility and access needs of low-income, minority and other transportation-disadvantaged populations. This commitment is reflected in the highlighted implementation activities below:

- Measure K Bicycle, Pedestrian, and Safe Routes to School Program and Smart Growth Incentive Program: The programs provide funding to expand and enhance pedestrian and bicycle safety and facilities within San Joaquin County, as well as infrastructure improvements that support infill development and neighborhood revitalization. In February 2021, over $20 million of Measure K funding was approved by the SJCOG Board to move 14 projects and plans forward, several of which are located within identified EJ communities.

- SB 1 Planning Studies: SJCOG will use a portion of its allocated SB 1 planning funds for the Active Transportation Plan in Priority Neighborhoods. This study examines existing bike and walking infrastructure across the region to determine barriers communities with higher rates of health disparities may face in accessing opportunities to improve physical health. This study will determine program and project needs for improving public health, reducing congestion, and decreasing greenhouse gas emissions at the neighborhood scale and assist local jurisdictions with pursuing implementation funds.

- Stockton Mobility Collective: This program is funded through an awarded $7 million grant from the California Air Resource Board (CARB) for the Sustainable Transportation Equity Project (STEP). The SJCOG grant, titled the Stockton Mobility Collective, is a bundle of projects including electric bike share, electric car share, mobile ticketing options, and workforce development. This program will result in a pilot project that will introduce

electric carshare and bikeshare services to the South Stockton area, a community of concern.

Refinements to the Social Equity Analysis

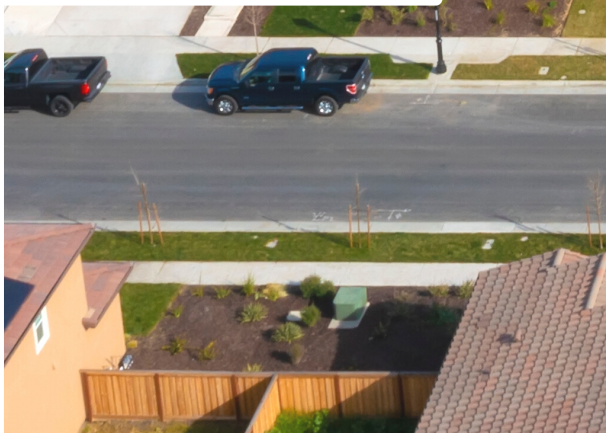
To build upon the work presented in this document, SJCOG staff will continue to make improvements to the planning process and methodology to develop a social equity and environmental justice lens for the San Joaquin region that ensures effective action on behalf of the region's disadvantaged communities. With input from stakeholders and members of the public, SJCOG may pursue several items in the next RTP/SCS update to enhance efforts to address social equity in the region (Table P7-1).

Table P7-1. Refinements for 2026 RTP/SCS Social Equity Analysis

Planning Process Improvements	Methodology Enhancements
• Provide opportunities for advocates and residents of EJ communities to participate in the design of public surveys. • Improve public surveys so that responses from residents from EJ communities could be easily identified. • Provide specific forums or focus groups on Environmental Justice, Title VI, and social equity issues in the San Joaquin region. One such forum would be SJCOG's Speaker Series.	• Investigate key regional trends that effect low-income and minority communities in greater detail. • Use the RTP/SCS Regional Progress Report to monitor progress made toward the Plan's goals in Environmental Justice communities. • Use the findings of the Gentrification and Displacement Risk Assessment (Described in Chapter 3) to identify gentrification and displacement risk in the region.

APPENDIX Q

Population, Household and Employment Projections



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

San Joaquin County Demographic and Employment Forecast

September 10, 2020

Prepared by:

UNIVERSITY OF THE PACIFIC

Center for Business & Policy Research

Prepared for:

SJCOG

SAN JOAQUIN COUNCIL OF GOVERNMENTS

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Purpose

San Joaquin Council of Governments (SJCOG) requires a long-range demographic and employment forecast to support the development of its Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Regional Housing Needs Assessment (RHNA). SJCOG updates these forecasts at approximately five year intervals with the most recent update occurring in 2016. Cities and other agencies within the County also use the forecast to inform their own local planning efforts such as general plans and municipal service reviews. The forecast focuses on three areas: population, households, and employment. Population forecasts are broken down by age, race and ethnicity, and this detailed population forecast is used to generate the household projection.

At the county level, the detailed population and employment forecasts are generated using REMI, a widely used regional modeling software model which captures the complex interdependence of demographic and economic factors. The county level forecast is then allocated to sub-county areas based on historical data and trends with adjustments to account for current conditions and expected development in current plans for sub-county areas. This report is divided into two primary sections that follow the process. The first section focuses on the county-level forecasts generated with the REMI model. The second section details the results for sub-county areas, and explains the process and adjustments used to allocate the county level forecast to local areas.

Section 1: County Forecast

The economic and demographic forecasts were created using REMI (Regional Economic Models, Inc.). The REMI model is a state-of-the-art econometric regional forecasting model. One of the strongest features of the REMI model is its integrated dynamic feedback between economic and dynamic variables. For this forecasting exercise, the key feedback relationship is between local employment conditions and the migration of households in and out of the region. The REMI model is used by many metropolitan planning organizations for this purpose, most notably the Bay Area's Metropolitan Transportation Commission and Association of Bay Area Governments (MTC-ABAG), so using the REMI model aligns SJCOG's forecasting approach with other agencies in the region.

The REMI model uses historical data, from several government source to estimate economic and demographic forecast predictions at national and regional levels. The model first makes projections at the national level and subsequently uses the national results to produce regional forecasts. REMI PI+ provides a default forecast, based on the current national and regional data available to conduct robust and dynamic regression estimators. While, the estimations procedure uses econometrics and is well-based in economic theory, some changes were made to incorporate up-to-date data and to adjust some of the data based on "local knowledge" in an attempt to capture current and future changes not reflected in the historical data.

The forecast presented in this report utilizes REMI PI+ 2.4.1 which was released in May 2020. It is a 22 region, 70-industry model of the U.S. and California economy in which San Joaquin County is defined as a unique region in California. The historical data is current through 2018, the latest year for which Bureau of Economic Analysis personal income and other key economic data is available, and the forecast period runs from 2019 to 2060. The REMI model allows for users to update and benchmark the model for known values of 2019 and 2020 data, and to customize the forecast to include known future events and user judgement about local conditions.

The rest of this section is organized as follows. First, we review the results of the baseline REMI forecast to establish the model's initial predictions. Next, we detail a list of updates and adjustments we made to the model to more accurately project San Joaquin County demographic and employment profile into the future. The next parts present and discusses the results of the updated population forecast, and then uses the population forecast to generate a projection of households and housing needs to accommodate the household growth. The last part of this section presents the updated employment by industry forecast for the County.

1.1 - REMI Baseline Forecast

The REMI model is delivered with an initial forecast for San Joaquin County based on the models analysis of historical data through 2018 and an assumed long-range U.S. macroeconomic forecast. This is sometimes referred to as the "out of the box" or default REMI forecast, but we use the term REMI baseline forecast in this report. Examining the results of the baseline forecast gives a point of comparison for adjustments and allows us to understand some of the important drivers in the REMI model for San Joaquin County before we add updated data and the impact of some significant projects and plans expected in the near future.

As shown in Figure 1, the baseline forecast for San Joaquin County in the REMI model shows employment growth continues at the strong pace of the past decade for another year or two, before abruptly shifting to a virtual standstill after 2022. Employment stays flat for nearly a decade before resuming modest growth in the mid 2030s in the baseline forecast. Why is the REMI baseline forecast so pessimistic about San Joaquin County growth and projecting such a dramatic downward shift? Is it likely to be true? What does it tell us about the San Joaquin County economy?

The REMI model's pessimistic prediction stems from San Joaquin County's heavy dependence on industries that are not expected to experience significant employment growth at the national level, including agriculture, transportation and warehousing, and public education, with relatively low concentrations in technology and high skilled technical and business services. This is a standard top-down regional forecasting approach where local industry sectors are assumed to simply grow proportional to expected national trends. In the REMI model, migration of households in and out of counties is highly sensitive to local job opportunities. Thus, over time, the model also predicts flat employment growth in San Joaquin will also lead to a reduction of these economic migrants to San Joaquin County, resulting in slower population growth and employment growth in local-serving service sectors.

Figure 1 - REMI Baseline Employment Forecast for San Joaquin County

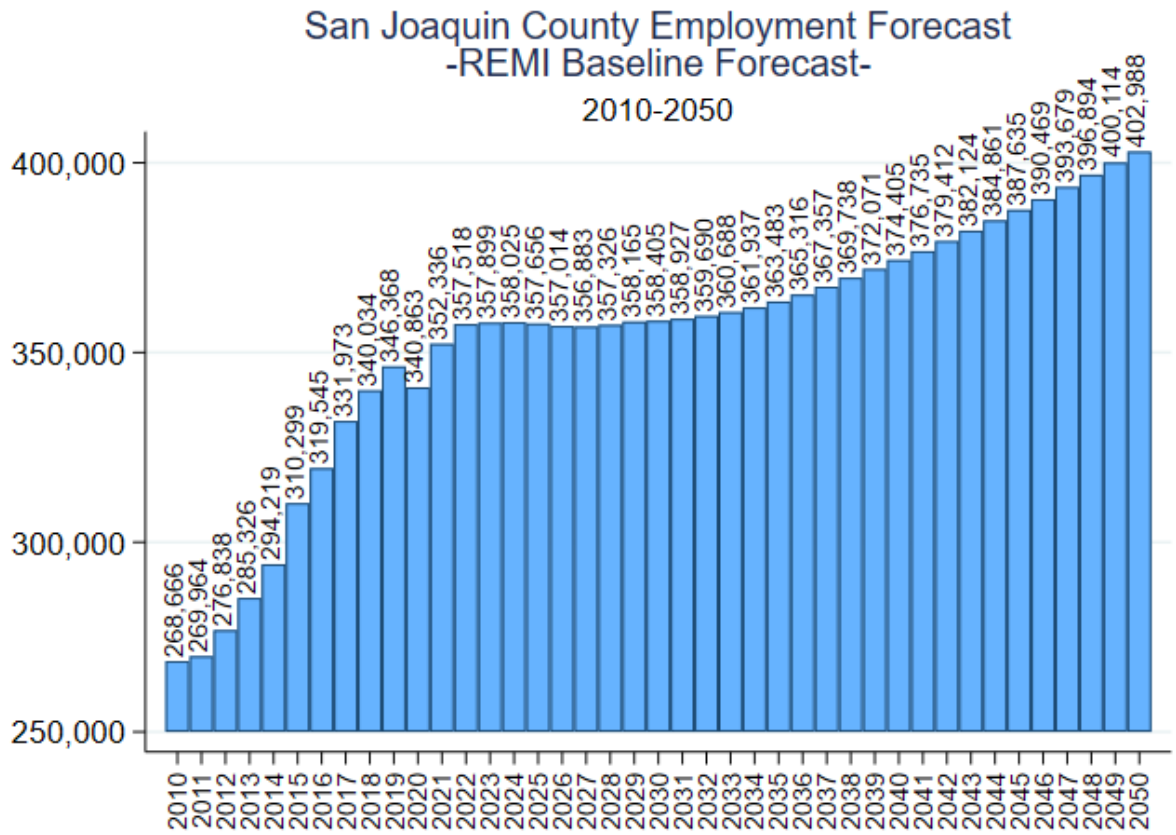
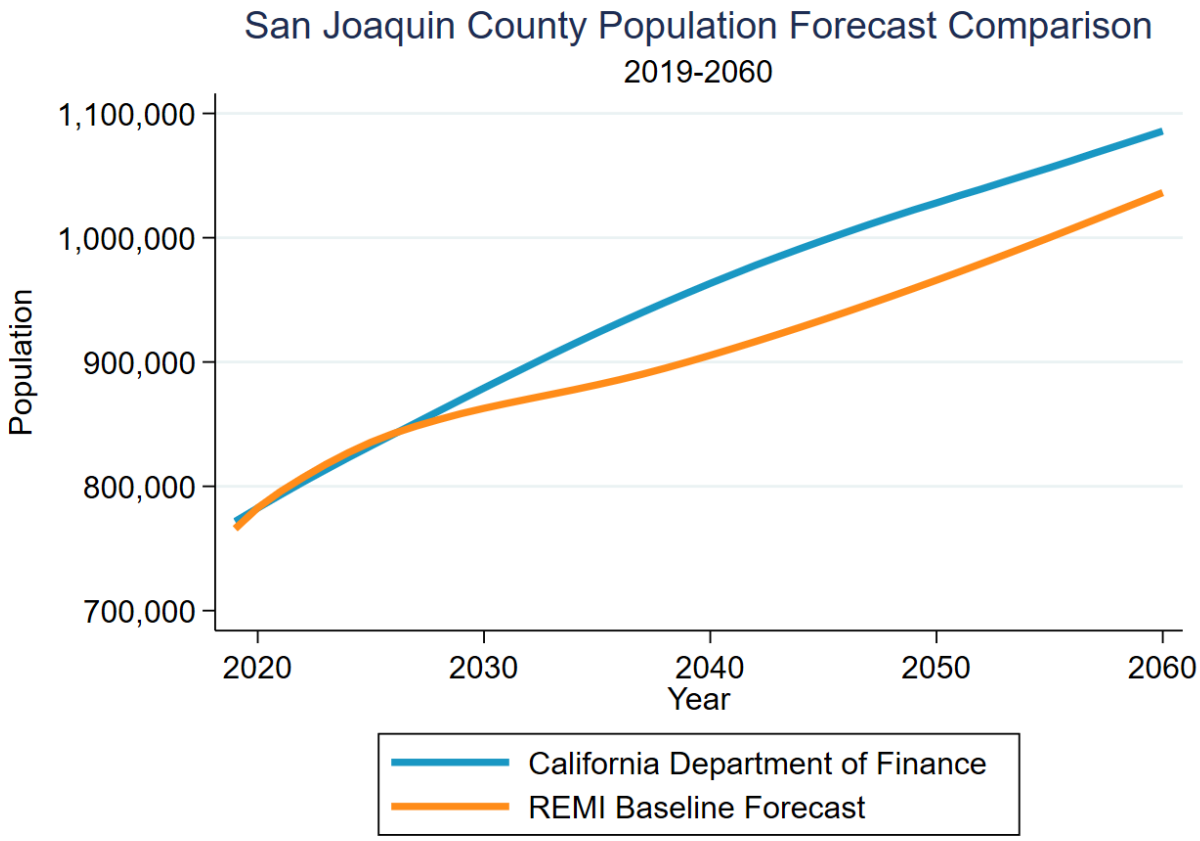


Figure 2 shows the REMI baseline population forecast for San Joaquin County, and to provide perspective it also shows the latest population forecast from the California Department of Finance (DOF). In contrast to the sharply reduced in-migration projected by the REMI baseline model in response to stagnant job prospects, the DOF projection assumes steady in-migration to San Joaquin County following the pattern seen in recent years.

While we believe, San Joaquin County is highly likely to experience stronger growth than projected in the REMI baseline model, it is important to consider why the REMI baseline is pessimistic about San Joaquin County's growth prospects and not just assume growth will automatically continue as it has in the past. In the next section, we describe a series of adjustments that we have made to REMI model based on more current data, local experience, and knowledge of upcoming development plans.

Figure 2- Initial Population Forecast Comparison



1.2 - Updates and Adjustments to the REMI Baseline Model

This section describes a series of updates and adjustments made to the REMI baseline model. These fall into four general categories: Covid-19 adjustments to the macroeconomic forecast, updating 2019 employment data to match recent data releases, local employment forecast to account for the pandemic induced recession that began in March 2020, and adjustments to account for several large projects under development in San Joaquin County.

Macroeconomic forecast update

REMI regional forecasts are based on a national control forecast from Research Seminar in Quantitative Economics (RSQE) at the University of Michigan. The U.S. economic forecast has changed significantly since this winter due to the COVID-19 recession. To control for this, we replaced the U.S. Control forecast with the April 2020 forecast from RSQE which incorporates a recession with an approximately 5% decline to real GDP in 2020 and a 2-year recovery period. This adjustment to the regional model, results in a short-term loss in jobs in San Joaquin County. The loss of jobs in San Joaquin County as a result to the macroeconomic update is less than the

national average, and is attributable to the county's relatively small travel and tourism sector, which has been the hardest hit industry in the recession.

2019 Employment Data Update

The REMI PI+ uses employment data from the Bureau of Economic Analysis (BEA up to 2018, the most current release. An update to the employment data was conducted by using the Quarterly Census of Employment and Wages (QCEW) data from the Bureau of Labor Statistics for 2019. There is an important difference between the two datasets to note: the employment estimates provided by the BEA include employee payrolls and the estimates by the BLS also include self-employment. The difference in measurement definitions means that employment levels cannot be use and therefore the growth rates are used in years 2018 to 2019 from the BLS data and applied to the data in the REMI PI+. This data shows that San Joaquin County employment growth in 2019 was significantly higher than projected in the REMI baseline model with the largest increase in the transportation and warehousing sector which continues the explosive growth seen in the County since Amazon opened its first fulfillment center in the County in 2019.

Additional recession adjustment to 2020 San Joaquin County employment.

Including the macroeconomic recession scenario described above results in San Joaquin County employment decreasing by about 6,000 jobs, approximately 2% for 2020. Recent data suggests a significantly larger decline in San Joaquin County. California EDD estimates payroll jobs in San Joaquin County in May 2020 were about 13% below their May 2019 level. The annual decrease will be substantially less than 13% because the first two months of the year recorded employment increases and some employment recovery is expected in the remaining months of 2020. On an annual basis we expect 2020 employment to be about 6% below 2019 values, and thus we made an additional downward adjustment of 10,000 jobs following the industry pattern for job loss shown for San Joaquin County in the April 2020 California EDD estimates. The biggest additional downward adjustments were in restaurants and retail jobs. We assumed a two-year recovery period with 75% of the additional lost jobs restored in 2021 and the rest by 2022. This downward adjustment in 2020 employment in San Joaquin County will impact the population forecast by dampening the very large amount of in-migration the REMI model projects for San Joaquin County at the beginning of the forecast period.

Warehousing and Logistics Growth

Since Amazon opened its first giant fulfillment center in San Joaquin County in late 2014, the explosive growth of warehousing jobs has been a transformative force in the San Joaquin County economy. E-commerce has probably changed San Joaquin County employment picture more than any other area in the United States, directly accounting for at least half of the County's job growth in the past 5 years. Warehousing and storage employment has quadrupled in five years, growing from 5,600 in 2014 to 20,600 by 2019. Courier and messenger employment grew from 900 to 4,700 over the same period, and trucking also added 3,000 more jobs over the past five years. While Amazon is the biggest player, many other companies have also been expanding distribution and fulfillment operations in San Joaquin County.

What will the future bring? Warehousing and storage is actually not predicted to be a high growth sector nationally, and many of the jobs are at high risk of automation in the future. Despite rapid growth, e-commerce is still less than 20% of total consumer spending so there is still substantial room for additional growth in the industry and the Covid-19 pandemic appears to be accelerating the shift to on-line shopping. So far, San Joaquin County's explosive growth shows no signs of slowing. At the beginning of 2020, Amazon had three large fulfillment centers operating in San Joaquin County and was scheduled to open two more by the end of 2020, adding thousands of additional jobs. Warehousing and logistics employment is declining in the Bay Area as much of that activity seems to be relocating to San Joaquin County where costs and congestion are both lower.

As a result of the flat macro forecast for logistics employment, the baseline REMI model actually predicts no additional growth in warehousing employment in San Joaquin County after a period of explosive growth. This prediction is far too pessimistic for the local economy, especially given the large fulfillment centers that are already on track to open in the near future. Thus, we have added an additional 10,000 warehousing jobs and 2,000 courier jobs to the REMI forecast over ten years between 2020 and 2030. While this is a large manual adjustment, it is less than 60% of the jobs that have been added in the past five years and thus can be seen as a conservative adjustment over the next decade. Because these fulfillment centers are primarily serving the Bay Area and other non-local markets, we add it to the REMI model as an exogenous change.

VA Hospital in French Camp

Besides the logistics sector, the largest current project in San Joaquin County that will have large future employment impacts is the new VA clinic under construction in French Camp near San Joaquin General Hospital. When it opens in 2023, it is projected that the VA will move approximately 900 federal healthcare jobs from Livermore to San Joaquin County. Since these are good paying jobs funded by federal dollars, not local, the employment impact is significant and is included in the updated REMI model as new exogenous demand. Half the jobs are added in 2023, the projected opening year, with the rest added in 2024, the projected first full year of operation.

Great Wolf Lodge

As discussed earlier, San Joaquin County has a relatively small tourism economy. However, the new Great Wolf Lodge in Manteca will provide a significant boost to this sector when it opens the largest hotel and entertainment complex in the County this fall. Great Wolf Lodge will include 500 guest rooms, a 95,000 square foot water park and a variety of other family entertainment activities adjacent to the Big League Dreams complex that already draws many visitors. The resort is expected to create 500 new jobs and attract new visitors to the County so it is modeled as new exogenous demand fully phased in by 2021.

Slow Initial Pace of Economic Migration

The recent level of strong job growth and the employment adjustments above push the projection of economic migration in current years, 2019-21, to unrealistically high levels. The model predicts a surge in economic migration followed by very flat, and occasionally negative

economic migration in the late 2020s and 2030s. Given recent history and the slow pace of new development in California, we reduced economic migration by 2,000 annually during this three-year period then phased out the reduction over time through 2029. Even with this reduction, in-migration remains slightly higher than in recent years. And because a driver of migration in the REMI model is local job opportunities relative to the population, reducing economic migration in the short-run does not eliminate the migration but pushes it out further into the future. Thus, slowing migration to more realistic levels today smooths out the path of migration over time – reducing it in the current years but increasing it in the future when migration was unusually low as shown previously in Figure 2.

1.3 - Updated Population Forecast

Figure 3 shows the updated population forecast compared to the REMI baseline forecast and the California Department of Finance (DOF) forecast for San Joaquin County released in 2020. The updated population forecast is slightly lower than the REMI baseline in the near term, but over time tracks closer to the DOF forecast than the REMI baseline. As discussed in the previous section, the slight reduction in near-term population growth is due to our adjustment to smooth the path of economic migration over multiple years. In the long-run, the adjustments we have made that increase employment growth in San Joaquin County result in sustained in-migration that is only slightly below the levels seen in recent years.

Figure 3- San Joaquin County Population Forecast Comparison – California Department of Finance, REMI Adjusted & Default Model

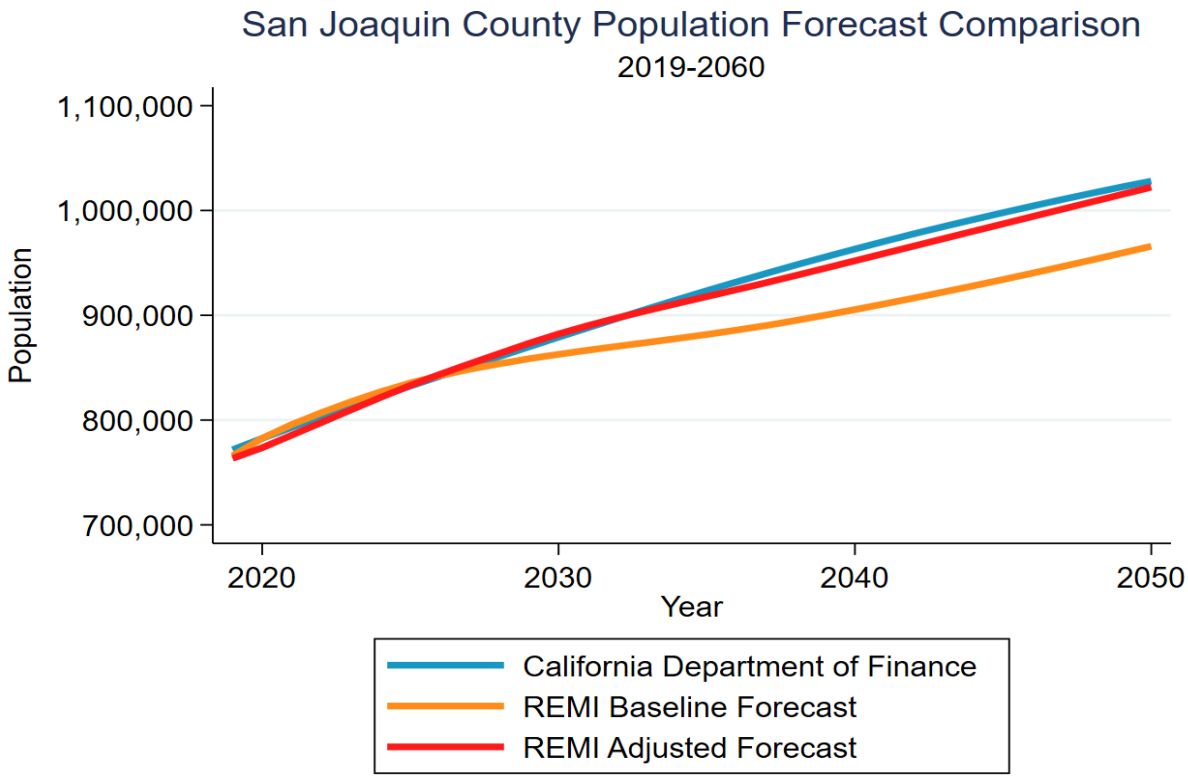


Table 1 shows the detailed total of San Joaquin County population in the updated forecast for each year through 2050. The forecast shows 2021 to 2024 as the peak years for San Joaquin County population growth with total county population growth of about 12,000 per year, around 1.5% annually. This is a slight increase over the 1.4% population growth experienced from 2015 to 2019. After 2024, population growth is forecast to slowly decline to 0.7% annually by 2034 where it will remain for the rest of the forecast. San Joaquin County's population is projected to exceed 1 million in 2047.

Table 1 - San Joaquin County Population, Updated Forecast.

San Joaquin County Population Forecast			
Year	**Total Population**	**Annual Change**	**Annual % Change**
2011	694,388	7,232	1.1%
2012	699,782	5,394	0.8%
2013	702,387	2,605	0.4%
2014	711,771	9,384	1.3%
2015	721,929	10,158	1.4%
2016	732,185	10,256	1.4%
2017	742,516	10,331	1.4%
2018	752,660	10,144	1.4%
2019	763,422	10,762	1.4%
2020	773,581	10,159	1.3%
2021	785,644	12,063	1.6%
2022	797,677	12,034	1.5%
2023	809,757	12,079	1.5%
2024	821,684	11,927	1.5%
2025	833,053	11,369	1.4%
2026	843,687	10,634	1.3%
2027	853,709	10,022	1.2%
2028	863,472	9,763	1.1%
2029	873,246	9,773	1.1%
2030	882,163	8,917	1.0%
2031	890,212	8,050	0.9%
2032	897,626	7,413	0.8%
2033	904,569	6,944	0.8%
2034	911,251	6,681	0.7%
2035	917,811	6,560	0.7%
2036	924,389	6,579	0.7%

2037	931,041	6,652	0.7%
2038	937,934	6,893	0.7%
2039	944,926	6,993	0.7%
2040	951,985	7,059	0.7%
2041	959,068	7,082	0.7%
2042	966,123	7,055	0.7%
2043	973,190	7,067	0.7%
2044	980,231	7,041	0.7%
2045	987,241	7,010	0.7%
2046	994,257	7,015	0.7%
2047	1,001,259	7,003	0.7%
2048	1,008,254	6,994	0.7%
2049	1,015,246	6,993	0.7%
2050	1,022,228	6,982	0.7%

Tables 2 and 3 break down the updated population forecast by race, ethnicity and age. Table 2 illustrates that the Hispanic population exceeds half of total San Joaquin County population by 2045, and is projected to grow faster than any other racial or ethnic group from about 330,000 in 2020 to 530,000 by 2050. The White Non-Hispanic population is projected to peak in 2028 at around 240,000 and slowly decline to about 220,000 in 2050. The Black Non-Hispanic population is projected to grow slowly from 55,000 in 2020 to 67,000 in 2050, while the Other Non-Hispanic[1] category will grow from about 155,000 in 2020 to nearly 205,000 in 2050.

Table 3 shows how San Joaquin County's population will grow older over time. The 65+ age range roughly doubles between 2020 and 2050, from 103,000 in 2020 to 202,000 in 2050. Within this group, the 85+ age group more than triples from about 12,000 in 2020 to 39,000 in 2050. whereas the under 25 population shows low growth. In contrast, the population under 5 years of age will grow from 53,000 today, peak near 61,000 in 2034 and remain close to this level through 2050. Most age groups under 40 follow a similar pattern of peaking and flattening out in the 2030s, whereas most age groups over 40 years have growing numbers throughout the forecast period.

[1] The REMI model has only 4 groups for race and ethnicity. The Other category is primarily Asian but includes all non-Hispanic individuals who are not identified as White or Black.

Table 2- San Joaquin County Population Forecast - Race Breakdown

Population by Race					
Year	**White-NonHispanic**	**Other-NonHispanic**	**Hispanic**	**Black-NonHispanic**	**All Races**
2015	241,638	135,918	293,804	50,569	721,929
2020	235,041	154,545	329,289	54,707	773,581
2025	239,775	167,196	367,918	58,165	833,053
2030	239,891	177,277	404,168	60,827	882,163
2035	235,351	184,372	435,617	62,472	917,811
2040	230,139	191,132	466,803	63,911	951,985
2045	225,376	197,898	498,606	65,361	987,241
2050	221,091	204,084	530,261	66,793	1,022,228
2055	217,490	209,759	562,112	68,282	1,057,643
2060	214,748	215,066	594,388	69,900	1,094,102

Table 3- San Joaquin County Population Forecast – Age Breakdown

Population by Age					
Year	**All Ages**	**Ages 0-14**	**Ages 15-24**	**Ages 25-64**	**Ages 65+**
2015	721,929	165,722	106,814	363,170	86,223
2020	773,581	169,220	110,812	390,109	103,440
2025	833,053	170,410	120,744	417,336	124,564
2030	882,163	174,126	120,579	441,921	145,537
2035	917,811	179,314	114,656	461,565	162,276
2040	951,985	183,334	114,215	478,730	175,706
2045	987,241	185,315	119,485	494,068	188,373
2050	1,022,228	185,851	124,611	510,086	201,681
2055	1,057,643	186,978	127,812	527,186	215,666
2060	1,094,102	190,349	128,822	542,136	232,796

1.4 – Updated Household Forecast And Projected Housing Needs

The Household forecast uses the population projections from the Adjusted REMI Model to calculate the number of householders in San Joaquin County. It is important to note that there is a distinction between a household and householder, though their numerical values are equivalent. The term householder refers to the person, or one of the people, in whose name the home is owned, being bought, or rented. Whereas a household consists all the people who occupy a housing unit as their usual place of residence. Following standard practice, we forecast the number of households by projecting the number of householders.

The number of householders is estimated using the U.S. Census Bureau's American Community Survey, 5-Year Estimates, to obtain the householders demographic characteristics: race, age cohorts, and sex. Using this data, we calculate the probability that an individual of a particular sex, race and age are likely to be a householder and the corresponding probabilities are applied to the demographic population estimates in the updated population forecast described in the previous section. We estimate the householder probabilities using the average of the two most recent years available in the ACS 5-year data which include survey results from 2013 to 2018. The 5-year ACS data was used over the 1-year estimates as the sample size of the 1-year ACS is too small to generate reliable probabilities when broken down into detailed groups by race and age. More historical data was available as well, but it was important to use the most recent data available to capture recent trends as household formation has declined in the past decade, especially for the 25-34 year age group.

Figure 4 shows the household forecast for San Joaquin County. Overall, households grow at a similar rate as population with slight differences as the demographic composition of the population changes over time. The County is estimated to have about 233,000 households in 2020, and grow to over 300,000 households by the mid-2040s. The most rapid growth in households occurs over the next decade as over 32,000 new households are projected between 2020 and 2030.

The household forecast is closely related to San Joaquin County's total housing need, defined as the number of housing units required to house the County's projected households. A decade ago, in the aftermath of the housing bubble induced construction boom and the midst of the foreclosure crisis, San Joaquin County had an excess supply of housing units and historically high housing vacancy rates. After a decade of relatively low housing production and continued population growth, those excess housing units have been absorbed by the market. This is illustrated by Figure 5 which shows the vacancy rate for San Joaquin County housing units in Census data from 2010 to 2018. Housing unit vacancy peaked at 9% in 2011, but has declined in subsequent years as the growth in new households has exceed construction of new housing units. In 2018, the vacancy rate was down to 5.6% and are likely near 5% today as this general trend has continued.

Figure 4 - San Joaquin County Householder Forecast – CBPR Model

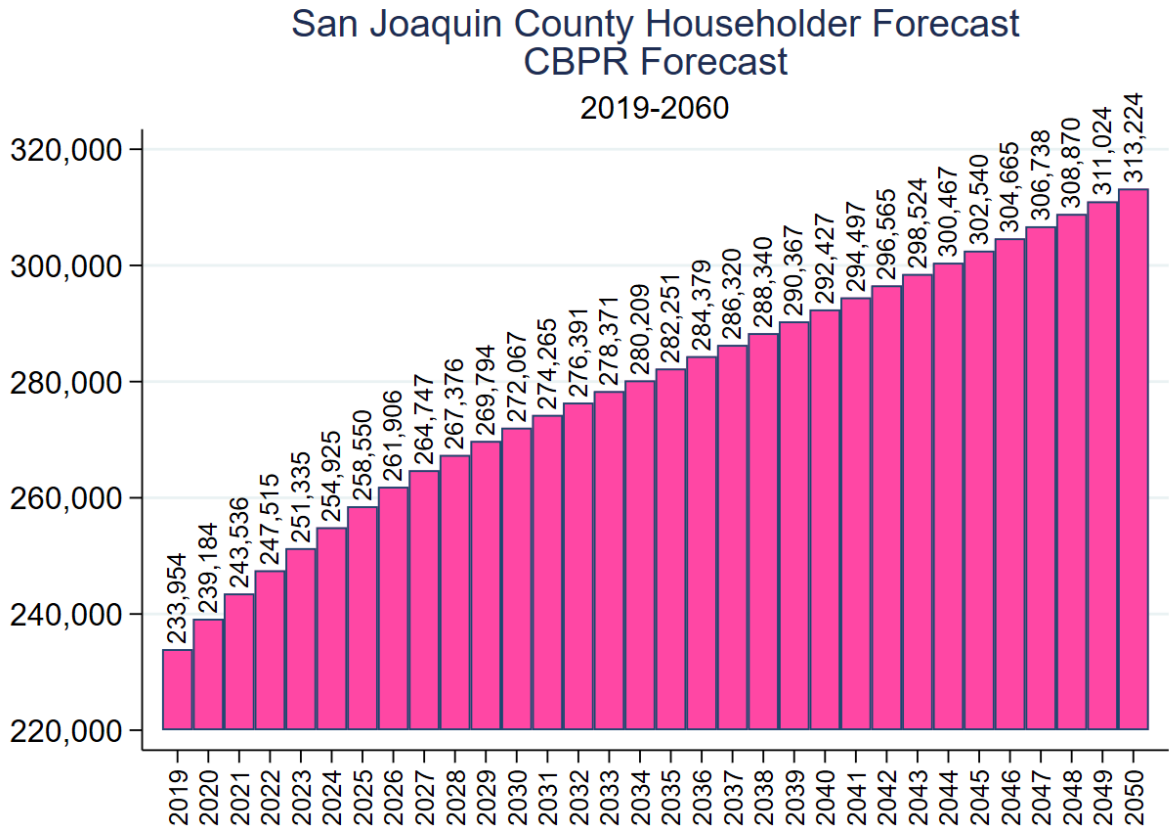
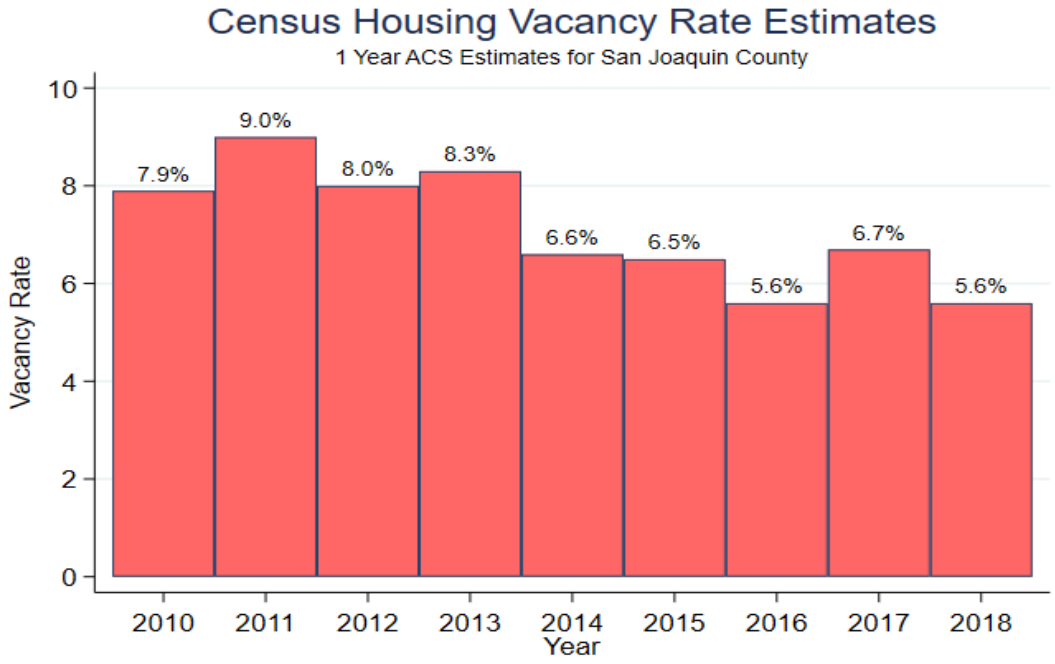


Figure 5 - San Joaquin County Housing Vacancy Rate



The need for future housing production in the County can be derived from the household forecast. Planners often use a 5% vacancy rate as a rule of thumb for the amount of vacancy that a typical housing market without many second homes requires to accommodate turnover and renovation of existing units. Tourist areas and some urban centers will often have higher vacancy rates, because they are popular locations for second homes that have only occasional use. That is not the case for San Joaquin County, so we estimate future housing needs at the level of new units required to accommodate projected households and maintain a 5% market vacancy rate. As described in the previous paragraph, San Joaquin County is currently near a 5% vacancy rate. Thus, our estimate of future housing need does not account for any excess housing that the market needs to absorb, or any catch-up production if the market is currently in shortage. We simply add a 5% margin to the number of projected new households in each year to estimate the annual housing need at the County level.

Figures 6 shows the estimated annual housing need for San Joaquin County, and Figure 7 shows the cumulative amount of housing units needed from 2021 forward to 2050. Housing needs are greatest in the immediate future with over 4,000 units needed in 2021, 2022, and 2023. The annual housing need declines to about 2,300 units by 2031, and remains in a range between 2,000 and 2,300 units through the rest of the forecast to 2050. The cumulative housing need forecast provides another useful perspective. As shown in Figure 7, we estimate San Joaquin County needs about 35,000 units over the next decade. Recent housing production trends suggest that San Joaquin County is unlikely to produce 4,000 units needed at the beginning of the forecast. The forecast of cumulative needs provides a way to track if San Joaquin County is keeping up with its goals over time.

Figure 6 – Annual Housing Needs Forecast

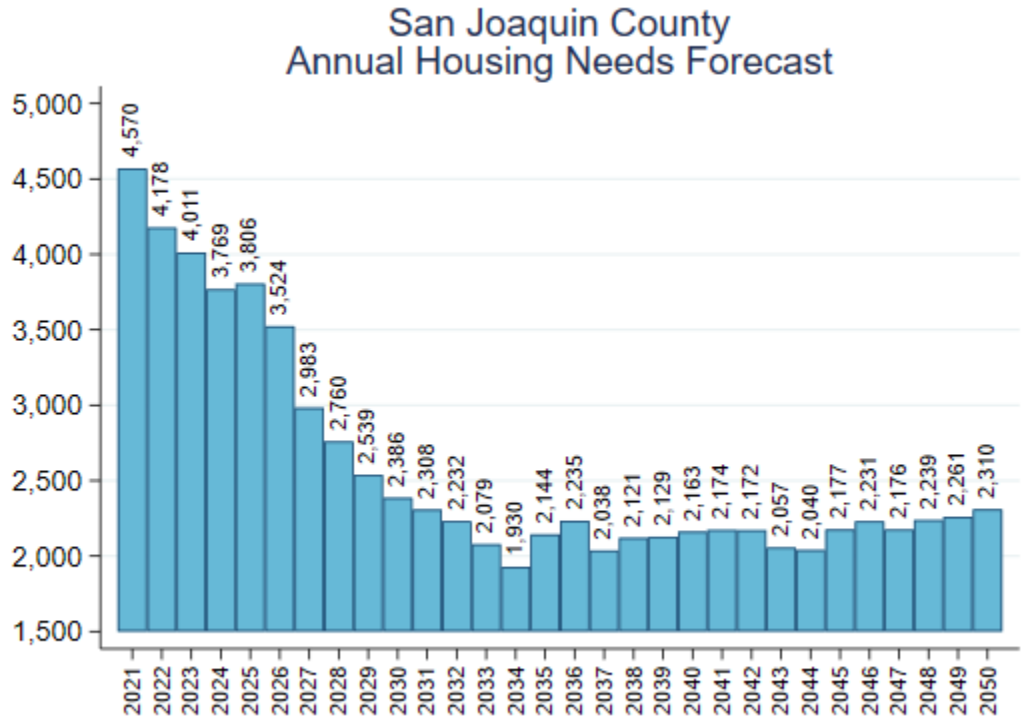
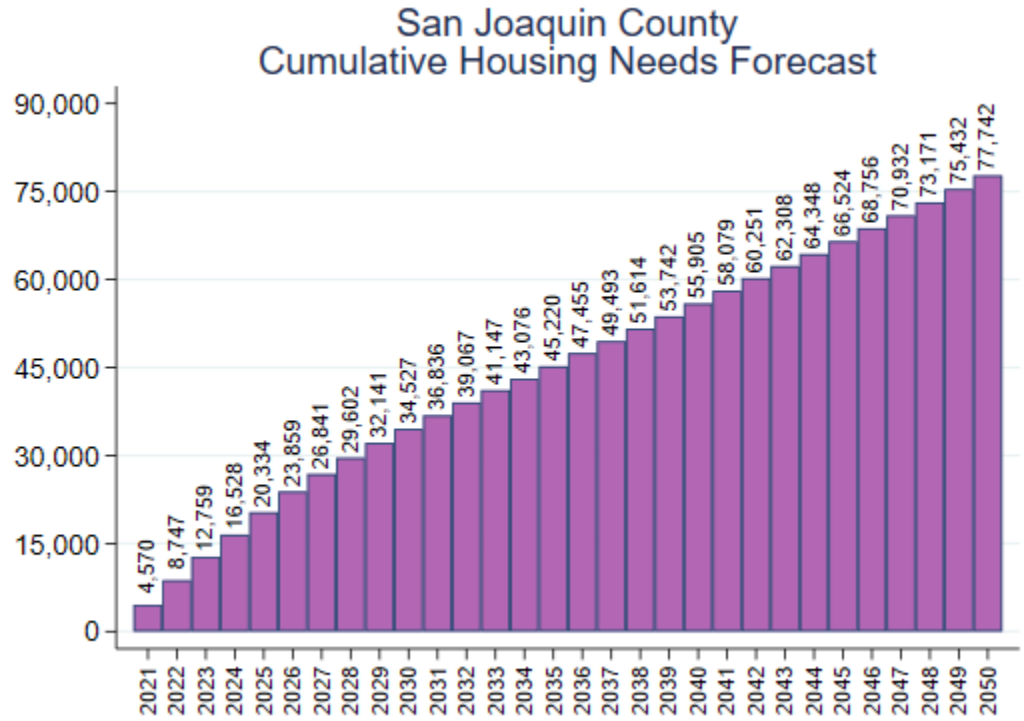


Figure 7 – Cumulative Housing Needs Forecast



1.5 – Updated Employment Forecast

In this section, we shift from the population and household forecast to the adjusted employment forecast. As described in section 1.2, the REMI model was calibrated to current economic data in San Joaquin County and we also adjusted the employment forecast to account for several large new projects expected to bring additional growth in the near future. Figure 8 shows compares the updated forecast to the baseline employment forecast. The most notable changes in the updated forecasts are the dip in 2020 due to the Covid-19 recession, and steady employment growth through the 2020s compared to the flat forecast in the baseline model. While the updated forecast has substantially higher employment growth than the REMI baseline, it is important to note that the updated employment growth rate is still modest by historical standards, less than 1% annual growth in every year after 2022 in thirty year forecast.

Figure 8 – San Joaquin County Employment Forecast Comparison – REMI Baseline Model and REMI Updated Model

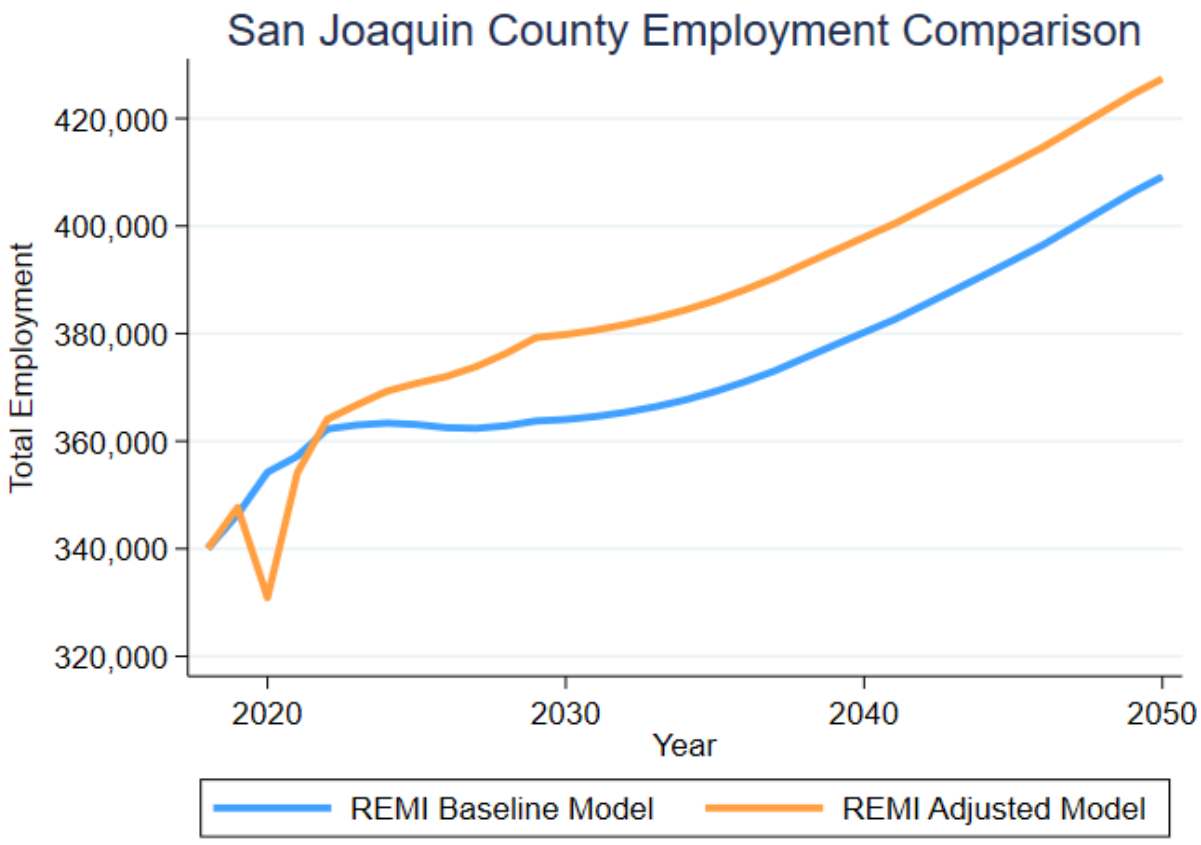


Figure 9 shows the annual level of projected total employment in the forecast. As discussed in section 1.2, it is important to note that this forecast uses the Bureau of Economic Analysis (BEA) definition of employment that includes both self-employment and payroll jobs. As a result of this more expansive definition of employment, the number of jobs in our projection is higher than the payroll jobs data from the Bureau of Labor Statistics (BLS) and California Employment Development Department (EDD). The level of employment decreases from nearly 348,000 in 2019 to 331,000 in 2020 due to the Covid-19 recession and is projected to recover in about two years. Jobs grow steadily over the decade to 380,000 by 2030. After a brief slowdown in the 2030s, the pace of employment growth is forecast to pick up again and reach 400,000 by 2041 and employment will exceed 425,000 by 2050.

Figure 9 - San Joaquin County Updated Employment Forecast

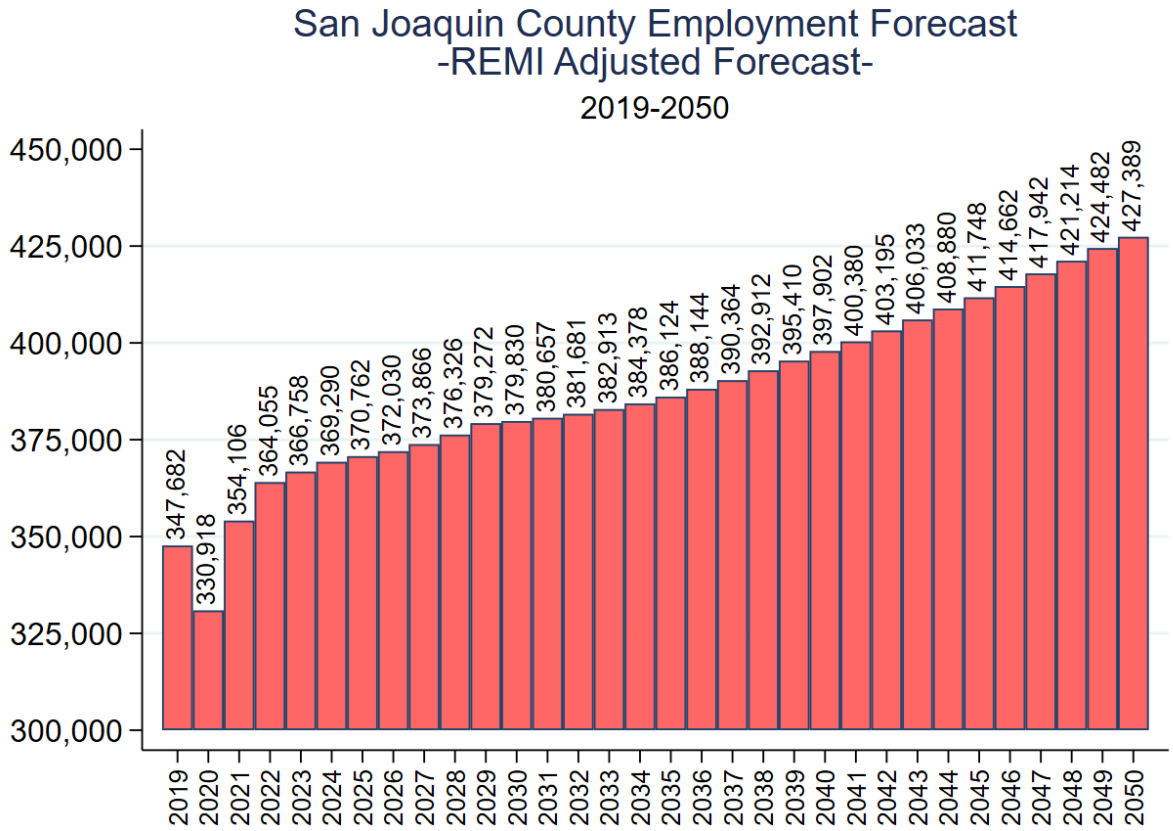


Table 4 shows the employment forecast by industry. Recent growth is highlighted by Transportation and Warehousing, which explodes from 26,000 to 44,000 jobs between 2015 and 2020 due to the e-commerce boom led by Amazon. This sector is projected to grow further to 57,000 jobs by 2030 with very slow growth thereafter. Healthcare is another industry with significant employment growth in the forecast, adding about 20,000 jobs over the next 25 years.

Most other industries are projecting very modest growth, including Manufacturing and Construction which are forecast to increase employment by about 2,000 jobs, 10%, in each sector over the next 25 years.

Table 4 – Adjusted Forecast: Employment by Industry 2015-2050

	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	19,218	18,864	18,516	19,201	20,121	21,047	22,043	23,138
Construction	14,722	18,691	19,346	19,289	19,413	20,164	20,887	21,555
Financial Activities	23,180	23,839	25,904	26,603	27,488	28,648	29,903	31,284
Government	41,654	45,385	48,094	49,362	49,789	50,084	50,451	50,850
Healthcare and Education	42,404	41,113	49,649	52,189	54,873	57,847	61,091	64,758
Information	2,504	1,984	1,950	1,671	1,447	1,296	1,184	1,100
Leisure and Hospitality	23,738	21,415	29,626	30,136	30,399	30,674	31,000	31,403
Manufacturing	19,779	20,868	21,019	20,801	21,076	21,954	22,943	24,014
Other Services	17,622	17,370	19,920	19,852	19,887	20,114	20,375	20,717
Professional and Business Services	31,716	32,332	36,043	36,856	37,684	39,091	40,678	42,443
Retail Trade	32,141	30,602	33,016	32,355	32,616	33,487	34,967	36,849
Transportation, Warehousing, Utilities	27,598	45,434	54,011	58,274	58,297	60,264	62,730	65,492
Wholesale	14,023	13,020	13,669	13,241	13,035	13,231	13,496	13,784
All Industries	310,299	330,917	370,763	379,830	386,125	397,901	411,748	427,387

Section 2: Local Area Forecast

The next stage of the analysis is to break down the County level forecasts of population, households and employment into local areas such as cities. The REMI model used in Section 1 only generates forecasts at the county level, and thus we develop our own methodology for breaking down the forecasted growth by local areas using trend data and statistical methods followed by some adjustments made after reviewing various local sources such as planning documents, and feedback from city officials and local stakeholders.

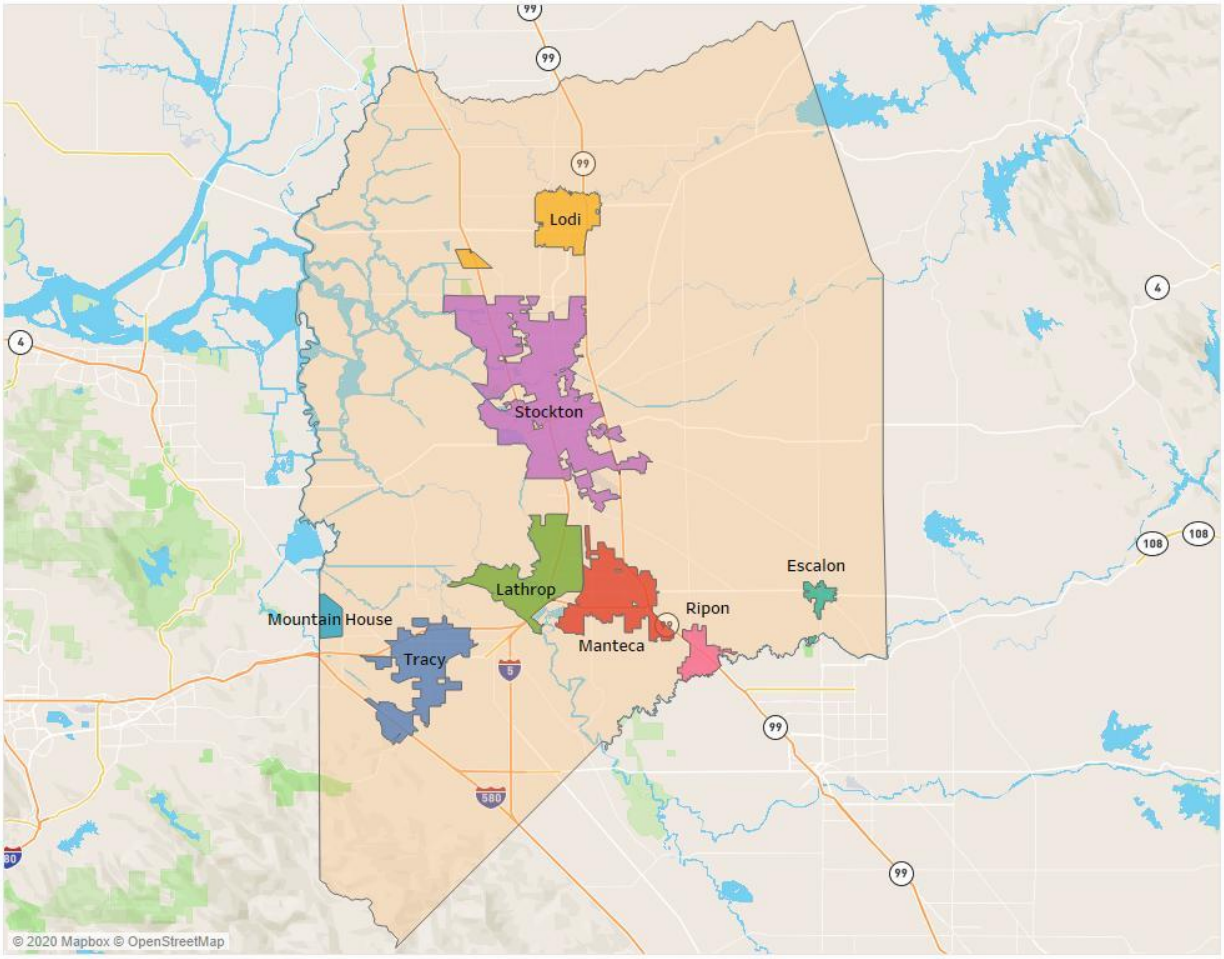
As shown in the analysis that follows, there is a strong trend towards faster growth in the south county areas including Tracy, Manteca, Lathrop and Mountain House. At first the rapid growth was mostly housing as these areas developed into popular commuter bedroom communities for Bay Area commuters. However, in recent years, these areas have also seen a surge of employment growth and are now receiving the majority of new residential and non-residential investment in San Joaquin County despite still being smaller overall than the Stockton-Lodi area that occupies the central and northern areas of San Joaquin County. These recent market trends are expected to continue as will be shown in the local forecasts later in this section.

In order to make the local forecasts, we first have to establish our geographical definitions of local areas. The next sub-section explains the two definitions we use in the forecast. This is followed by data that provides a more detailed description of recent geographical trends in the County's growth, and presents some recent building permits data as a leading indicator that these recent trends are expected to continue. This is followed by section 2.3 which lays out the local population forecast methodology and results, and section 2.4 which does the same for the local household forecast. Finally, section 2.5 presents a local forecast of total employment. Because of the number of tables required to show detailed employment by industry results for local areas, these detailed tables of results are included as an Appendix.

2.1 - Geography

We use two distinct geographical classifications for local area forecasts. The first classification is the city forecast, which breaks the county forecast down into the seven incorporated cities, the Mountain House Census Designated Place (CDP), and the unincorporated area not including Mountain House. Mountain House is included as a city because it is a fast growing urbanized area within the County that has taken initial steps towards incorporation and thus could become a city within the range of this forecast. Thus, the "unincorporated" area of San Joaquin County in our forecast excludes Mountain House. This geographical classification is illustrated in Figure 11.

Figure 10 – San Joaquin County Geographic Regions – Incorporated Cities and Mountain House

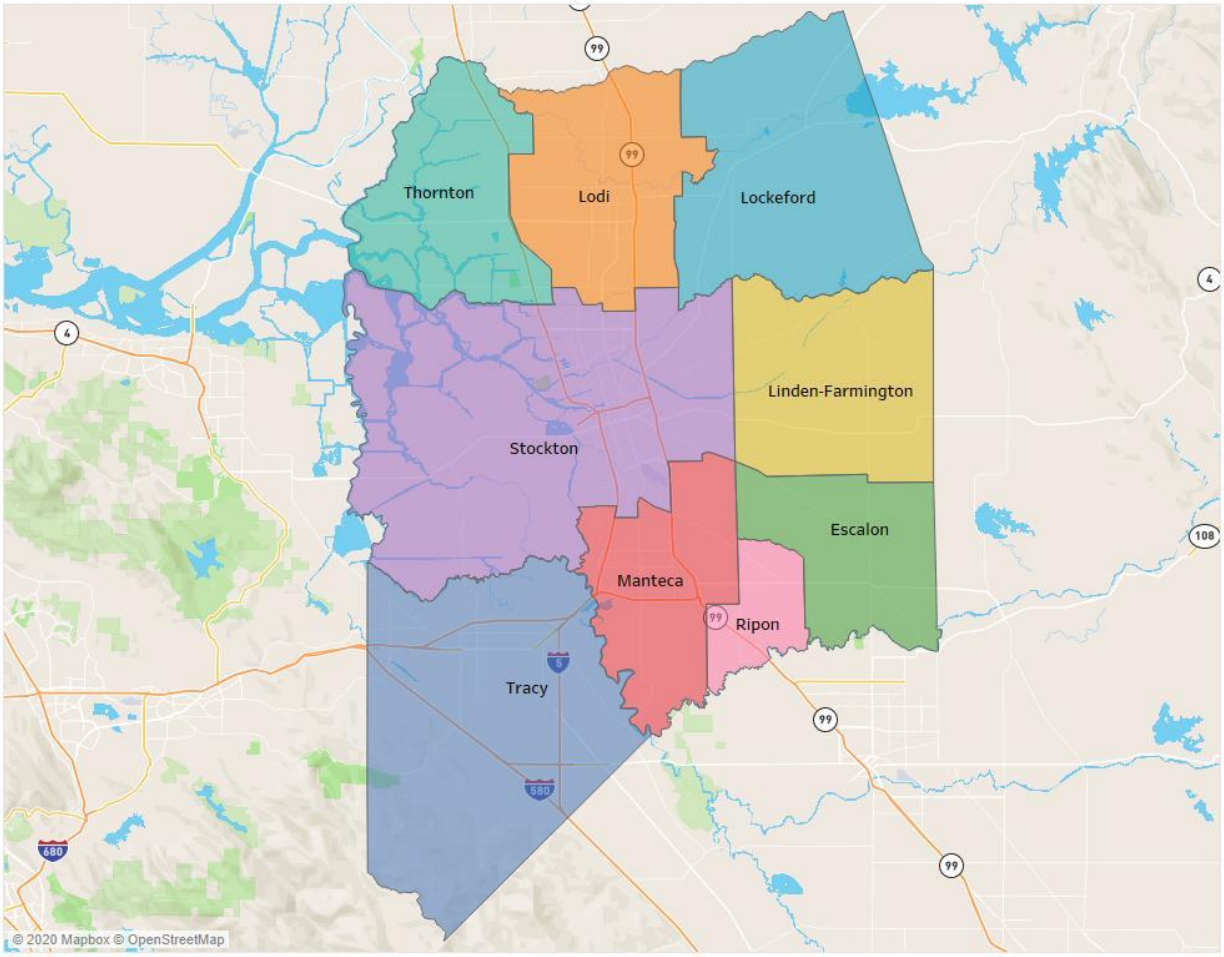


An issue with this classification is that there is a significant population and economic activity widely scattered across the unincorporated areas of the County. We considered several ways to subdivide the unincorporated area and maintain a single classification scheme, but all of the options had data challenges. For example, we could provide forecasts for all of the CDPs, the approach we used in a 2016 forecast. The problem is that many of the CDPs in San Joaquin County are too small to have adequate, reliable data and it still leaves a large scattered area of the County that are outside cities and CDPs. A second approach would be to use Census County Subdivisions to break down the unincorporated area into regions of the County. Unfortunately, this approach is not viable because the County Subdivision boundaries cross the city boundaries such that many of the incorporated cities span multiple County Subdivisions and there is no reliable way to identify just the data in the unincorporated County Subdivision. Most importantly, the Cities of Lathrop and Stockton both span multiple County Subdivisions.

Thus, we decided to use a second classification for local area forecasts by the Census County Subdivisions. This gives a local area forecast by regions of the County, and also provides a

information for unincorporated areas of the County that are adjacent to and deeply integrated with a neighboring city. For example, the Stockton CCD includes the City itself as well as several unincorporated pockets within and around the City. The Tracy CCD includes Mountain House, part of Lathrop, and several large employment centers that are outside the city limits. The Lockeford, Linden-Farmington, and Escalon CCDs break the rural, agricultural east side of the County into 3 zones from north to south. Figure 12 shows all of the San Joaquin CCDs and illustrates how this forecast by county regions complements the city forecast.

Figure 11 - San Joaquin County Geographic Regions – County Subdivision



2.2 – Recent Local Growth Trends

Stockton is the largest city in San Joaquin County by far with a population exceeding 300,000 while no other city in the County exceeds 100,000. The Stockton CCD, the county subdivision which includes most of the city and the immediately surrounding area, accounted for 50% of San Joaquin County's total population in 2010. The south county area, which is made up of the Tracy, Manteca, and Ripon CCD was about 30% of the County's total population in 2010. However, these areas are the fastest growing areas in San Joaquin County, driven by its proximity to the Bay Area.

Table 3 shows the U.S. Census Bureau's estimates of population growth for San Joaquin County cities between 2010 and 2019. All the south county cities have grown at a faster rate than the County as a whole during this decade, with Lathrop experiencing the fastest percentage growth at 38.4%. Stockton's population growth of 6.8% over nine years is less than the County average, but its absolute growth of nearly 20,000 new residents is still the most of any City in the County. Collectively, population growth in the for the south county cities of Tracy, Lathrop, and Manteca exceeded that of the central and north cities of Stockton and Lodi by 7,000 individuals and the south county cities grew 20% over this period, almost three times as fast as the 7% growth rate of Stockton and Lodi.

Table 5 San Joaquin County City Population Growth 2010-2019

San Joaquin County - City Population 2010 - 2019				
	2010	**2019**	**Change**	**Growth Rate**
Escalon city	7,135	7,574	439	6.20%
Lathrop city	17,695	24,483	6,788	38.40%
Lodi city	62,253	67,586	5,333	8.60%
Manteca city	67,733	83,028	15,295	22.60%
Ripon city	14,453	16,386	1,933	13.40%
Stockton city	292,888	312,697	19,809	6.80%
Tracy city	83,620	94,740	11,120	13.30%
Unincorporated	141,350	155,654	14,304	10.10%
San Joaquin County	**687,127**	**762,148**	**75,021**	**10.90%**

Historically, the south county cities proximity to the Bay Area has primarily driven residential growth. However, the rapid e-commerce driven growth of fulfillment centers in San Joaquin County has also centered on the southern cities with close proximity to Bay Area consumer markets. The available data from the Census Bureau that allows to identify the location of jobs within the County is only available through 2017. Table 5 shows the distribution of jobs in San Joaquin County by County subdivisions (CCDs) between 2012 and 2017. The Tracy area led job

growth in absolute in percentage terms as Amazon and others opened large fulfillment centers in the area. All the south county cities grew jobs by at least 30% over these 5 years, whereas the County increased jobs by 21%, and the Stockton area experienced just over 10% job growth in five years.

Table 6 - San Joaquin County Subdivision Population Growth 2010-2017

San Joaquin County - County Subdivision Employment 2010 - 2017				
	2010	**2017**	**Change**	**Growth Rate**
Escalon CCD	4,307	4,870	563	13.07%
Linden - Farmington CCD	3,315	3,612	297	8.96%
Lockeford CCD	3,719	4,180	461	12.40%
Lodi CCD	37,720	45,029	7,309	19.38%
Manteca CCD	31,715	39,792	8,077	25.47%
Ripon CCD	6,268	7,665	1,397	22.29%
Stockton CCD	141,971	174,906	32,935	23.20%
Thornton CCD	4,100	4,773	673	16.41%
Tracy CCD	35,556	47,152	11,596	32.61%
San Joaquin County	**268,671**	**331,979**	**63,308**	**23.56%**

While the employment data above only goes to 2017, other data indicates that the trend of job growth being centered in the south County has continued. For example, Table 6 shows large commercial and industrial building permits in San Joaquin County in the past 18 months, a good signal indicator for future job growth. The city of Tracy alone has accounted for the majority of large commercial and industrial permits, and the cities of Tracy and Manteca account for all six of the extremely large new commercial/industrial permits valued at more than $50 million. Because of these strong geographical growth trends favoring the south County, the methods we use for the local area population and employment forecasts in the following sections heavily weights these recent growth trends in making future projections. As shown in the sections that follow, the recent trend of faster growth in the south county extends through our thirty year forecast period.

Table 7- Large Commercial and Industrial Building Permits in San Joaquin County, January 2019-June 2020.

Large Non-residential Building Permits January 2019 - June 2020		
City	**>$5 million**	**>$50 million**
Escalon	0	0
Lathrop	2	0
Lodi	4	0
Manteca	4	1
Ripon	0	0
Unincorporated Area	0	0
Stockton	0	0
Tracy	12	5
Total County	**22**	**6**
Source: Construction Industry Research Board		

2.3 – Local Area Population Forecasts

In this section, the County level population forecast from section 1.3 are distributed to the two local area geographies used in this report. The methodology used for both definitions of local areas are the same, but the source data differ slightly. In the first step, we use regression analysis to generate a statistical baseline forecast for each area using data since 2010 as we expect recent trends in the geographical distribution of growth in San Joaquin County to continue in the future. In the second step, we review growth capacities for each area as defined in the jurisdictions most recent municipal service review, and review the forecasts from the first stage for consistency with current planning assumptions. We also review the forecasts for each defined geographies for consistency, and consider recent market trends and stakeholder feedback from the preliminary forecasts.

Local area population data for the regression analysis was compiled as follows. For cities, we use the annual population forecast for cities from 2010 to 2019 as described in the previous section. For the CCDs (county subdivisions) and the Mountain House CDP, data is only available from the Census Bureau's American Community Survey (ACS) 5-year data. The most recent 5-year ACS data is from 2019, covering the years 2015 to 2019, and thus we treat the 5-year average population estimate over these years as an annual estimate for 2017. We follow the same process with 5-year ACS data to create an annual time series of population estimates for 2010 to 2017 for the CCDs and Mountain House.

Prior to the regression analysis, the annual population estimate for each of the local areas was converted to a share of the total County population for each year. A simple linear time trend regression of the population share as a function of the years was estimated, and then used to forecast the share of County population for each area through 2050. The projected population share for each year was multiplied by the County level population forecast in section 1.3 to generate the population forecast for each area.

In the final step, we made adjustments to the initial forecasts based on the review of planning information, market trends, consistency checks, and stakeholder feedback as described above. The main adjustment was to move some projected population growth from Manteca to Lathrop and Tracy. While we judged that the models overall population growth projected in the south County was corrected, the forecast was too weighted towards Manteca because of rapid growth in this area during the first half of the 2010s when major new developments in Lathrop and Tracy were in very early stages these cities will likely account for a larger share of population growth through 2030. A few additional minor adjustments were made to ensure consistency between the city and CCD forecasts.

The results of the local area population forecast for cities is summarized in Table 8. The trend of faster growth in south County cities is evident. Lathrop is projected to have the fastest growth rate of San Joaquin County cities at 184% growth by 2050 as the massive River Islands development is built out over decades, and is followed by Mountain House with projected 154% growth by 2050. Tracy and Manteca are both projected to grow by about 50% by 2050, with each adding about 45,000 new residents over thirty years and surpassing 100,000 in population within the next decade. Stockton is projected to grow by 16% through 2030, about half the growth rate of the County as a whole. However, Stockton will still lead the County in absolute population growth with over 50,000 new residents over 30 years. Lodi is projected to grow 21% over thirty years, exceeding 80,000 population by 2045.

Table 8 – San Joaquin County Population Forecast – City Breakdown

	2015	2020	2025	2030	2035	2040	2045	2050
Escalon city	7,470	7,740	8,158	8,452	8,599	8,718	8,831	8,927
Lathrop city	20,277	25,453	33,203	40,955	48,472	56,164	64,142	72,347
Lodi city	64,234	68,076	72,277	75,445	77,357	79,058	80,763	82,359
Manteca city	75,052	84,504	92,810	100,537	107,115	113,904	121,234	128,929
Ripon city	15,178	16,544	17,994	19,244	20,219	21,176	22,172	23,176
Stockton city	304,406	318,257	335,798	348,258	354,700	359,991	365,114	369,554
Tracy city	86,912	95,262	104,938	113,446	120,361	127,165	134,179	141,232
Mountain House CDP	15,010	19,804	24,381	29,223	34,029	39,153	44,707	50,628
Unincorporated	133,390	137,942	143,494	146,602	146,959	146,656	146,099	145,076
County Total	**721,929**	**773,581**	**833,053**	**882,163**	**917,811**	**951,985**	**987,241**	**1,022,228**

Table 9 shows the population forecast for County subdivisions. The trend towards faster growth in the south County is also evident here. The Tracy subdivision, which includes Mountain

House and a part of Lathrop in addition to the city of Tracy, is projected to add more than 100,000 new residents by 2050. In contrast, the north-central CCDs of Lodi, Stockton and Thornton are all projected to grow slower than the County as a whole. The rural east County areas of Linden-Farmington and Lockeford will remain rural but are projected to grow at a slightly faster rate than the County as a whole with Linden-Farmington reaching 10,000 in total population by 2050.

Table 9 – San Joaquin County Population Forecast – County Subdivision Breakdown

Year	2015	2020	2025	2030	2035	2040	2045	2050
Escalon CCD	13,697	13,865	14,902	15,636	16,062	16,383	16,633	16,794
Linden-Farmington CCD	6,230	6,767	7,353	7,912	8,391	8,900	9,468	10,080
Lockeford CCD	11,533	12,413	13,337	14,211	14,898	15,548	16,267	17,021
Lodi CCD	85,025	89,204	94,375	98,152	100,260	102,065	103,846	105,456
Manteca CCD	106,493	121,975	132,058	141,780	150,110	159,071	169,182	180,164
Ripon CCD	17,394	18,438	20,381	22,041	23,359	24,617	25,870	27,089
Stockton CCD	354,346	369,069	388,525	401,802	407,931	412,533	416,718	419,906
Thornton CCD	14,197	14,795	15,609	16,187	16,484	16,729	16,965	17,169
Tracy CCD	115,238	126,799	146,224	164,185	180,091	195,900	212,044	228,293
County Total	**724,153**	**773,581**	**833,053**	**882,163**	**917,811**	**951,985**	**987,241**	**1,022,228**

2.4 – Local Area Household Forecasts

The household forecast for local areas was generated with a similar methodology as the population forecast. Data on the number of households in each area was compiled from the ACS 5-year data for 2010 to 2017. For each area, we calculated the share of total County households. A simple linear time trend regression of the household share as a function of the years was estimated for each area, and then used to forecast the share of County households in each area through 2050. Then, the projected household share for each year and area was multiplied by the County level household forecast in section 1.4 to generate the household forecast for each area.

In the final step, we made adjustments to the initial forecasts based on the review of planning information, market trends, a consistency checks on household size trends by area and between cities and associated CCDs, and stakeholder feedback. Just as with the population forecast, the main adjustment was to move some projected household growth from Manteca to Lathrop and Tracy due to large new developments that should result in Lathrop and Tracy capturing a higher share of the County's future population growth.

Table 10 shows the results of the household forecast for cities. Over the next decade, the County is projected to add more than 32,000 households, with slightly more than 25% of that total in Stockton. Tracy, Lathrop, and Manteca are all projected to add about 5,000 households over the

decade with about another 3,000 in Mountain House. These four rapidly growing south County areas will account for more than half of the total, which taken together is over half of the County's total growth over the next decade.

Table 10 – San Joaquin County Householder Forecast – City Breakdown

Year	2015	2020	2025	2030	2035	2040	2045
Escalon city	2,561	2,664	2,823	2,912	2,962	3,006	3,046
Lathrop city	5,397	6,937	9,291	11,561	13,794	16,098	18,459
Lodi city	22,177	23,543	25,113	26,085	26,712	27,313	27,881
Manteca city	23,126	26,055	28,708	30,899	32,829	34,871	37,027
Ripon city	5,003	5,450	5,943	6,311	6,608	6,909	7,212
Stockton city	92,273	96,474	102,073	105,132	106,722	108,140	109,358
Tracy city	25,069	27,535	30,476	32,779	34,722	36,686	38,658
Mountain House CDP	4,124	5,572	6,966	8,378	9,806	11,343	12,990
Unincorporated	43,333	44,914	46,954	47,752	47,829	47,780	47,596
County Total	**223,062**	**239,143**	**258,347**	**271,810**	**281,984**	**292,147**	**302,229**

Table 11 illustrates the same geographical pattern for household growth by County subdivisions. The rate of household growth is faster within the south county CCDs, whereas household growth in the north-central CCDs of Lodi, Thornton, and Stockton is lower than County average rate of growth. The rural east county subdivisions of Linden-Farmington and Lockeford are also projected to add several hundred new households over the next decade. Specifically, the Tracy CCD which includes the city of Tracy, Mountain House and part of Lathrop will add 11,000 households over the next decade, more than one-third the total growth projected in the County. The Stockton CCD will add nearly 10,000 new households over a decade, followed by the Manteca CCD at nearly 6,000 new households. The Ripon CCD is forecast to add about 1,200 new households by 2030.

Table 11 - San Joaquin County Householder Forecast – County Subdivision Breakdown

Year	2015	2020	2025	2030	2035	2040	2045
Escalon CCD	4,567	4,659	5,024	5,241	5,374	5,483	5,563
Linden-Farmington CCD	1,965	2,142	2,334	2,494	2,637	2,792	2,961
Lockeford CCD	4,028	4,346	4,686	4,957	5,178	5,393	5,624
Lodi CCD	28,959	30,545	32,474	33,616	34,304	34,948	35,542
Manteca CCD	31,553	36,367	39,506	42,162	44,539	47,179	50,099
Ripon CCD	5,958	6,343	7,016	7,523	7,936	8,340	8,733
Stockton CCD	109,075	114,013	120,403	123,711	125,237	126,501	127,471
Thornton CCD	4,209	4,398	4,650	4,787	4,857	4,919	4,971
Tracy CCD	32,747	36,251	42,163	47,238	51,855	56,517	61,189
County Total	**223,062**	**239,143**	**258,347**	**271,810**	**281,984**	**292,147**	**302,229**

2.4 – Employment Forecast for Local Areas

Making employment projections for local areas is more complex than population and household forecasts as the location and number of jobs changes more rapidly and erratically than households and population. The industry detail of employment data add an additional complexity. Finally, the definition of employment can change between data sources and detailed location data for jobs is difficult to find and can be unreliable. Thus, our methodology for generating local area employment forecasts differs somewhat from the population and household methodology. However, we still follow the general framework of creating a baseline employment forecast for local areas with a statistical model, and then making adjustments in the second phase based on market trends, evaluations of consistency across geographies and other variables, and stakeholder feedback. The biggest difference in methodology is in the first stage of the analysis that allocates the County level employment forecast across local areas using a statistical model based on recent trends.

Data for local regions was obtained from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) which has employment by industry for both of our definitions of local areas for the years 2002 to 2017. We used the 2017 LODES data to establish starting values for employment by industry for each of the local areas, and then projected the values forward as described in the paragraph below and the equation that follows it. The LODES data is sourced from payroll tax filings for employers and thus uses payroll jobs, sometimes called W-2 jobs, as the definition of employment. In contrast, the REMI model used for our County employment forecasts uses a BEA definition of employment which includes self-employment. Thus, we used the LODES data in the form of employment shares by industry, estimating the industry employment share for each local area with LODES data and then multiplying this share by the County level forecast to get an estimate of employment for each industry and location in 2017.

To project employment growth forward, the LODES data is used to calculate each local area's share of the County's employment growth in each industry for a specific historical period. For our forecast, we used growth over the most recent 5-year period in the data, 2012-17, to establish the industry growth share for each of the sub-regions. For each year of the forecast period, 2018 to 2050, we calculate the industry employment growth at the County level. The County level growth is then multiplied by the 2012-17 share of growth for that industry in the local area, and added to the industry employment level for the local area in the previous year. The calculation is then repeated for each subsequent year up to 2050. The equation below illustrates the process.

$$Ei,j,t = Ei,j,t-1 + \left(\left(\sum_{i=0}^{I} Ei,j,t+1 - \sum_{i=0}^{I} Ei,j,t \right) \right) * Si,j,\bar{t} + (Ri,j,t * Ii,j,\bar{t}) + ei,j,t$$

Where

Ei,t = Employment in region (i) for industry (j) at time (t)

Ei,t-1 = Employment in region (i) for industry (j) at time (t-1)

$\sum_{i=0}^{I} Ei,j,t$ = Sum of employment for each region(i) in industry(j) at time (t) *

*Note that the sum of all regions is equal to the county level employment

$S_{i,}\bar{t}$ = Restricted historical average of each region (i) and industry (j) growth share

Ri,j,t = Remainder Term equal to the difference in estimates from the Adjusted REMI forecast

$$Ii,j,\bar{t} = \text{Industry Average in a particular regions for years } 2010 - 2017$$

$$ei,j,t = \text{Error Term}$$

In summary, this method establishes a starting value for employment by industry and area, and then allocates the industry employment growth for future years in the County forecast according to each local areas' share of local industry growth between 2012 and 2017. The detailed results from this model were then reviewed against expected market trends and consistency across multiple features to determine any adjustments. For example, in a small number of cases where a local area had very few jobs in an industry at the start of the forecast, this methodology can produce a negative employment forecast in future years. Thus, we restricted the model to have a zero lower bound for each local industry.

Another consistency check was to examine the relationship between employment and population forecasts by looking at employment to population ratios. This analysis found employment growing substantially faster than population in the unincorporated areas of the County, following an established pattern in the 2012-17 period. In contrast, employment growth was substantially less than population growth in some fast growing cities. While this is not impossible, the divergence was greater than we expected and. Thus, in the city forecast, we reallocated employment growth from the unincorporated areas towards the cities of Lathrop and Manteca and the Mountain House CDP. We reallocated about 600 jobs from the unincorporated area to these three areas in 2021, and additional jobs in each subsequent year so that by the year 2050, nearly 18,000 jobs were moved from unincorporated areas to these three locations. Forecasted employment growth in other cities, such as Tracy and Stockton, tracked better with population growth and our market expectations – thus we did not make any adjustments in these locations. For the CDPs, a number of small adjustments were made to individual industry forecasts to ensure consistency with the forecasts for associated cities.

Table 12 displays the total level of employment for each city, Mountain House, and the total of remaining unincorporated areas in the County. Breaking this down by industry for each local area takes a large number of tables, and thus we report these detailed results in the Appendix. Like the

population and household forecasts, employment grows most quickly in the south county areas. Employment growth in Tracy, Manteca, and Lathrop is projected between 40% and 60% between 2020 and 2050, significantly faster than the 30% growth expected in the County as a whole. Stockton is projected to add jobs at nearly the County rate, while Lodi and the Unincorporated area are projected to have the lowest percentage growth. Mountain House has fewer than 400 jobs today, and thus has the highest projected growth rate, increasing to about 2,500 jobs by 2050. Despite the most rapid percentage growth in employment, Mountain House is projected to retain its commuter orientation and still have the lowest employment to population ratio in the County throughout the forecast period.

Table 12 - San Joaquin County Employment Forecast – City Breakdown

	2015	2020	2025	2030	2035	2040	2045	2050
Escalon city	2,321	2,335	2,597	2,616	2,650	2,731	2,829	2,936
Lathrop city	7,786	8,881	10,783	11,350	11,636	12,479	13,388	14,325
Lodi city	31,294	32,211	34,690	34,979	35,542	36,409	37,399	38,512
Manteca city	21,280	21,103	24,077	24,266	25,139	26,273	27,604	29,099
Mountain House	368	383	788	1,349	1,803	2,035	2,286	2,567
Ripon city	4,860	5,224	5,740	5,804	5,895	6,060	6,257	6,483
Stockton city	149,802	157,422	175,080	179,253	182,471	187,520	193,373	200,024
Tracy city	27,757	31,698	39,227	41,254	41,790	43,533	45,648	48,029
Unincorporated	64,830	71,662	77,783	78,969	79,207	80,862	82,963	85,421
San Joaquin County	**310,298**	**330,919**	**370,765**	**379,840**	**386,133**	**397,902**	**411,747**	**427,396**

As shown in Table 13, all of the county subdivisions are projected to add jobs over the next thirty years. The Tracy CCD is expected to grow jobs at the fastest pace, 45% over the next 30 years compared to 29% for the County overall. The Stockton CCD accounts for over half, 53%, of current employment within the County and is projected to account for slightly less than half of the 96,000 jobs projected in the County through 2050. Linden-Farmington CCD is projected to have the lowest employment growth, both in terms of absolute numbers and percentage growth, adding fewer than 700 jobs and less than 20% growth through 2050. The Appendix includes a detailed table of the projected employment by industry for each of the CCDs.

Table 13 - San Joaquin County Employment Forecast – County Subdivision Breakdown

	2015	2020	2025	2030	2035	2040	2045	2050
Escalon CCD	4,710	5,030	5,354	5,446	5,579	5,822	6,086	6,374
Linden - Farmington CCD	3,579	3,564	3,681	3,743	3,832	3,953	4,090	4,234
Lockeford CCD	4,072	4,245	4,332	4,485	4,700	4,978	5,314	5,686
Lodi CCD	42,657	43,548	47,503	48,293	49,096	50,342	51,816	53,511
Manteca CCD	36,907	39,764	45,101	45,538	45,643	46,667	48,030	49,675
Ripon CCD	7,174	7,397	8,032	8,235	8,532	8,845	9,196	9,588
Stockton CCD	164,289	173,695	192,901	197,596	201,294	207,071	213,626	220,926
Thornton CCD	4,550	4,375	5,119	5,177	5,282	5,458	5,697	5,980
Tracy CCD	42,364	49,302	58,737	61,325	62,165	64,775	67,902	71,410
San Joaquin County	**310,302**	**330,920**	**370,760**	**379,838**	**386,123**	**397,911**	**411,757**	**427,384**

Appendix: Local Area Employment By Industry Tables

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Table 14- City Level Employment by Industry – Escalon

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	98	101	99	101	97	92	86	80	73
Construction	95	113	181	196	195	198	216	233	249
Financial Activities	163	166	173	218	236	257	285	315	349
Government	520	571	615	636	646	649	651	654	657
Healthcare and Education	121	149	160	139	132	124	115	105	94
Information	6	6	5	5	4	4	4	4	4
Leisure and Hospitality	132	157	98	233	243	247	252	259	266
Manufacturing	378	393	415	418	414	420	438	458	480
Other Services	93	112	118	112	112	112	112	111	111
Professional and Business Services	125	147	151	179	188	195	206	219	233
Retail Trade	278	302	273	309	299	303	316	339	367
Transportation, Warehousing, Utilities	39	58	5	6	7	7	7	8	8
Wholesale	39	46	42	45	43	42	43	44	45

Table 15 - City Level Employment by Industry – Lathrop

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	36	37	37	39	37	33	29	27	21
Construction	773	941	1,324	1,455	1,495	1,532	1,673	1,808	1,935
Financial Activities	189	192	142	256	296	347	417	488	567
Government	312	342	383	444	480	494	515	537	560
Healthcare and Education	158	189	164	238	254	264	280	296	316
Information	2	2	0	0	0	0	0	0	0
Leisure and Hospitality	331	394	395	486	503	513	531	550	568
Manufacturing	1408	1,464	1,514	1,571	1,619	1,642	1,700	1,755	1,806
Other Services	260	313	236	514	523	534	576	621	673
Professional and Business Services	876	1,050	1,094	1,414	1,510	1,586	1,735	1,896	2,063
Retail Trade	407	441	353	470	459	479	533	611	705
Transportation, Warehousing, Utilities	1007	1,548	2,511	3,047	3,357	3,410	3,630	3,872	4,116
Wholesale	735	873	728	849	817	802	860	927	995

Table 16 - City Level Employment by Industry – Lodi

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1099	1,138	1,118	1,116	1,120	1,126	1,133	1,139	1,146
Construction	1478	1,788	2,366	2,470	2,461	2,481	2,602	2,719	2,827
Financial Activities	4439	4,600	4,810	5,020	5,102	5,198	5,329	5,470	5,626
Government	3303	3,632	3,905	4,030	4,088	4,108	4,121	4,138	4,156
Healthcare and Education	3828	4,676	4,550	5,418	5,694	5,993	6,324	6,685	7,090
Information	275	262	202	198	164	137	120	106	96
Leisure and Hospitality	2271	2,709	2,453	3,401	3,453	3,479	3,508	3,542	3,585
Manufacturing	2288	2,379	2,507	2,524	2,499	2,530	2,630	2,743	2,865
Other Services	1488	1,790	1,848	1,860	1,860	1,860	1,861	1,862	1,864
Professional and Business Services	2375	2,778	2,882	3,020	3,074	3,142	3,243	3,356	3,482
Retail Trade	3775	4,095	3,967	4,209	4,143	4,169	4,257	4,406	4,595
Transportation, Warehousing, Utilities	612	916	1,090	898	804	806	764	711	652
Wholesale	448	531	513	526	517	513	517	522	528

Table 17 - City Level Employment by Industry – Manteca

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	370	383	376	369	392	426	460	498	537
Construction	1079	1,312	1,700	1,781	1,783	1,823	1,923	2,020	2,111
Financial Activities	1512	1,543	1,504	1,769	1,847	1,975	2,128	2,288	2,463
Government	2428	2,670	2,869	2,983	3,036	3,096	3,147	3,202	3,257
Healthcare and Education	2629	3,200	3,137	3,844	4,095	4,418	4,766	5,139	5,546
Information	353	337	278	276	248	228	216	207	201
Leisure and Hospitality	2170	2,595	2,299	3,284	3,362	3,444	3,524	3,609	3,702
Manufacturing	473	492	512	518	518	528	543	559	575
Other Services	1059	1,275	1,243	1,480	1,480	1,505	1,546	1,590	1,640
Professional and Business Services	1462	1,736	1,751	1,890	1,902	1,937	1,997	2,064	2,135
Retail Trade	3478	3,773	3,247	3,897	3,746	3,876	4,158	4,594	5,133
Transportation, Warehousing, Utilities	803	1,216	1,475	1,244	1,128	1,150	1,114	1,063	1,007
Wholesale	630	748	712	742	729	733	751	771	792

Table 18 - City Level Employment by Industry – Mountain House

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	3	3	3	4	6	7	7	7	8
Construction	4	5	7	20	39	54	63	73	82
Financial Activities	28	28	23	50	78	102	117	135	152
Government	133	146	164	231	297	346	371	399	429
Healthcare and Education	61	74	71	127	188	242	272	305	342
Information	0	0	0	1	3	4	4	5	6
Leisure and Hospitality	8	9	12	43	92	132	152	173	198
Manufacturing	13	13	14	30	55	75	86	97	110
Other Services	23	28	33	35	58	76	84	91	101
Professional and Business Services	39	46	44	67	101	127	138	149	164
Retail Trade	3	4	4	52	110	157	181	206	235
Transportation, Warehousing, Utilities	7	11	8	116	293	438	510	587	673
Wholesale	1	1	0	12	29	43	50	59	67

Table 19 - City Level Employment by Industry – Ripon

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	136	141	138	133	143	156	169	184	200
Construction	504	613	732	746	745	748	764	779	793
Financial Activities	219	223	238	245	249	252	257	262	268
Government	536	589	618	604	597	595	593	592	589
Healthcare and Education	431	522	511	592	611	630	650	673	699
Information	1	1	1	1	1	1	1	2	2
Leisure and Hospitality	551	661	609	821	826	829	832	837	845
Manufacturing	351	365	395	402	392	404	442	485	532
Other Services	186	223	218	257	256	257	260	264	269
Professional and Business Services	233	270	286	352	383	413	450	488	531
Retail Trade	408	442	387	453	435	442	466	506	558
Transportation, Warehousing, Utilities	360	547	809	862	888	887	898	911	927
Wholesale	222	263	282	272	278	281	278	274	270

Table 20 - City Level Employment by Industry – Stockton

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	2,681	2,776	2,724	2,645	2,801	3,009	3,219	3,445	3,694
Construction	3,407	4,143	5,125	5,266	5,256	5,285	5,447	5,603	5,746
Financial Activities	12,005	12,337	12,427	13,360	13,599	13,952	14,397	14,864	15,385
Government	22,153	24,353	26,620	28,394	29,223	29,502	29,695	29,935	30,196
Healthcare and Education	23,408	28,410	27,492	33,278	34,944	36,681	38,604	40,706	43,095
Information	1,456	1,388	1,131	1,115	985	879	809	756	717
Leisure and Hospitality	8,988	10,737	10,606	12,695	12,811	12,868	12,933	13,009	13,103
Manufacturing	6,441	6,696	7,024	7,060	7,008	7,074	7,286	7,525	7,783
Other Services	7,646	9,201	9,171	10,201	10,174	10,188	10,279	10,384	10,523
Professional and Business Services	15,822	18,779	19,105	21,742	22,279	22,811	23,739	24,790	25,963
Retail Trade	14,855	16,115	15,791	16,574	16,360	16,444	16,728	17,209	17,821
Transportation, Warehousing, Utilities	6,374	9,580	15,176	17,546	18,724	18,744	19,297	19,990	20,763
Wholesale	4,456	5,287	5,030	5,204	5,089	5,034	5,087	5,157	5,235

Table 21 - City Level Employment by Industry – Tracy

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	112	116	113	113	114	117	119	122	124
Construction	894	1,083	1,440	1,505	1,500	1,513	1,587	1,659	1,725
Financial Activities	1600	1,636	1,783	1,814	1,840	1,862	1,896	1,935	1,977
Government	3336	3,667	4,002	4,256	4,374	4,414	4,441	4,476	4,513
Healthcare and Education	2377	2,898	2,663	3,673	3,989	4,332	4,711	5,124	5,587
Information	204	194	153	150	127	109	97	88	81
Leisure and Hospitality	2350	2,804	2,055	3,865	3,993	4,062	4,130	4,208	4,305
Manufacturing	1561	1,623	1,749	1,774	1,737	1,784	1,933	2,102	2,284
Other Services	1181	1,420	1,347	1,709	1,700	1,705	1,737	1,774	1,823
Professional and Business Services	2135	2,527	2,585	2,768	2,820	2,877	2,964	3,062	3,170
Retail Trade	3871	4,200	4,081	4,318	4,253	4,278	4,364	4,510	4,695
Transportation, Warehousing, Utilities	2678	4,112	8,594	11,940	13,603	13,599	14,353	15,302	16,367
Wholesale	1245	1,477	1,133	1,342	1,204	1,138	1,201	1,286	1,378

Table 22 - County Subdivision Employment by Industry - Escalon

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1,486	1,538	1,510	1,482	1,537	1,611	1,687	1,767	1,856
Construction	329	386	565	604	601	608	653	695	734
Financial Activities	166	169	166	221	238	260	288	319	353
Government	492	541	609	643	659	664	668	672	677
Healthcare and Education	153	187	170	203	190	178	168	161	157
Information	11	10	12	12	14	15	16	16	17
Leisure and Hospitality	171	204	195	262	263	264	264	266	267
Manufacturing	656	682	736	747	731	751	815	888	966
Other Services	130	156	154	177	177	177	179	181	185
Professional and Business Services	213	248	252	256	266	275	284	292	301
Retail Trade	273	296	294	328	331	337	346	357	370
Transportation, Warehousing, Utilities	82	122	203	250	273	275	288	304	321
Wholesale	145	171	164	169	166	164	166	168	170

Table 23 - County Subdivision Employment by Industry – Linden-Farmington

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1,820	1,885	1,850	1,828	1,872	1,930	1,988	2,051	2,120
Construction	77	86	112	118	117	118	125	131	136
Financial Activities	77	79	72	85	90	97	104	114	125
Government	233	256	260	282	292	296	298	301	304
Healthcare and Education	57	67	55	105	121	139	159	180	203
Information	0	0	0	0	0	0	0	0	0
Leisure and Hospitality	57	68	57	83	84	84	84	85	86
Manufacturing	244	254	267	269	266	270	280	291	303
Other Services	46	55	60	53	53	53	53	52	51
Professional and Business Services	90	106	117	114	114	117	125	136	146
Retail Trade	115	125	131	129	129	129	128	127	125
Transportation, Warehousing, Utilities	28	39	58	68	73	74	77	81	84
Wholesale	471	559	525	547	532	525	532	541	551

Table 24 - County Subdivision Employment by Industry - Lockeford

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1,903	1,971	1,933	1,856	2,007	2,211	2,417	2,637	2,880
Construction	246	300	397	415	414	417	437	456	474
Financial Activities	159	164	214	158	146	126	107	112	117
Government	126	138	147	150	151	151	151	151	152
Healthcare and Education	124	151	150	172	180	188	197	207	218
Information	1	1	0	0	0	0	0	0	0
Leisure and Hospitality	264	316	326	369	368	366	366	366	366
Manufacturing	213	221	238	241	236	243	263	285	309
Other Services	100	121	120	134	133	134	135	136	138
Professional and Business Services	226	261	270	301	311	318	331	346	360
Retail Trade	202	219	160	223	206	212	235	274	323
Transportation, Warehousing, Utilities	70	108	176	206	221	220	227	235	244
Wholesale	85	101	114	107	112	114	112	109	105

Table 25 - County Subdivision Employment by Industry - Lodi

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	4,054	4,197	4,120	4,039	4,197	4,410	4,624	4,854	5,106
Construction	2,012	2,437	2,891	2,945	2,939	2,949	3,010	3,069	3,125
Financial Activities	5,484	5,677	5,867	6,264	6,406	6,581	6,811	7,052	7,318
Government	4,047	4,449	4,845	5,129	5,262	5,307	5,338	5,376	5,418
Healthcare and Education	3,942	4,809	4,571	5,649	5,911	6,196	6,524	6,891	7,315
Information	318	303	240	240	196	154	128	109	96
Leisure and Hospitality	3,010	3,596	3,080	4,628	4,721	4,769	4,818	4,877	4,952
Manufacturing	3,444	3,581	3,757	3,776	3,748	3,783	3,897	4,025	4,163
Other Services	1,868	2,248	2,283	2,410	2,407	2,409	2,420	2,433	2,450
Professional and Business Services	3,355	3,954	3,711	3,621	3,691	3,757	3,823	3,895	3,973
Retail Trade	4,010	4,350	4,115	4,438	4,332	4,360	4,477	4,683	4,948
Transportation, Warehousing, Utilities	1,471	2,220	3,296	3,551	3,697	3,648	3,687	3,750	3,826
Wholesale	705	836	772	813	786	773	785	802	821

Table 26 - County Subdivision Employment by Industry – Manteca

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1,051	1,088	1,068	1,039	1,096	1,172	1,248	1,330	1,421
Construction	1,921	2,341	3,196	3,327	3,284	3,285	3,441	3,588	3,723
Financial Activities	2,069	2,112	2,105	2,483	2,605	2,763	2,969	3,187	3,430
Government	4,471	4,915	5,317	5,552	5,662	5,699	5,725	5,757	5,792
Healthcare and Education	3,420	4,157	4,331	4,598	4,783	4,987	5,204	5,428	5,662
Information	483	461	341	361	299	243	217	204	201
Leisure and Hospitality	2,837	3,392	2,860	4,429	4,507	4,544	4,588	4,639	4,706
Manufacturing	2,280	2,371	2,502	2,520	2,494	2,527	2,634	2,755	2,885
Other Services	1,508	1,815	1,610	2,400	2,379	2,390	2,461	2,542	2,648
Professional and Business Services	2,918	3,479	3,558	4,041	4,094	4,135	4,250	4,402	4,592
Retail Trade	4,491	4,871	4,373	4,992	4,822	4,889	5,112	5,492	5,975
Transportation, Warehousing, Utilities	2,465	3,769	6,378	7,218	7,383	6,884	6,688	6,569	6,497
Wholesale	1,801	2,136	2,125	2,141	2,130	2,125	2,130	2,137	2,143

Table 27 - County Subdivision Employment by Industry - Ripon

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1,043	1,080	1,059	1,024	1,094	1,188	1,282	1,384	1,495
Construction	683	831	786	780	812	835	822	812	805
Financial Activities	228	234	219	291	313	342	381	421	465
Government	571	628	682	719	736	741	745	750	756
Healthcare and Education	436	528	519	601	624	645	671	697	728
Information	1	1	2	2	2	2	2	2	2
Leisure and Hospitality	564	675	590	866	877	881	888	896	906
Manufacturing	907	943	1,008	1,020	1,003	1,024	1,093	1,171	1,256
Other Services	266	320	322	351	350	350	353	356	360
Professional and Business Services	328	381	398	465	499	533	569	612	657
Retail Trade	486	527	481	541	524	531	552	589	636
Transportation, Warehousing, Utilities	370	569	828	894	907	958	992	1,022	1,049
Wholesale	385	457	503	478	494	502	495	484	473

Table 28 –County Subdivision Employment by Industry - Stockton

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	5,160	5,343	5,247	5,213	5,279	5,369	5,460	5,557	5,664
Construction	5,241	6,377	8,219	8,527	8,504	8,565	8,919	9,258	9,572
Financial Activities	11,887	12,171	12,450	13,522	13,864	14,310	14,889	15,496	16,169
Government	23,159	25,459	27,751	29,433	30,220	30,484	30,667	30,895	31,144
Healthcare and Education	24,045	29,196	28,184	34,095	35,741	37,441	39,328	41,395	43,753
Information	1,544	1,471	1,167	1,128	1,020	906	824	756	702
Leisure and Hospitality	9,680	11,566	11,067	13,857	14,063	14,176	14,284	14,409	14,565
Manufacturing	7,732	8,038	8,439	8,485	8,419	8,502	8,771	9,072	9,398
Other Services	8,736	10,511	10,537	11,539	11,513	11,527	11,616	11,719	11,853
Professional and Business Services	16,002	19,044	19,630	22,162	22,640	23,144	24,023	25,009	26,061
Retail Trade	14,923	16,188	15,932	16,658	16,466	16,548	16,814	17,261	17,829
Transportation, Warehousing, Utilities	7,819	11,755	18,235	21,220	22,954	23,481	24,567	25,797	27,113
Wholesale	6,043	7,170	6,837	7,062	6,913	6,841	6,909	7,002	7,103

Table 29 - County Subdivision Employment by Industry - Thornton

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	369	382	376	390	363	326	289	250	206
Construction	156	189	258	270	269	272	287	301	313
Financial Activities	814	829	887	859	850	839	824	807	789
Government	368	405	450	496	518	525	530	536	543
Healthcare and Education	209	255	163	475	578	690	814	950	1,101
Information	4	4	3	3	3	3	3	3	2
Leisure and Hospitality	506	605	502	733	773	798	818	839	864
Manufacturing	144	149	154	154	154	153	152	150	148
Other Services	416	501	517	521	521	521	522	522	523
Professional and Business Services	92	105	95	59	43	28	22	22	21
Retail Trade	941	1,020	840	1,042	987	1,008	1,081	1,205	1,363
Transportation, Warehousing, Utilities	48	67	81	74	71	71	69	67	65
Wholesale	33	39	49	43	47	48	47	45	42

Table 30 - County Subdivision Employment by Industry - Tracy

Year	2010	2015	2020	2025	2030	2035	2040	2045	2050
Agriculture	1,675	1,734	1,701	1,645	1,755	1,903	2,052	2,212	2,388
Construction	1,526	1,778	2,266	2,360	2,348	2,364	2,471	2,574	2,671
Financial Activities	1,708	1,745	1,859	2,021	2,091	2,170	2,277	2,392	2,519
Government	4,425	4,864	5,323	5,691	5,863	5,921	5,961	6,011	6,065
Healthcare and Education	2,507	3,054	2,970	3,747	4,064	4,409	4,784	5,185	5,621
Information	265	253	219	205	140	125	110	95	80
Leisure and Hospitality	2,778	3,315	2,738	4,398	4,480	4,520	4,566	4,621	4,693
Manufacturing	3,405	3,540	3,768	3,807	3,751	3,822	4,051	4,307	4,585
Other Services	1,575	1,895	1,769	2,333	2,318	2,326	2,376	2,434	2,510
Professional and Business Services	3,521	4,139	4,302	5,027	5,201	5,377	5,661	5,979	6,330
Retail Trade	4,188	4,544	4,276	4,665	4,559	4,600	4,741	4,979	5,283
Transportation, Warehousing, Utilities	5,831	8,949	16,178	20,530	22,694	22,687	23,670	24,905	26,290
Wholesale	2,152	2,554	1,933	2,308	2,061	1,941	2,055	2,208	2,375

APPENDIX R

Economic and Employment Impacts Report

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

THE ECONOMIC IMPACTS OF THE ENVISION 2050: THE SJCOG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

Working Draft

March 28, 2022

Prepared for:

San Joaquin Council of Governments

Stockton, California

SJCOG

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Prepared by:

Center for Business and Policy Research

University of the Pacific

Stockton and Sacramento, California

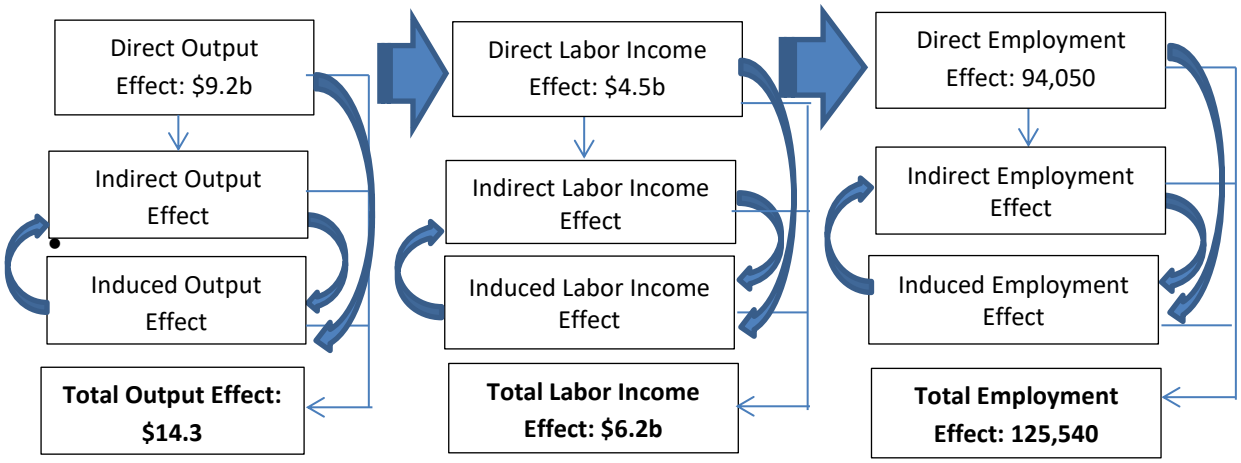
UNIVERSITY OF THE PACIFIC

Center for Business & Policy Research

Executive Summary

Based on the San Joaquin Council of Governments (SJCOG) projected expenditures across 20 years, Envision 2050: The 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) is estimated to generate $9.2 billion in direct output impacts and create some $14.3 billion in total output impacts. The RTP/SCS is estimated to create 125,540 job years in San Joaquin County over its duration, an average of 6,277 jobs annually. As illustrated in the figure below, these include jobs that directly result from the RTP/SCS, as well as indirect and induced jobs that result from supplier and employee purchases in San Joaquin County. Local passenger transit in transportation is the top sector for job creation, with 48,540 job years supported, followed by 47,710 job years in construction jobs adding to existing and building new highways and streets in the County, and 21,040 job years in local service jobs primarily the result of induced expenditures.

The 2022 RTP/SCS Spending Impacts on San Joaquin County's Economy 2022-2042



In addition to the spending impacts from the RTP/SCS and matching funds that it leverages, the immediate expenditures will generate long-term economic benefits from enhancement to San Joaquin County's economic productivity. Those performance benefits may include:

- Increases to household disposable income as their travel costs decline.
- Reduced business costs as their transportation costs are lowered.
- Enhanced business productivity as the improvements to the transportation system expands access to specialized products and markets.
- Growing employment opportunities for residents as reduced travel time and costs increase the accessibility of jobs.
- Increased community safety, improved health of residents, a deeper sense of place, and reduced air pollution resulting from active transportation investments.

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Acronyms

BIPOC	Black, Indigenous, and People of Color
CBPR	Center for Business and Policy Research
IMPLAN	Impact Analysis for Planning
RTD	San Joaquin RTD
SJCOG	The San Joaquin Council of Governments
RTP/SCS	Envision 2050: The 2022 Regional Transportation Plan / Sustainable Communities Strategy

Section 1 - Introduction

The San Joaquin Council of Governments (SJCOG) Envision 2050: The 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) provides the resources to strengthen the regional transportation system and enhance economic growth. This report analyzes the economic impacts associated with the investments identified across the entire 20-years of the 2022 RTP/SCS planning horizon.

The impacts analyzed in this report are focused on the "preferred scenario", which was selected from four options presented to the public and policymakers. The scenarios reflected future planning assumptions including revenue, theme and focus of investment strategies, mix of transportation projects/options, as well as assumptions on development patterns, development intensities, and housing options.

1.1 Scope of Economic Impacts

The size and range of projects like those envisioned in the RTP/SCS will have impacts across many parts of the economic system. Some of those impacts will be short-term stimulus from the RTP/SCS's immediate expenditures, while others will be longer-term, cumulative impacts from sustained investment and enhanced economic productivity.[1] While the short-term impacts of the spending are particularly important in supporting jobs and industry, the funds will also facilitate matching funds from state and federal agencies, which further amplify the short-term and long-term impacts of the RTP/SCS through investment supported by new non-local funds.

The improvements to the transportation system also constitute longer-term investments in the economic infrastructure. Transportation system performance benefits can lead to broader economic growth as cost savings increase disposable household income and reduce business costs. Similarly, enhanced mobility from the investments expands market access, supporting business productivity and employment opportunities available to residents.

1.2 Overview of the Report

This report is organized in four sections. Following the Introduction, Section Two of the report focuses on the impacts of spending from the RTP/SCS. It examines the stimulus impacts from the RTP/SCS on the San Joaquin County economy. Section Three reviews important dimensions through which the investments can lead to broader economic consequences, including benefits

[1] For further discussion of the economic impacts of transportation system investments like those proposed in the RTP/SCS, see the 2020 report from the American Public Transportation Association, entitled "Economic Impact of Public Transportation Investment." Available at: https://www.apta.com/research-technical-resources/research-reports/economic-impact-of-public-transportation-investment/

associated with reduced congestion, enhanced regional competitiveness, and transportation equity, as well as impacts on safety, health, and the environment.

Section 2 - Economic Spending Impacts of the 2022 RTP/SCS

To analyze the impacts from spending associated with the RTP/SCS, we utilize economic modelling software called IMPLAN (Impact Analysis for Planning), which allows us to develop a model of the San Joaquin County economy.[2] This model is effectively a general accounting system of transactions between industries, businesses, and consumers that estimates a range of economic impacts. We thereby create a complete, extremely detailed Social Accounting Matrix and Multiplier Model of the County's economy that enables in-depth examination of the impacts associated with the RTP/SCS.

IMPLAN was developed in the late 1970s by the United States Forest Service and researchers at the University of Minnesota. The software was initially based on input-output accounts whose analysis was pioneered in the Nobel Prize-winning work of Wassily Leontief. As the software evolved, it began using Social Accounting Matrices to incorporate transactions among institutional agents in its analysis. Currently, IMPLAN is among the most widely used economic impact modeling systems. It provides a transparent and detailed approximation of economic impacts that is widely utilized by businesses and government agencies.

The full range of economic contribution from spending associated with the RTP/SCS, known as the Total Effect, is the sum of the direct, indirect, and induced effects:

- **Direct Effects** are the changes in sales (output), value (value-added), wages (personal income), and jobs (employment) directly supported by the RTP/SCS.

- **Indirect Effects** represent the iterative impacts of inter-industry transactions as supplying industries respond to demand from the sector(s) where the initial expenditures occurred. An example of an indirect impact would be sales from a cement company supplying a construction firm directly funded by the RTP/SCS.

- **Induced Effects** reflect the expenditures made by recipients of wages in the direct and indirect industries. Examples of induced impacts include employees' expenditures on items such as retail purchases, housing, food, education, banking, and insurance.

In this analysis, the total direct, indirect, and induced effects are reported by employment, value added, labor income, and output:

[2] Specifically, in this analysis we use IMPLAN PRO Version 3.1 with calendar year 2018 data.

- **Employment** is the number of full- and part-time jobs based on an annual average of monthly jobs. In other words, employment is measured as a full year of employment. Thus, 3 temporary jobs that lasted for 4 months are reported as 1 job year.

- **Labor Income** is the sum of employee compensation and proprietor income. Employee compensation includes wages, salaries, benefits, and all other employer contributions, while proprietor income consists of payments received by self-employed individuals and unincorporated business owners.

- **Output** represents the value of industry production. It accounts for the total change in the value of production in an industry for a given time. Output varies as a measure across industries. For agriculture and service sectors, the value of production equals their sales. For manufacturers, the value of production is sales plus or minus any change in inventories. While for retail and wholesale trade, the value of production equals their gross margin and not their gross sales.

- **Value added** is industry production (output) less the cost of intermediate inputs. It consists of labor income, business profits, and taxes. An industry's value added equals its contribution to Gross Regional/Domestic Product. Therefore, the sum of all industries' value added in the region under study equals the Gross Regional Product.

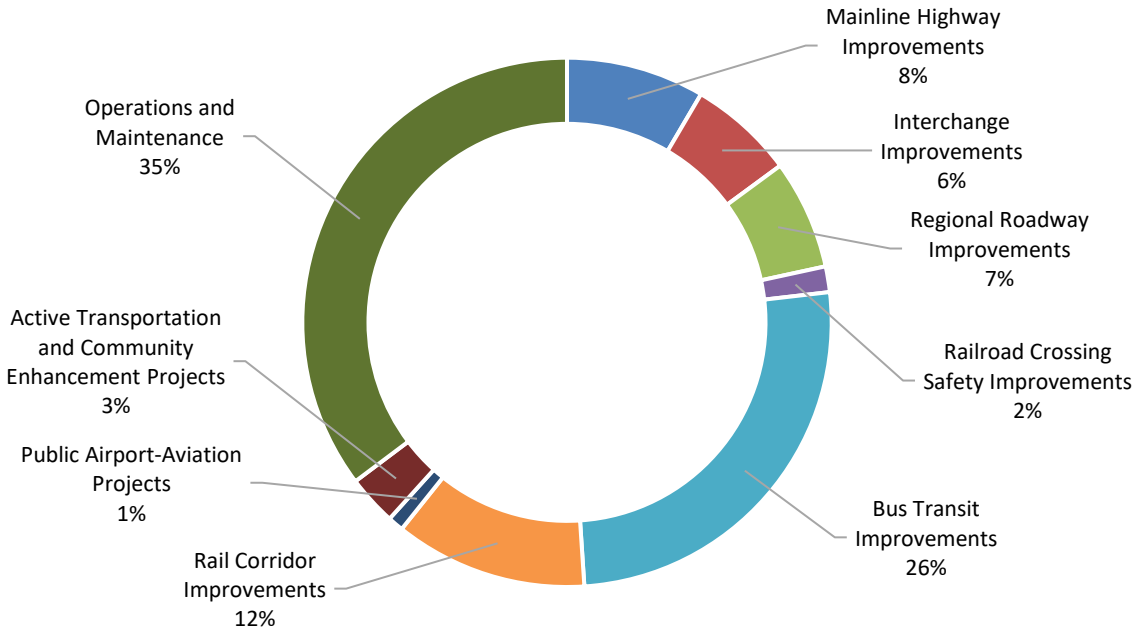
The economic model is defined for a specific geographic area, San Joaquin County, and economic contributions are calculated for that area. Indirect and induced effects are calculated using regional purchasing coefficients calculated by IMPLAN except where the geography of a particular purchase is known from the RTP/SCS, in which case the regional purchasing coefficients have been adjusted to reflect those specifics. Thus, economic impacts do not include spending outside of San Joaquin County even if the purchases are made by individuals or businesses located within San Joaquin County.

2.1 Estimated RTP/SCS Spending 2022 to 2042

The projects in the 2022 RTP/SCS span 20 years and number 276 in total. This package of RTP/SCS projects, referred to as Envision 2050, also has policies and strategies to meet future challenges of the San Joaquin region such as growth of the e-economy resulting in increased telecommuting and internet shopping, and the widespread use of autonomous and connected electric vehicles. Thus, within the limits of local general plans, the proposed 2022 RTP/SCS captures the ability of the region to satisfy sustainability and greenhouse gas reduction targets.

The RTP/SCS invests in transportation systems that complement compact growth and minimize impacts on agricultural land. Flexible funding flows to all modes of transportation including more investment in bicycle and pedestrian improvements, complementing public transit and increasing alternatives to driving a car. It also contains ACE rail expansion to Modesto, Merced, and Sacramento. Additionally, it calls for bus transit services expansion and provides more connectivity within and between communities. In total the 2022 RTP/SCS calls for some $12.6 billion in transportation investments during its 20-year planning horizon.

Figure 1 RTP/SCS Expenditures by Category 2022 to 2042



As indicated in Figure 1 RTP/SCS Expenditures by Category 2022 to 2042, the largest share of the 2022 RTP/SCS investments are in the maintenance category with some 46 projects worth $4.4 billion going to safety, operations, and maintenance of the county's transportation system. The next largest share of funds is allocated to the bus category with some 51 projects supporting and expanding bus transit costing $3.2 billion. Just over another fifth of all investments are focused on the roads category, which consists of 13 mainline highway improvement/ expansion projects costing some $1.1 billion, 24 interchange improvement/

expansion projects costing $814 million, and 67 regional roadway improvement/ expansion projects costing $843 million. Over a tenth of all investment is in the rail category, which consists of six projects focused on improving railroad crossing safety worth $198 million as well as 34 projects focused on rail corridor improvements/expansion costing $1.5 billion. A further 16 projects costing about $384 million are in the category of active transportation and community enhancement, including bicycle and pedestrian projects as well as smart growth infrastructure. The final component is 25 projects supporting public airport-aviation investments totaling $121 million.

2.2 Economic Spending Impact Estimates

As mentioned above, IMPLAN software is used to generate an input-output model of San Joaquin County's economy. That model is then used to estimate the county-wide economic impacts of the RTP/SCS. In Section 2.1 we explained that the RTP/SCS's total direct output spending over 20 years equaled $12.6 billion. After adjusting for expenditures made outside of the region and income transfers, Table 1 shows the corresponding economic sectors of those expenditures in the model. As all components are specified by economic activity, we can identify direct employment of some 94,050 job years in San Joaquin County as a result of that spending.

Table 1 Economic Modelling (IMPLAN) Sector Details of Expenditures

IMPLAN Sector	**Total Expenditures**
Construction of new highways and streets	2,920,989,000
Maintenance and repair construction of highways, streets, bridges, and tunnels	2,695,315,000
Transit and ground passenger transportation	2,142,507,000
Construction of other new nonresidential structures	817,717,000
Rail transportation	463,200,000
Maintenance and repair construction of nonresidential structures	125,623,000
Scientific research and development services	39,246,000
Construction of new power and communication structures	12,133,000
Construction of new commercial structures, including farm structures	9,454,000
Motor vehicle body manufacturing	9,402,000
Investigation and security services	1,097,000
Other communications equipment manufacturing	30,000
Total	**9,236,712,700**

The RTP/SCS's total effects include indirect and induced impacts to be estimated and combined with the direct effects. Each of these calculations were made within our impact analysis model and the results for each component are reported in Table 2 below.

Table 2 Total Spending Impacts from 2022 to 2042 (results in 2022$)

Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	94,050	$4,548,120,000	$4,687,727,000	$9,152,715,000
Indirect Effect	11,920	$684,253,000	$1,181,981,000	$2,097,009,000
Induced Effect	19,570	$938,931,000	$1,854,928,000	$3,000,375,000
Total Effect	125,540	$6,171,304,000	$7,724,636,000	$14,250,100,000

The RTP/SCS's activities would directly create over 94,050 job years, and over $4.5 billion in labor income in San Joaquin County over 20 years. Indirect and induced effects would support an additional 31,490 job years. Taken together, the RTP/SCS would support 125,540 job years over 20 years, an annual average of over 6,277 jobs with an average compensation of $31,490 per job in 2022 dollars. Total economic output supported by the RTP/SCS over 20 years exceeds $14.3 billion in 2022 dollars.

The effects of these contributions are distributed throughout the entire economy. Using a seven-sector classification of economic sectors, the distribution of the total effects across the economy are reported in Table 3. The largest effects on the economy are in the construction sector, supported by capital expenditures. In the area of employment impacts specifically, the next most significant is services, which are primarily supported by indirect supplier and induced consumer spending. Government has the third most significant impacts in terms of employment and second most in terms of income and output, which are supported by expanded transit operations and other transportation services in the County.

Table 3 Total Spending Impacts by Sector from 2022 to 2042 (results in 2022$)

Sector	Total Employment	Total Labor Income (millions)	Total Value Added (millions)	Total Output (millions)
Transportation, Information, Power & Utilities	48,540	$1,428.2	$1,688.7	$2,918.1
Construction	47,710	$3,265.3	$3,203.5	$6,653.2
Service	21,040	$1,034.6	$1,985.8	$3,284.5
Trade	7,650	$378.7	$732.9	$1,109.0
Manufacturing	290	$33.7	$80.4	$222.4
Government	260	$28.9	$29.9	$56.2
Agriculture & Mining	60	$1.9	$3.4	$6.7
Total All Sectors	***125,540***	***$6,171.3***	***$7,724.6***	***$14,250.1***

Section 3 - Additional Economic Impacts

In addition to the spending impacts from the RTP/SCS and matching funds that it leverages, the immediate expenditures can have a wide range of longer-term social and economic benefits. This section reviews some of those broader economic impacts, including reduced congestion, enhanced regional competitiveness, and advancing transportation equity, as well as impacts on safety, health, and the environment.[3]

3.1 Congestion relief benefits for travelers

The investments contained in the RTP/SCS are designed to improve the transportation infrastructure and enhance the public transit system. RTP/SCS resources would be directed to some of the most congested areas of the San Joaquin County transportation system. Improved and expanded transit service by San Joaquin Regional Transit District (RTD) would reduce vehicle trips and also contribute to reduced congestion. Congestion relief carries several benefits for users of the transportation system, such as time and gas savings, pollution abatement, reduced wear and tear on automobiles, reduction of health risks, and improved travel reliability.

Congestion increases traffic delays as collision rates rise and larger traffic backups occur when there is a collision or disabled vehicle. This adds direct costs because of the increased travel time. The costs of that additional travel time vary depending on the purpose of the trip. If the travel was for business as part of someone's job, that time may cost employers directly because of the additional time they pay their worker or indirectly through reduced employee productivity. If the delays are part of a commute trip between home and work, the costs impact the workers directly but may also impact employers if they need to pay a wage premium to attract and retain workers. Even if the travel delay affects a personal trip, the costs of lost time due to congestion are clear to those individuals as well.

The costs of congestion are not limited to additional time in traffic. Congestion increases engine idle time and inefficient accelerations and decelerations, including associated air pollution, fuel waste, and wear and tear on the vehicle. Further, congestion increases mental health risks,[4]

[3] For additional details about these additional impacts see the American Public Transportation Association's (APTA) study on public transportation investment: APTA (2020) *Economic Impact of Public Transportation Investment* Available at: https://www.apta.com/research-technical-resources/research-reports/economic-impact-of-public-transportation-investment/

[4] Gottholmseder, G., Nowotny, K., Pruckner, G.J., Theurl, E., Stress perception and commuting, *Health Economics*, 18 (2009), pp. 559-576.

physical health risks,[5] and risk of accidents.[6] And congestion reduces employment growth[7] and economic productivity.[8] Additionally, congestion reduces travel reliability. In response to that uncertainty, many travelers will schedule additional time to ensure they arrive at their destination on time. This can affect worker productivity, product and service delivery logistics, and market accessibility for both workers and customers.

3.2 Enhanced Regional Competitiveness

The RTP/SCS is designed to support further development of a well-planned and well-functioning transportation system in San Joaquin County. This is important because a good transportation system facilitates access and allows business to benefit from agglomeration economies, including more rapid access to knowledge, suppliers, and customers. These investments then also directly support San Joaquin's regional economic competitiveness. Indeed, several of the proposed policies and strategies for the RTP/SCS relate to economic competitiveness, including policies to "Preserve the Efficiency of the Existing Transportation System," to "Support Economic Vitality," and to "Maximize Cost Effectiveness."[9]

In 2016, the Southern California Association of Governments analyzed the benefits of both the spending impacts and the broader enhanced competitiveness impacts from their transportation system investments.[10] They found that, over a 25-year period, employment impacts from the enhanced competitiveness were twice those of the spending impacts—and the impacts from enhanced competitiveness continued to grow. They identified five paths for transportation investments to increase regional competitiveness: 1) Improved labor market matching – reducing travel time allows firms to hire from a larger geographic area and expand the size of their labor pool to find better employee match for its needs; 2) Increased firm attraction – the larger labor pool made possible from transportation investments makes finding specialized skills easier and makes the area more attractive to firms, especially those needing a skilled workforce, to move into the area; 3) Increased labor supply – reduced congestion associated

[5] See, for example, Requia, W.J., Higgins, C.D., Adams, M.D., Mohamed, M., and Koutrakis, P., The health impacts of weekday traffic: a health risk assessment of PM2.5 emissions during congested periods, *Environ. Int.*, 111 (2018), pp. 164-176.

[6] Sánchez González, S., Bedoya-Maya, F., & Calatayud, A. (2021). Understanding the Effect of Traffic Congestion on Accidents Using Big Data, *Sustainability*, 13(13), 7500, https://doi.org/10.3390/su13137500.

[7] Southern California Association of Governments (2020) *Plan Performance: Economic and Job Creation Analysis*. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_economic-and-job-creation-analysis.pdf?msclkid=877df2dcaed711eca7ee23fb65eb48b8.

[8] Southern California Association of Governments (2020) *Plan Performance: Economic and Job Creation Analysis*. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_economic-and-job-creation-analysis.pdf?msclkid=877df2dcaed711eca7ee23fb65eb48b8.

[9] See https://www.sjcog.org/518/Proposed-Policies-and-Strategies.

[10] Southern California Association of Governments (2015) *Economic and Job Creation Analysis*. Available at: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_economicjobcreationanalysis.pdf?1606073563.

with transportation investments makes the area more attractive to migrants as it increases the amenity value of the region and allows firms to hire good workers at reasonable wages; 4) Increased market for firms' products – the reduced travel time due to a better transportation system can expand the market area served by local firms. This allows a firm to be more specialized and to create potentially higher value products as well as support the competitiveness of business whose access to larger markets generate increasing return to scale; and 5) Increased learning and innovation – transportation investments can reduce congestion and facilitate active transportation which supports inter-personal interactions with likeminded experts and thereby increases the learning and innovation in a regional economy.

3.3 Facilitate Transportation Equity

Transportation investments and policies present the potential to advance social justice and equity. As described in recent research, transportation equity helps ensure "that the benefits and burdens created by transportation projects, policies, and plans are shared fairly such that no groups would be unduly burdened by a lack of access to adequate transportation nor by the negative effects of proximity to transportation infrastructure."[11] Further, "[s]uch a system would also ensure that public participation in the transportation decision making process is meaningful and effective and that participants would have a reasonable expectation that their voices would be heard and decisions changed in response."[12]

The RTP/SCS engages in a rigorous public outreach and engagement process.[13] One proposed policy of the RTP/SCS is to "Promote Interagency Coordination and Public Participation in Transportation Decision-Making and Planning Efforts," including a strategy carried forward from the 2018 RTP/SCS to "Provide equitable access to transportation planning."[14] Additionally, while proposing policies to "Maximize Mobility and Accessibility" and to "Improve the Quality of Life for Residents," the RTP/SCS proposes strategies to "Prioritize projects that improve and expand access to public transit" and to "Center equity in [the] public investment decision making process."[15]

The RTP/SCS will facilitate accessibility for San Joaquin County residents by expanding transportation options as well as directly supporting senior and disabled transportation

[11] Karner, A., Rowangould, D., and London, J., We Can Get There From Here: New Perspectives on Transportation Equity, National Center for Sustainable Transportation, Davis, CA (2016), https://escholarship.org/uc/item/9zp565xr,
[12] Karner, A., Rowangould, D., and London, J., We Can Get There From Here: New Perspectives on Transportation Equity, National Center for Sustainable Transportation, Davis, CA (2016), https://escholarship.org/uc/item/9zp565xr,
[13] See the description of the process at https://www.sjcog.org/516/2022-RTPSCS-Envision-2050 and at https://www.sjcog.org/127/Public-Participation-Plan.
[14] See https://www.sjcog.org/518/Proposed-Policies-and-Strategies.
[15] See https://www.sjcog.org/518/Proposed-Policies-and-Strategies.

services. This is particularly important for members of disadvantaged communities as access to transportation is critical to their ability to participate in and benefit from economic growth and amenities throughout the County.[16] Through the expansion of access to reliable and affordable transportation, the RTP/SCS's investments address several social challenges, including racism, poverty, unemployment, and obesity.

The reduction in travel costs resulting from these investments can reduce barriers to accessing health, education, and childcare services, which are needed to alleviate poverty and systemic racism. The reduced cost of travel may also allow residents from poorer areas with limited access to affordable and nutritious foods, an ability to access better food. Similarly, the expanded employment markets and reduced costs associated with these investments will expand employment opportunities available to County residents and thereby address some of the challenges facing the unemployed. As the RTP/SCS also includes a range of funding to support and maintain complete streets and active transportation infrastructure, its investments will facilitate healthy transportation options, which are particularly important among economically disadvantaged populations where obesity and other health issues from inactivity are particularly acute.[17]

3.4 Safety, Health and Environmental Impacts

A study by the Southern California Association of Governments in 2020 highlighted many potential benefits from well-planned transportation infrastructure investment, "including greenhouse gas emission reductions, climate adaptation, healthy lifestyles, and quality of life" impacts.[18] Reflective of this potential, the RTP/SCS proposes several policies and strategies, including policies to "Enhance the Environment for Existing and Future Generations and Conserve Energy," to "Increase Safety and Security," and to "Improve the Quality of Life for Residents."[19] In line with these policies, the RTP/SCS contains several components that will generate safety, health, and environmental benefits, including a funding requirement that all projects incorporate design elements to reduce the risk of traffic-related deaths and severe injuries, as well as ensuring construction projects meet air quality requirements and greenhouse gas reduction targets. The RTP/SCS also promotes planning, development and

[16] For further information about the impacts of equitable transportation, see the discussion in the following policy paper from PolicyLink: Rubin, V. (2009*) All Aboard: Making Equity and Inclusion Central to Federal Transportation Policy*. Available at: https://equitycaucus.org/sites/default/files/AllAboard_final_web.pdf

[17] For further discussion of the relationship between poverty and obesity see: Lee, H. (2012) Why Poverty Leads to Obesity and Life-Long Problems. Available at: https://scholars.org/contribution/why-poverty-leads-obesity-and-life-long-problems

[18] Southern California Association of Governments (2020) *Plan Performance: Economic and Job Creation Analysis*. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_economic-and-job-creation-analysis.pdf?msclkid=877df2dcaed711eca7ee23fb65eb48b8.

[19] See https://www.sjcog.org/518/Proposed-Policies-and-Strategies.

maintaining of “complete streets,” which are integrated roadways with integrated safety and convenience for multi-modal travel.[20] The impacts from those components will be in addition to the safety, health and environmental benefits, reduced congestion, and increased transportation efficiency otherwise supported by the RTP/SCS.

Section 4 - Conclusion

This analysis shows that over the 20-year period, the RTP/SCS plan will generate significant employment in San Joaquin County. Over the 2022–2042 period, the RTP/SCS calls for the spending of over $12.7 billion on transportation improvement projects. The economic analysis shows this will create an average of 4,149 jobs per year in San Joaquin County. The main beneficiaries of the jobs will be construction workers, placing an employment floor under this volatile sector. However, job increases will also include workers in professional, supply and service firms that support the effort. Furthermore, workers throughout the economy will feel the impact as construction-related workers and firms increase their spending in sectors like retail and consumer services.

[20] See https://www.transportation.gov/mission/health/complete-streets .

APPENDIX S

Scenario Development Report

REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

CHAPTER 1. INTRODUCTION

1.1 - Report Purpose

The purpose of the Scenario Development report is to provide an overview of the scenarios process that accompanied SJCOG's 2022 RTP/SCS. It includes discussions of scenario assumptions and performance as well as a complete summary of public engagement performed during the scenarios phase of the RTP/SCS.

This report is organized in five sections. Section 1 provides an overview of the project, and RTP/SCS context. Section 2 provides an explanation of external factors, state statutes, and other considerations that informed scenario creation. Sections 3 and 4 provide an overview of the scenarios process from a technical and engagement perspective, respectively. Finally, Section 5 provides an overview of how the preferred scenario was developed and how it meets the region's goals.

1.2 - What is an SCS?

Under California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes), the Regional Transportation Plan (RTP) must include a Sustainable Communities Strategy (SCS) which aims to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks.

Coordinating the development of these two key long-range planning documents recognizes that land use planning and regional transportation investments are intrinsically linked and should arrive at complementary recommendations in order to continue to meet ambitious greenhouse gas emissions targets.

1.2.1 - Land Use

Land use decisions, such as what type of development occurs and to what extent, are

made at the local level; each jurisdiction's general and/or specific plans use locally-generated priorities to provide guidance on future growth. The scenario planning process uses general and specific plans as key guiding documents for shaping what is possible in any future scenario. While land use planning is directed at a local level, a jurisdiction's development patterns often impact regional connections, for private, commercial, and public use.

1.2.2 – Transportation

The funding scale at which most transportation projects require, necessitates that regionally-significant transportation decisions are made and managed by a number of different local and federal agencies. Historically, transportation infrastructure is also held to a more rigorous set of accountability standards, such as meeting environmental regulations set by the state and federal government. For this reason, regionally-significant transportation projects must produce defensible outcomes and improvements to the overall region which includes how the infrastructure improvement will benefit/complement new or existing residential and commercial development.

CHAPTER 2. SCENARIO CONTEXT

Land use and transportation decision-making for the RTP/SCS is evaluated using scenario planning. Scenarios allow planners to test the impacts of land use policies (general plan designations, zoning, etc.) and transportation investments (roadway improvements, public transit investments, etc.) based on an assumed set of future conditions such as expected population and employment growth. Scenarios are updated every four years to accompany each RTP/SCS cycle. As part of this update, it is useful to also consider recent newly enacted state regulations as well as emerging or potential external trends.

2.1 - State Regulatory Considerations

Alongside identifying local and regional priorities, the scenario development process is designed to be adaptive and responsive to new and emerging regulations that may challenge existing assumptions to how the region grows. The ongoing updates in policies and emerging trends is another reason why monitoring and updating scenarios every four years is necessary to keeping regional growth goals on target and relevant.

Policy updates to project level mitigation and housing production were the two key regulatory contexts from which scenarios were developed.

2.1.1 - Project Level Mitigation

Senate Bill 743

The 2013 passage of Senate Bill 743 (SB 743) was developed to address a range of issues that relate to combating climate change, but

the most significant in terms of the regulatory context was its provision of an alternative to evaluating projects and their environmental impact. Rather than evaluating projects by the impact on level of service (LOS), SB 743 updated California Environmental Quality Act (CEQA) guidelines to evaluate vehicle miles traveled (VMT, per capita) which allows projects to be assessed in their contributions/mitigation toward regional targets.

2.1.2 - Housing legislation

Accessory Dwelling Units (ADUs)

In 2019, Governor Newsom passed a set of ADU related policies with the goal of both creating incentives and reducing process barriers to stimulate more housing production, particularly housing that could be available for low-to-moderate-income households to rent. The following five bills are summarized below:

- **Assembly Bill 68 (AB 68):** AB 68 directly addresses existing land use and permitting obstacles by minimizing the discretionary review process, expedite approval timelines, as well as removing parking requirements for new ADU buildings.
- **Assembly Bill 881 (AB 881:** AB 881 further clarifies the state's rules to make ADUs easier to build, by: allowing garages to be converted into ADUs; eliminating the requirement of ADUs to be owner-occupied; reducing the criteria that can be used to prevent ADUs from being built.
- **Assembly Bill 670 (AB 670):** AB 670 reduces barriers for homeowners within Homeowner Associations (HOAs) by reducing unreasonable restrictions for ADUs development in single-family zones that are often enforced through an HOA's covenants, conditions and restrictions or rules and regulations.
- **Assembly Bill 671 (AB 671):** AB 671 intends to ultimately pass along affordability to potential ADU *renters* by requiring local jurisdictions to create a plan for providing homeowners incentives for constructing ADUs.
- **Senate Bill 13 (SB 13):** SB 13 removes impact fees and the requirement that the ADU must be owner-occupied immediately upon completion, allowing property owners to create new housing that could be immediately available to renters.

Senate Bills 9 (SB 9) and 10 (SB 10)

The 2020-2021 passage of Senate Bills 9 (SB 9) and 10 (SB 10) provided two key strategies to creating new housing production from both small-scale residential development and through streamlining local jurisdictional processes through California Environmental Quality Act (CEQA) provisions.

Senate Bill 9, the California Housing Opportunity & More Efficiency (HOME) Act, expands the successful approach of Accessory Dwelling Units (ADUs) and creates efficiencies for homeowners to create a duplex or subdivide an existing lot in residential areas.

Senate Bill 10 allows cities the option to make it easier to build housing that is affordable and accessible to transit, jobs, and amenities through bypassing CEQA processing and litigation when they upzone to allow small

apartment buildings of up to 10 per parcel in high-quality transit areas and urban infill areas.

Both SB 9 and SB 10 expand opportunities for housing production while respecting local control for implementation. The goal being to stimulate modest yet impactful development that addresses California's housing shortage.

Changes to RHNA

The Regional Housing Needs Allocation (RHNA) is a periodic, state-mandated process that requires jurisdictions to assess and develop a plan to address their forecasted housing needs by both number of units as well as affordability within their General Plan. A successful scenario development process depends on understanding and integrating the forecasted housing (and employment) needs and allocating future development to meet those benchmarks in any practical scenario. California's 2017 Housing Package included two key bills, Assembly Bill 1771 (AB 1771) and Senate Bill 828 (SB 828), that directly impacted RHNA and subsequently the scenario development process.

AB 1771 adds an additional RHNA objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing. SB 828 prohibits the prior underproduction of housing in a city or county from the previous cycle and stable population numbers in a city or county from the previous cycle from being used as a justification for reduction in share of regional housing need.

2.2 – External Trends

External trends include a range of emerging or potential future challenges that are outside of our ability to directly control. Despite a great deal of uncertainty around these trends, they are still important to consider within a scenarios process because they may make it difficult to implement the SCS and achieve San Joaquin County's California Air Resources Board (CARB) greenhouse gas emissions targets. By directly addressing and considering these trends within the scenarios process, we can better ensure that the policies and investments contained in the RTP/SCS will be durable no matter how or when external trends unfold in San Joaquin County.

External Trend #1: Transportation Technology

Transportation technologies refer to the application of automation, electrification, and other technologies to private, freight, and public transportation. Future impacts considered included electrification of the private vehicle fleet as well as adoption of autonomous vehicle technologies for private use, freight, and public transportation.

Potential Positive Impacts:

- Electric cars will become increasingly compatible and necessary for autonomous driving technologies to function resulting in rapid adoption of electric vehicles and cycling-out of gas powered vehicles.
- Autonomous vehicle technology could make more efficient use of existing roads resulting in additional capacity on existing roads, though this is likely to be short-lived due to induced demand.

- Autonomous vehicle technology for public transport reduces operating costs for transit providers while increasing reliability and speed.

Potential Challenges:

- More tolerable commutes could mean longer commute distances, more vehicles on the road, and more driving.
- With more tolerable commutes due to automated driving, valley residents could easily choose to live further away from work, school, or shopping.
- If more people can reasonably commute to the Bay Area, then San Joaquin County could become even more desirable, further exacerbating the valley's housing crisis.

Scenario Development Considerations:

- To address this trend, scenarios should seek to balance trip productions and attractions, i.e. housing and jobs.
- Find opportunities to build out mixed use general plan designations in aging commercial corridors, or to add a commercial component to unbuilt, mostly residential specific plans in the region.

External Trend #2: Climate Migration

Climate-induced migration includes considerations of climate change impacts in the Central Valley as well as impacts that may drive domestic and international migration. The extent to which climate change induces migration will be the result of federal policy and the severity of climate impacts. Shifts in the earth's climate over the next century are likely to shift agriculture and temperate climates northward while sea level rise and more severe flooding could drive people, especially the most economically vulnerable, from coastal cities.

Potential Positive Impacts:

- Higher than expected rates of population growth in the valley could provide stimulus to certain sectors of the economy.
- Arriving climate migrants are likely to have lower incomes and lower rates of auto ownership which will make them more likely to ride public transportation.

Potential Challenges:

- Arriving migrants will have lower incomes than average San Joaquin County residents. Building housing to meet their needs while balancing other regional priorities like farmland protection will be a challenge.
- It will be difficult to recoup enough revenue to maintain and expand infrastructure strained by rapid growth. In particular, creative solutions to funding the expansion of water and sewer infrastructure will be needed to accommodate increased demand.

Scenario Development Considerations:

- Explore scenarios that include land-efficient strategies for greenfield development in logical locations. Consider re-thinking planned development envisioned in the region's specific plans.
- Look for opportunities to put higher density housing near public transportation.

External Trend #3: The E-Economy

The e-economy trend includes three separate but related emerging trends: shopping, working, and attending school from home.

Adoption of telecommuting, for example, has accelerated during the COVID-19 pandemic and is expected to remain popular even after in-person work environments are deemed safe. A recent survey of over 1,000 commuters found that 86% of respondents would work from home at least some of the time even without COVID-19 restrictions[1]. If the desire for telework remains high even after the pandemic subsides, it could have a major impact on where people choose to live and how often they commute to their place of work.

Potential Positive Impacts:

- More people working or attending school while in their homes could mean more business for commercial areas near residential neighborhoods benefiting small town or neighborhood "main streets".
- If people never return to a traditional in-person office or school setting, decreases in work and school-based trips observed during the pandemic could continue long-term.
- Office and commercial vacancies created by more remote work and shopping could create opportunities for residential development in certain parts of the region.

Potential Challenges:

- Telecommuting could mean long-lasting vacancies in places with high concentrations of office uses, such as downtown Stockton.
- The combination of delivery services and working from home could reduce the need for transit trips, causing transit ridership to plummet.
- Continued online shopping could further deteriorate the state of commercial real estate leaving large numbers of commercial vacancies.
- There may be an increased desire for larger residential units to accommodate working or schooling from home.

Scenario Development Considerations:

- Take advantage of underutilized properties for residential development in aging commercial corridors.
- Revitalize neighborhood and small town "main streets".
- Expand the variety of middle housing types to accommodate desire for larger residential units.

[1] Will COVID-19 Permanently Alter Teleworking and Commuting Patterns? Kittelson & Associates, 2020.

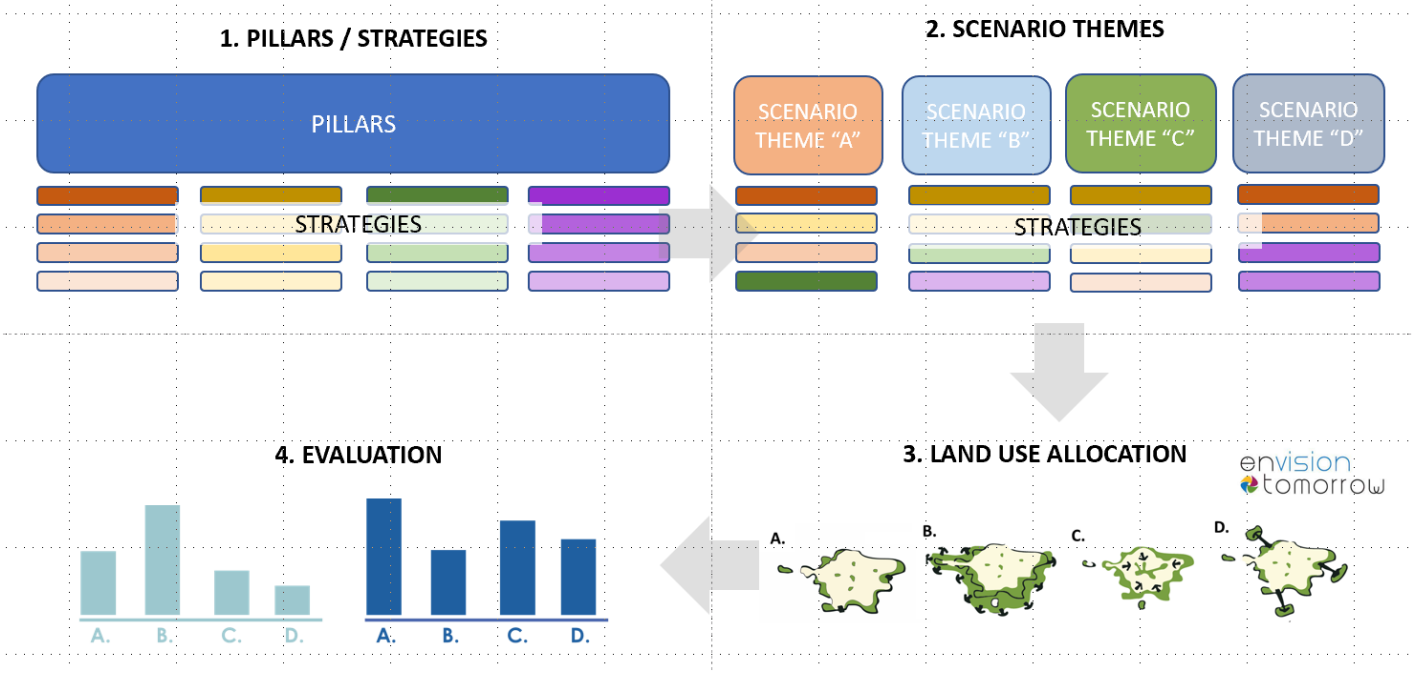


FIGURE 1: SCENARIO DEVELOPMENT PROCESS

CHAPTER 3. SCENARIO DEVELOPMENT PROCESS

The scenario development process combines technical analysis with public outreach. Chapters 3 and 4 provide an overview of both elements, respectively. Each chapter covers the technical and public engagement aspects of scenario pillars and strategies, scenario theme development, land use allocation, and scenario evaluation. This process is summarized in the following graphic.

3.1 – Pillars / Strategies

3.1.1 - Scenario Pillars

Six scenario "pillars" form the first organizing principle of the 2022 RTP/SCS scenarios process. Their role is to provide the initial framework within which SCS strategies would be developed. They are summarized below:

Housing Production: This pillar intends to address housing market forces such as affordability, production, housing mix, and density. Potential actions developed within this pillar could include: streamlining the approval process to reduce costs; establishing a housing trust fund; developing a regional housing project list; and expediting the development approval process.

Jobs & Economy: This pillar intends to address economic, job, and industry trends. Potential actions developed within this pillar could include: encouraging new companies to locate in the region; improving public transit

options for job access; and promoting workforce training programs.

Vibrant Neighborhoods: This pillar intends to address public health, social, and economic prosperity at the neighborhood level. Potential actions developed within this pillar could include: improving sidewalks, pedestrian safety and walkability; improving bike lanes; and expanding public transit service or frequency.

Transportation (In & Out Commutes): This pillar intends to address the forces that impact local and regional commuting patterns and capacity. Potential actions developed within this pillar could include: building roads and/or lanes to improve job access; investing in port, rail, airport, and trucking routes; implementing congestion pricing or toll lanes.

Technology & AV Adoption: This pillar intends to address external forces such as emerging technologies and autonomous vehicle adoption. Potential actions developed within this pillar could include: investing in high speed internet infrastructure; investing in public transit technologies; and managing the adoption of connected and autonomous vehicles.

Climate Impacts: This pillar intends to address regional and global challenges related to climate change and major climate events. Potential actions developed within this pillar could include: encourage preservation of agricultural and natural resources; and investing in projects that promote energy and water conservation.

3.1.2 - Scenario Strategies

RTP/SCS strategies represent actions that SJCOG and its partners (cities, non-profits, advocacy groups, trade organizations, etc.) could undertake to help implement the RTP/SCS. In all, 27 RTP/SCS Strategies were developed based on suggestions from subject matter experts in the fields of transportation, land use planning, public health, and economic development, including input from the RTP/SCS working group. More information on how strategies were developed and evaluated can be found in the *public engagement* section of this report.

Once RTP/SCS strategies were defined, they underwent a qualitative and quantitative evaluation to gauge their performance in a range of future conditions using a tool called TrendLab+. TrendLab+ is a scenario planning tool developed by Fehr & Peers for forecasting effects of disruptive economic and transportation trends and emerging technologies like autonomous vehicles. For the 2022 SJCOG RTP/SCS, TrendLab+ was calibrated and modified to measure the impact of strategies in three assumed futures across four metrics: vehicle miles traveled (VMT), transit ridership, greenhouse gas emissions (GHG), and housing costs.

3.1.2.1 - Futures

Three futures were developed in TrendLab+, based on the three external factors summarized in section 2.2: Transportation Technology, Climate Migration, and the E-Economy. Developing futures in TrendLab+ involves making informed estimates of future conditions across a range of categories such as land use, pedestrian investments, and AV adoption. It should be acknowledged that there is substantial subjectivity involved in the development of futures – they should be viewed as "what if" tests, rather than predictions.

Future conditions were estimated across the following categories:

Category	Factor (Changes Relative to Today)	Climate Migration		Transportation Tech		E Economy	
		2035	2050	2035	2050	2035	2050
Land Use	residential and/or employment density	-15%	-15%	-15%	-20%	3%	5%
	distance among major origins and destinations	5%	10%	15%	25%	0%	0%
	countywide jobs/housing balance	-10%	0%	-10%	-15%	5%	10%
	jobs/housing balance in adjacent counties	10%	20%	5%	10%	-5%	-10%
Ped, Bike Nets	ped and bike network enhancements	-10%	0%	3%	5%	5%	10%
Employment	countywide employment	5%	10%	3%	5%	5%	10%
	employment in adjacent counties	5%	15%	10%	20%	-5%	-10%
Income	SJ county income	-15%	-10%	5%	15%	5%	10%
	income in adjacent counties	10%	20%	5%	10%	5%	10%
Transit Funding	transit investment in SJ county	0%	5%	3%	5%	-10%	-15%
	transit investment in surrounding counties	5%	10%	3%	5%	-10%	-15%
Avs	level of adoption of fully autonomous vehicles	0%	0%	30%	50%	20%	30%

Category	Factor (Changes Relative to Today)	Climate Migration		Transportation Tech		E Economy	
		2035	2050	2035	2050	2035	2050
Telecommute	percent working from home on average day	0%	0%	5%	5%	20%	30%
EV	Electrification %	20%	30%	60%	75%	30%	45%
Market Factors	Housing Production Factor	-30%	-20%	-15%	-20%	-5%	-10%
	Housing Subsidy Factor	-5%	5%	-15%	-10%	-5%	-10%

FIGURE 2: FUTURES ANALYSIS IN TRENDLAB+

3.1.2.2 - Metrics

TrendLab+ is capable of estimating impacts to the following metrics based on user-provided inputs (telecommute percentage, electrification, funding, etc.) discussed above. These metrics are summarized below:

Vehicle Miles Traveled (VMT): TrendLab+ estimates VMT based on localized travel model data and research-based relationships between VMT and factors entered by the user such as density and distance between origins and destinations.

Transit Ridership: TrendLab+ uses relationships between transit investment, AV adoption, and employment growth to estimate general impacts to transit ridership

GHG Emissions: The base version of TrendLab+ was customized to add functionality for tracking GHG impacts from transportation and residential development. These estimates rely on a standard estimate of CO2e per VMT, discounts for electrification, and building-level emissions estimates based on housing mix.

Housing Cost: Like GHG emissions, housing cost was another metric added to the base version of TrendLab+. This crude estimate of housing cost given future conditions used user-provided assumptions related to housing mix, the level of housing subsidy, and the efficiency of housing production to gauge impacts to housing cost.

Based on user inputs and metric assumptions, TrendLab+ provides an estimate of impacts across the four indicators in the three futures identified in Futures section with no strategies applied. These impacts, shown below, are summarized in terms of overall impact in 2050 relative to the year 2021. As the figure below shows, each future condition creates a radically different landscape within which to test the 27 RTP/SCS strategies discussed in section 3.1.2.

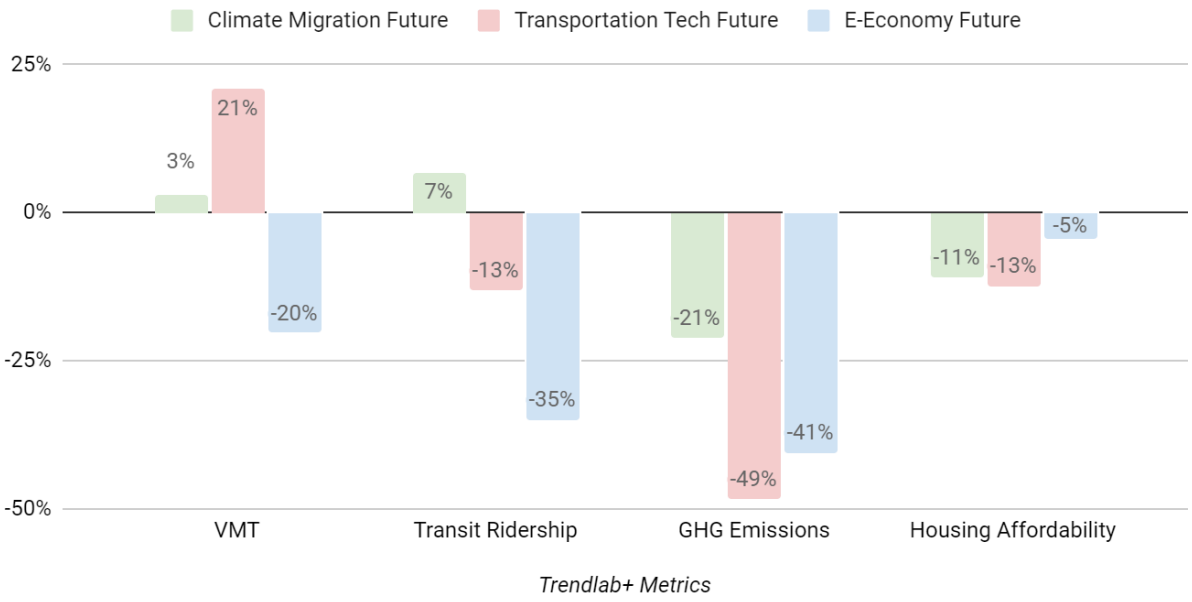


FIGURE 3: CHANGE IN SELECTED METRICS IN 2050, RELATIVE TO 2021

3.1.2.3 - Strategy Evaluation

Following the initial evaluation of futures described above, the final step in the strategy evaluation process was to test strategies in isolation against the external impacts from the three futures. This was done by adding strategy impacts to each future and measuring outcomes across the four metrics, then comparing those outcomes to the baseline outcomes summarized in the section 3.1.2.2.

Based on these results, each strategy was given a 1-5 score for each metric, within each future. The summary of these results is shown in the table below.

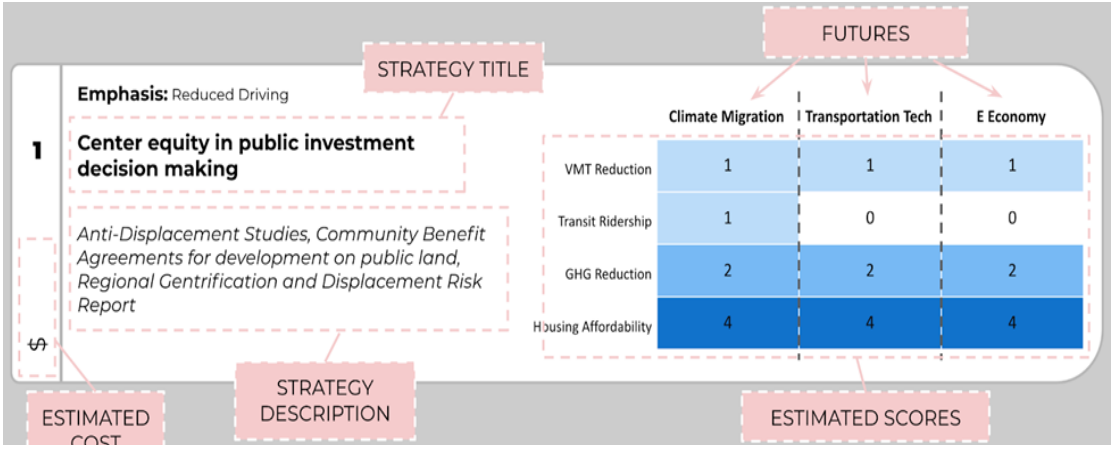


FIGURE 4: RTP/SCS STRATEGY EVALUATION SUMMARY

3.2 – 2022 RTP/SCS Scenario Themes

The next step on the scenario development process for the 2022 RTP/SCS was the development of four scenario "themes" to guide the land use allocation process. Scenario themes are primarily qualitative and broadly lay out the characteristics of housing and employment growth throughout the region.

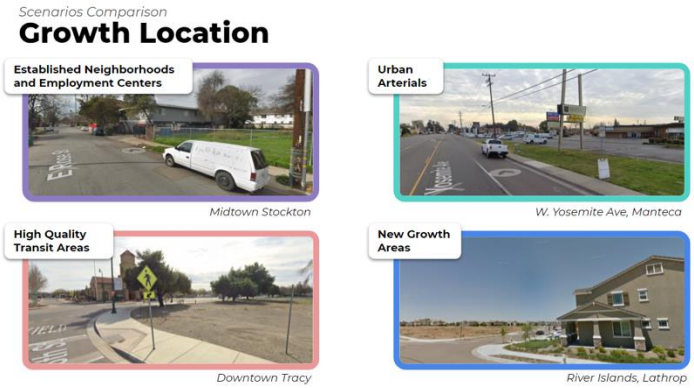


FIGURE 5: SAN JOAQUIN COUNTY PRIORITY GROWTH AREAS

3.2.1 - Priority Growth Areas

Scenario themes were also guided by a general assertion of the location of growth within the region. To accomplish this prior to land use allocation, the SJCOG region was divided into a series of four Priority Growth Areas (PGAs): "Established Neighborhoods and Centers," "Urban Arterials," "High Quality Transit Areas," and "New Growth Areas." Describing scenario themes in terms of which PGAs would see the most growth, helped explain and differentiate scenario themes.

3.2.2 - Scenario Theme Overview

A. Stay the Course

In this scenario, the region does not change course and makes investments based on the last regional plan. Growth occurs primarily in new growth areas identified in the region's General or Specific Plans and transportation focus investments in managed lanes, ACE Rail, enhanced bus rapid transit.

Prioritized strategies and policies:

- Prioritize projects that make more efficient use of the existing road network
- Prioritize large employer recruitment
- Improve access to safe and convenient walking and biking options
- Prioritize projects that improve and expand access to public transit
- Prioritize expanding the roadway network

B. Remake Centers & Corridors

Traditional employment centers and aging commercial corridors are remade into residentially-focused neighborhoods. Growth is focused on urban arterials, existing neighborhoods, and job centers. Transportation focus investments in transit and bike/ped for infill locations along existing arterials, improvements/maintenance to local arterials to facilitate new types of development.

Prioritized strategies and policies:

- Encourage infill development
- Promote a broader range of housing types
- Develop a regional trust fund dedicated to addressing housing issues.

- Prioritize "complete streets" projects throughout the region
- Prioritize projects that improve and expand access to public transit

C. 20-Minute Neighborhoods

Planned new growth areas are redesigned to accommodate a greater mix of uses and modes. Commercial uses develop in traditionally residential areas. This scenario provides a broader range of daily destinations close to home and prioritizes transportation investments in transit and bike/ped for new growth locations that furthers internal circulation in these neighborhoods.

Prioritized strategies and policies:

- Develop a regional trust fund dedicated to addressing housing issues.
- Invest in high-speed internet infrastructure
- Promote adoption of electric vehicles
- Improve access to safe and convenient walking and biking options
- Prioritize "complete streets" projects throughout the region

D. Commuter Villages

Household and employment growth is incentivized in urban arterials near existing and planned regional rail stations and near existing and planned high quality transit hubs. Transportation priorities will reinforce transit-oriented development by focusing on first mile/last mile connections to transit hubs (rail and bus transfer hubs).

Prioritized strategies and policies:

- Prioritize projects that improve and expand access to public transit
- Manage the adoption of private connected and autonomous vehicles
- Promote autonomous technologies for public transit
- Encourage development near transit
- Promote adoption of electric vehicles

3.2.3 – Scenario Themes and Futures

Another dimension of the scenario themes was their envisioned performance relative to futures. How each scenario theme was intended to address each future is summarized below:

A. Stay the Course

Scenario A performs best in a future with high AV adoption because it already includes many transportation investments that will help to manage broad AV use. These include managed lanes and expansion of the roadway network.

B. Remake Centers and Corridors

Scenario B was envisioned to best address the climate migration and e-economy futures. With respect to climate migration, this scenario would provide more housing in transit-rich areas, making it more advantageous if large numbers of lower income households move to the region. If telecommuting continues, scenario B would also make good use of underutilized commercial lands in the region's commercial corridors.

C. 20 Minute Neighborhoods

This scenario would likely perform best in a future with high telecommute and learn-from-home rates. This is due to its relatively large unit sizes and re-imagined specific plan areas to include a broader range of services.

D. Commuter Villages

Scenario D would perform best in a future with high AV adoption because by locating development near high quality transit, it provides a viable alternative to auto commutes. Similarly, it would perform worse in a future with high rates of telecommuting because it assumes continued interregional commuting.

How well does each scenario address each future? (1-5 Score)	A. Stay the Course	B. Remake Centers and Corridors	C. 20 Minute Neighborhoods	D. Commuter Villages
Climate Migration Future	3	5	3	4
Transportation Tech Future	5	3	4	5
E-Economy Future	2	5	5	2

FIGURE 6: SCENARIO PERFORMANCE BY STRATEGY

FIGURE 7: TOP STRATEGIES ASSOCIATED WITH EACH SCENARIO THEME

3.2.4 – Scenario Themes and Strategies

The final element of scenario themes was the reunification of themes with the 27 strategies developed during an earlier phase of the project. Evaluation of the strategies was used during a deliberative process with project stakeholders. The resulting top strategies are summarized below. For a more detailed description of how strategies were assigned back to scenarios, see the *Public Engagement* section of this document.

3.3 – Land Use Allocation

The third step in the scenario development process is land use allocation. Land use allocation is one component of a land use and transportation scenario. It refers to the spatial distribution of urban development across a region to simulate expected future population and employment growth. Land use allocations differ based on the densities, locations, and mixes of development used to reach forecasted population and employment growth totals, called "control totals".

The resulting land use allocations can also be evaluated across a range of performance metrics, which can then form the basis for scenario choosing, and ultimately a preferred scenario and land use allocation. They are also used in conjunction with travel demand models with varying transportation network assumptions to assess the VMT and greenhouse gas emissions implications of a complete land use and transportation scenario.

3.3.1 – Control Totals

Control totals for the 2022 RTP/SCS were provided by the University of the Pacific's Center for Business and Policy Research (CBPR). The tables below summarize the household and employment controls derived from the CBPR forecasts. They also provide comparison to the 2046 totals by jurisdiction for each of the four alternative scenarios. In order

to maintain consistency with the forecast, no jurisdiction received a deviation of more than 10% from their allotted 2046 forecast. Note that the estimates for 2046 were interpolated by SJCOG's land use consultant, Cascadia Partners, to correspond with the RTP/SCS horizon year.

With respect to the employment forecast, it should also be noted that CBPR's original forecast was provided using Bureau of Economic Analysis (BEA) definitions for jobs, which include home-based jobs. For the purposes of alignment with travel demand model assumptions, CBPR's BEA-based employment figures were converted to Bureau of Labor Statistics (BLS) jobs using 2015 BLS estimates and CBPR's BEA growth rates. A complete summary of the household and employment forecasts from which these control totals were derived can be found in *Appendix A*.

Scenario Household Totals by Jurisdiction	2015	Forecast (2046)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)
ESCALON	2,561	3,054	3,019	2,860	3,049	2,752
LATHROP	5,397	18,931	18,929	17,005	18,971	19,799
LODI	22,177	27,995	27,945	27,777	27,994	27,352
MANTECA	23,126	37,458	37,604	36,298	37,479	37,996
RIPON	5,003	7,273	7,143	6,905	7,274	7,148
STOCKTON	92,273	109,602	109,402	118,720	109,512	109,553
TRACY	25,069	39,052	39,202	39,381	39,047	41,336
Mountain House CDP	4,124	13,319	13,376	12,925	13,203	12,540
Unincorporated	43,333	47,559	47,648	42,387	47,764	45,724
County Total	**223,063**	**304,243**	**304,268**	**304,258**	**304,292**	**304,199**

FIGURE 8: HOUSEHOLD FORECAST AND SCENARIO ALLOCATIONS BY JURISDICTION, UNIVERSITY OF THE PACIFIC / CASCADIA PARTNERS

Scenario Employment Totals by Jurisdiction	2015	Forecast (2046)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)
ESCALON	1,629	2,001	2,087	2,064	2,017	1,908
LATHROP	7,566	13,192	13,167	14,386	13,170	14,503
LODI	21,695	26,082	26,024	25,990	26,291	27,017
MANTECA	17,289	22,670	22,319	23,930	22,850	24,301
RIPON	3,688	4,782	4,837	5,124	4,887	4,871
STOCKTON	105,561	137,202	137,426	138,179	137,321	133,594
TRACY	23,809	39,564	39,554	39,663	39,694	39,898
Mountain House CDP	487	3,100	3,066	3,236	3,203	3,156
Unincorporated	49,005	63,083	63,176	59,075	62,236	62,263
County Total	**230,729**	**311,675**	**311,657**	**311,648**	**311,670**	**311,511**

FIGURE 9: EMPLOYMENT FORECAST AND SCENARIO ALLOCATIONS BY JURISDICTION, UNIVERSITY OF THE PACIFIC / CASCADIA PARTNERS

3.3.2 – Scenario "Painting"

The scenario themes described in the previous section were converted to GIS-based land use allocations using Envision Tomorrow, a land use scenario planning software that has been used by SJCOG for RTP/SCS land use allocation since 2014. Envision Tomorrow is an open-source GIS-based scenario tool that uses ArcGIS and an associated series of Microsoft Excel spreadsheets to allocate employment and population at various densities to taxlots. For more information about Envision Tomorrow, visit www.EnvisionTomorrow.org.

Development Types

Creating a scenario in Envision Tomorrow, often called "painting" requires trained users to apply land use place types or "development types" to parcels to represent land use change. Development types include detailed information related to the physical and financial characteristics of land use including density, mix of uses, household incomes, and job types. A full list of development types used in the SJCOG 2022 RTP/SCS can be found in *Appendix A*.

Building Prototypes

Development types consist of building pro-forma spreadsheets called building prototypes. These spreadsheets provide detailed

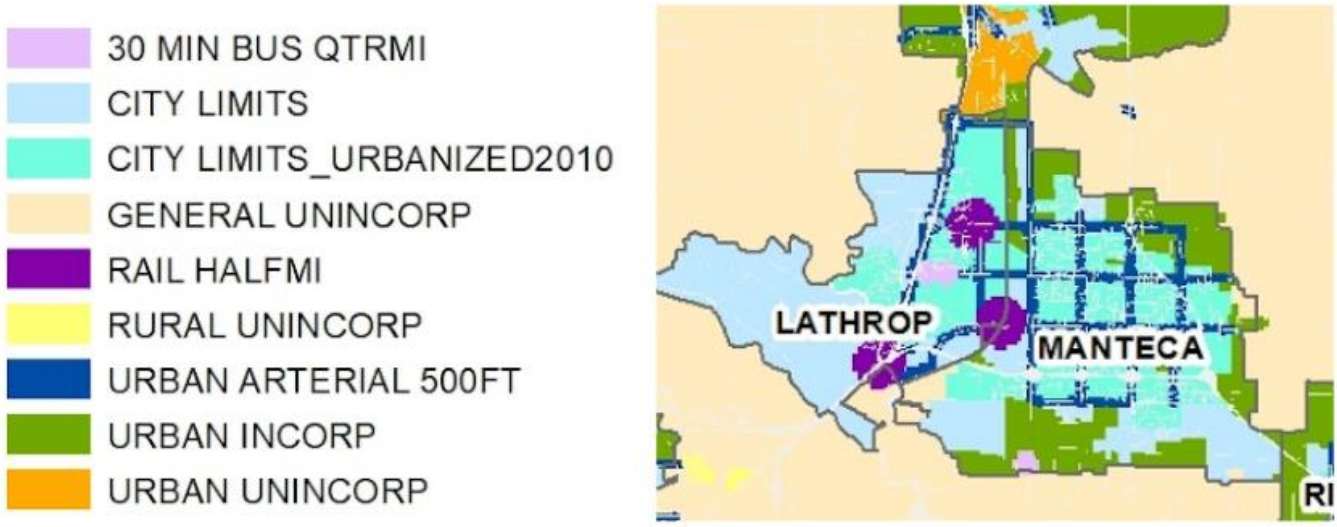


FIGURE 10: PRIORITY GROWTH AREAS

information on the physical and financial characteristics of individual buildings including construction costs, heights, setbacks, and unit sizes. When scaled up to development types, they allow Envision Tomorrow to report a range of performance indicators.

3.3.3 – Guiding Datasets for Painting

Several guiding datasets were used to inform scenario painting. These guiding datasets were applied to all scenarios to varying degrees, with the intent of creating equitable and sustainable land use allocations that also meet the region's goals for the sixth cycle of RHNA and the GHG reductions targets set by the California Air Resources Board (CARB). These guiding datasets are summarized below.

Priority Growth Areas

Priority Growth Areas (PGAs) is a land use context classification developed by SJCOG's land use consultants, Cascadia Partners. This classification bins the entire SJCOG region into a set of unique growth areas. As described in previous sections, scenario themes provide guidance for scenario painting by specifying which types of PGAs should receive the most growth in each scenario.

Areas of Opportunity

The California Tax Credit Allocation Committee (TCAC) maintains and annually updates an "areas of opportunity" dataset for every census tract in the state. This dataset combines measures of educational access, environmental health, and economic opportunity into a single index. This dataset is critical to the Regional Housing Needs Allocation (RHNA) process in that it highlights areas where low income housing can reverse historic patterns of segregation. This dataset was used in painting to target areas of housing growth, particularly higher density multifamily housing which tends to be more affordable. Using this dataset ensures consistency with the RHNA process which also takes the TCAC dataset into consideration as a way to distribute housing need.

Low VMT areas

Areas of below average regional residential VMT were estimated using the UrbanFootprint

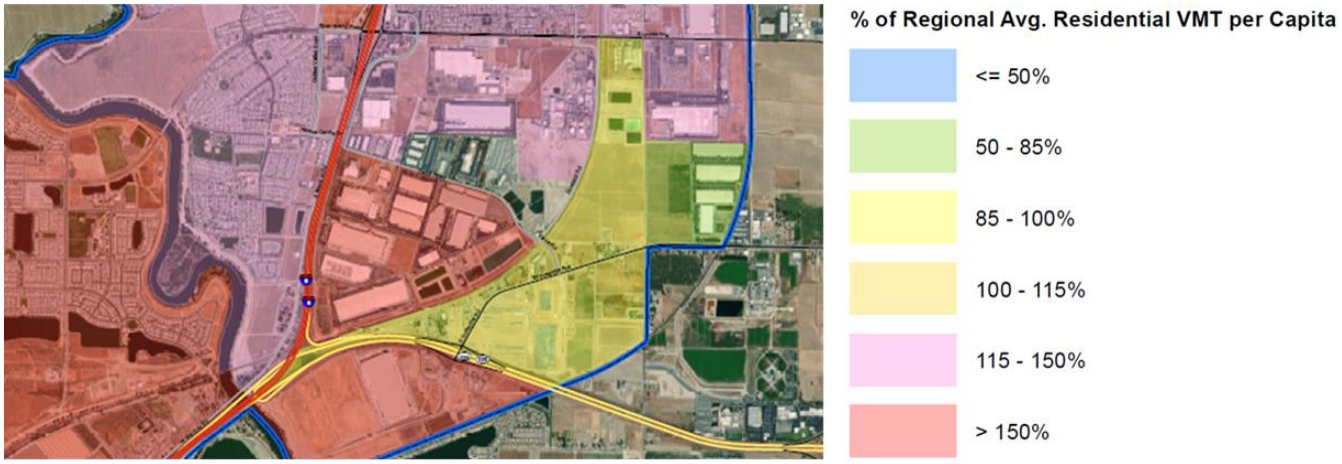


FIGURE 11: VMT PER CAPITA, URBANFOOTPRINT / CASCADIA PARTNERS

transport module[2]. This dataset is important because it highlights areas of the region where residents drive relatively little today. By targeting growth in these areas, it is likely that future residents will exhibit similar travel behavior. Areas below 100% of regional VMT per capita, shown in yellow, green and blue in the map below, were targeted to varying degrees as all four scenarios were created.

Jobs-Housing Balance

Jobs-housing balance was estimated using the Census ACS and the Bureau of Labor Statistics data. Jobs-housing balance matters because areas with optimal balance (J-H ratio of 1.2 – 2.8[3]) tend to produce shorter trips and lower VMT. Areas with high concentrations of jobs relative to households (ratio of 1.2 or greater) were considered good candidates for additional housing growth.

High Quality Transit Areas

Encouraging jobs and housing growth within ½ mile of transit stations with frequent service or high-capacity transit is a proven strategy to reduce auto trips and increase transit ridership. SJCOG maintains a dataset that catalogs HQTAs within the region. This data set was used to focus growth, to varying degrees, across the four scenarios.

General and Specific Plans

General and specific plans are critical components of realistic RTP/SCS scenarios because they ultimately represent local land use authority. As part of the scenario development process, a comprehensive GIS dataset was compiled that not only maps each general and specific plan in the region, but also provides estimates of maximum build-out capacity for residential development. Using this dataset, it was possible to identify parcels throughout the region that are significantly underbuilt relative to the maximum

[2]https://urbanfootprint.com/wp-content/uploads/2019/07/Transportation-Module-Methodology.pdf

[3]Peng Z-R. The Jobs-Housing Balance and Urban Commuting. Urban Studies. 1997.

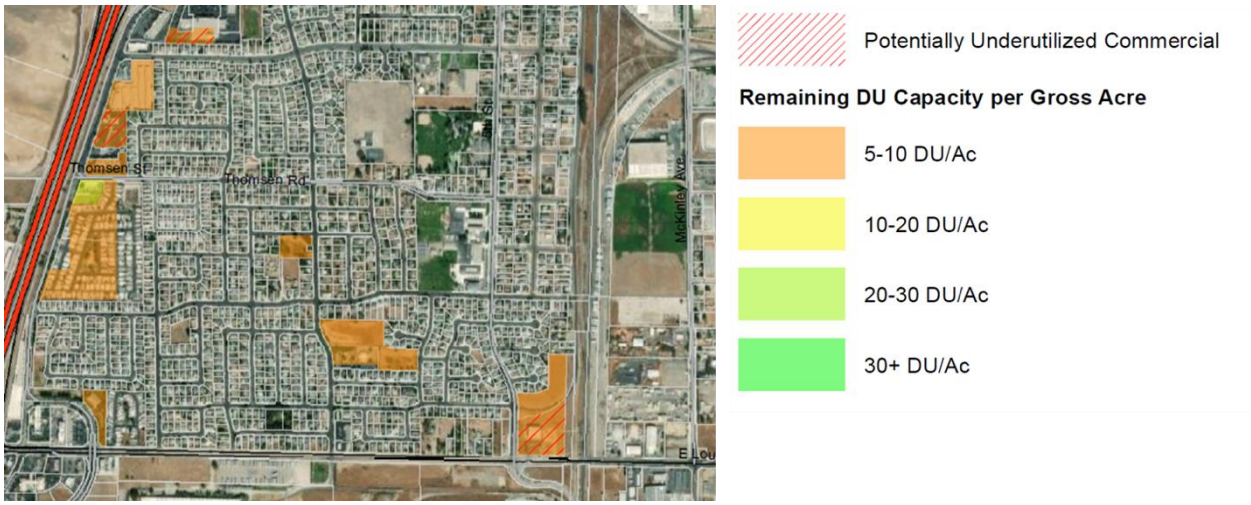


FIGURE 12: EXCESS GENERAL PLAN CAPACITY, CASCADIA PARTNERS

housing capacity allowed by the General Plan. This guiding layer was also used to ensure that none of the scenarios deviated radically from what general and specific plans currently allow.

3.4 – Scenario Evaluation

The final step in the scenario development process is scenario evaluation. Envision Tomorrow allows for the reporting of dozens of performance metrics, from the density of new development, to the average water and energy use of new households and places of employment. In addition to indicators

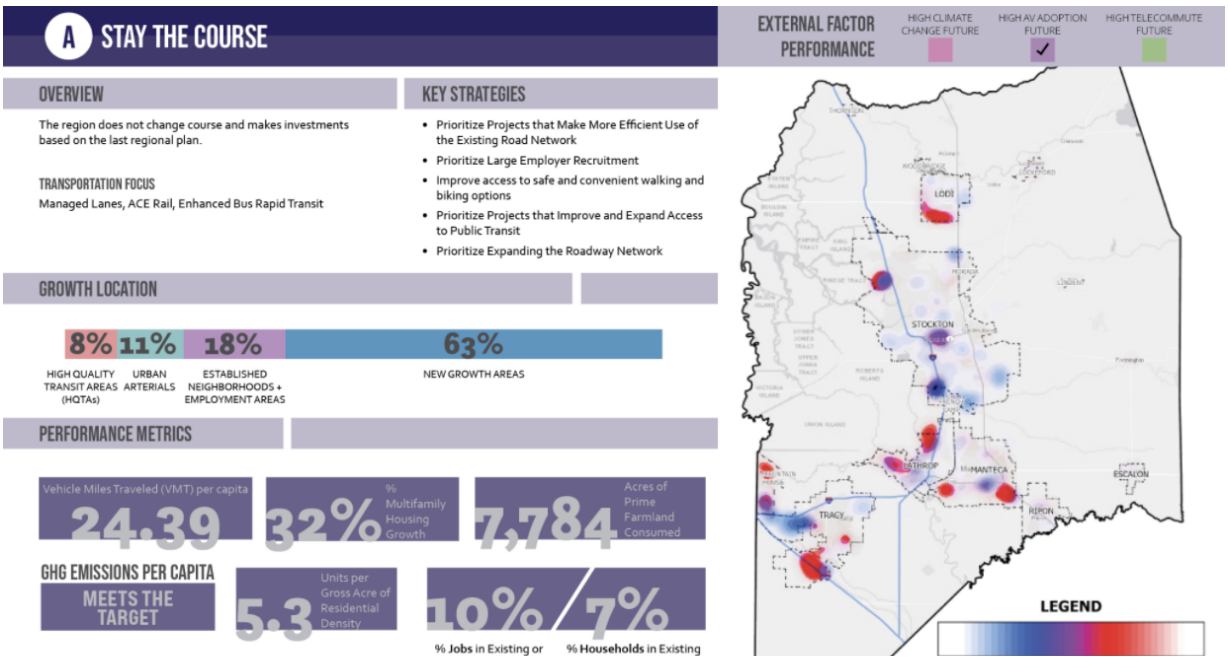


FIGURE 13: SCENARIO REPORT CARD EXAMPLE

developed by Envision Tomorrow, scenarios were also aggregated to traffic analysis zones (TAZs) and provided to SJCOG's modeling staff to estimate VMT and greenhouse gas emissions.

The cumulative results of the travel demand model, emissions model, and Envision Tomorrow, were summarized into scenario "report cards". The image below provides an example, which includes narrative description of the scenario (based on its theme), VMT and GHG metrics, selected Envision Tomorrow indicators, and a map of new development locations.

A detailed description of how scenario evaluation was used to select the preferred hybrid scenario, see the *Public Engagement* section. For a complete summary of evaluation metrics, see *Appendix A*.

CHAPTER 4. PUBLIC ENGAGEMENT PROCESS

4.1 – Engagement Methods

Public engagement is a critical aspect of SJCOG's 2022 RTP/SCS scenario planning process, and for that reason, SJCOG has distinguished this effort as its own project during this cycle- *Envision 2050*. Key objectives of the *Envision 2050* project are to educate and engage the San Joaquin region in a scenario planning effort that embraces future uncertainty from outside forces such as climate impacts, housing affordability, autonomous vehicles, and others.

The *Envision 2050* outreach and engagement strategy was informed by *Principles for Public Participation* and key activities developed with core tenets of *Public Participation Principles in Practice*- as outlined in SJCOG's 2016, State and Federally compliant, Public Participation Plan (PPP).

Engagement consultants worked with SJCOG staff to develop the following set of outcomes and goals that built on areas of opportunity based on lessons learned from previous RTP/SCS outreach cycles as well as in response to the existing public health precautions due to COVID-19:

- Raise general awareness about the RTP/SCS process and engage residents through meaningful public outreach and engage local partners to inform plan development.
- Develop an adaptive, innovative, and actionable plan with clear implementation strategies that are in coordination with the RTP/SCS community-based organization mini grantees.
- Create and conduct a COVID-safe outreach plan.
- Develop actionable strategies that prioritize outreach to rural and Spanish-speaking communities.
- Develop a communications plan.
- Maintain clarity and transparency about how input is used in the decision-making process.
- Develop and maintain a stakeholder database to categorize and track the level of involvement for all potential stakeholders involved in the scenarios process.

The scenario development process utilized three key outreach and engagement strategies to capture public and stakeholder

input, including: conducting focus groups, facilitating charrettes in seven separate RTP/SCS Working Group meetings, and deploying an online survey for broad public input. More detail on the purpose and process of these strategies can be found in the following sections.

The timeline below shows how the public engagement process informed the scenario development and punctuated key milestones throughout the process. The engagement process spanned roughly a year, starting in November 2020 and wrapping up in October 2021.

Focus Groups

The primary objective of the focus groups was convening harder-to-reach community members to listen and discuss key priorities and concerns when thinking of the future. Community organizational partners from the *SJCOG Mini-Grantee Program* helped co-facilitate and recruit participants to the five (5) virtual focus groups conducted between April and May 2021.

The Mini-Grantee Program was an initiative to build more meaningful partnerships with community-based organizations, particularly those serving historically underrepresented communities. Community based organizations

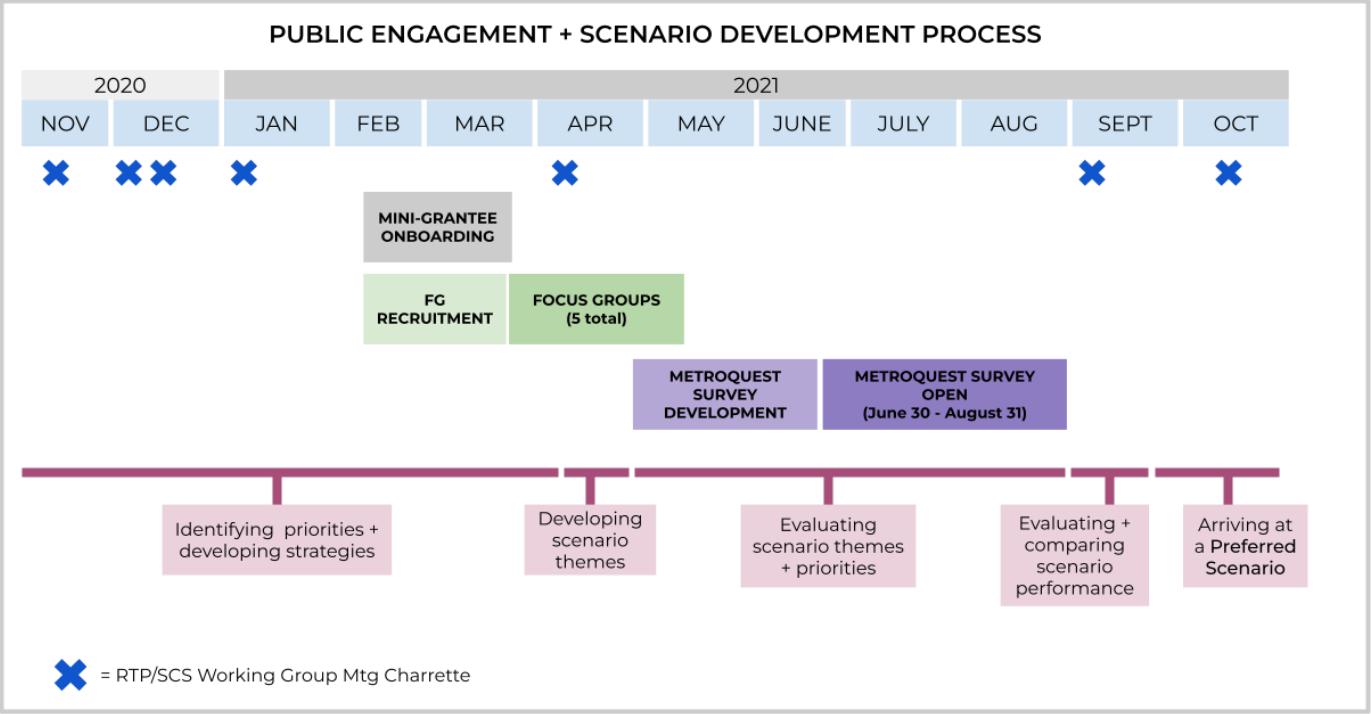


FIGURE 14: PUBLIC ENGAGEMENT + SCENARIO DEVELOPMENT PROCESS TIMELINE

(CBOs) were invited through a low-barrier process to apply as a mini-grantee, upon

which they would receive up to $5,000 to fund staffing, materials, etc. towards *Envision 2050* outreach activities. All mini-grantee organizations participated in a kick-off meeting, helping co-create and refine outreach strategy as well as learn more about the purpose and goals of scenario planning. In addition, mini-grantees were invited to share their expertise and capacity for assisting with outreach to priority communities, both for general public outreach (i.e. promoting the MetroQuest survey) as well as for recruiting participants for the focus groups. The 2022 RTP/SCS cycle participating organizations included: Little Manila Rising, New Genesis Housing Development, REACH Public Health Advocates, Stockton Baptist Church & School, Grassroots Childcare Cooperative, and Central California Youth Academy.

RTP/SCS Working Group

The Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) Working Group is an advisory group for the SJCOG planning process. The role of the group is to provide direction and make recommendations to SJCOG staff, SJCOG standing committees, and the SJCOG policy board in its development and ultimate adoption of the 2022 RTP/SCS.

As the principal advisory group to the planning process, this body's input and recommendations will be vital to the success of the first update to a long-range transportation plan that integrates combined land use and transportation strategies, impacts to farmland and open space, and regional housing needs of residents at all income levels. Working Group members are representatives of jurisdictional partner agencies, transportation, economic development, public health, and community based organizations, particularly those serving historically underrepresented communities and communities disproportionately affected by environmental impacts.

All Working Group meetings were conducted remotely and facilitated members through seven (7) charrettes throughout the scenario development process. Meeting dates and links to meeting details can be found below:

2022 RTP/SCS Working Group Meeting Charettes

1. Charrette #1 – November 10, 2020
2. Charrette #2 – December 2, 2020
3. Charrette #3 – December 16, 2020
4. Charrette #4 – January 9, 2021
5. Charrette #5 – April 13, 2021
6. Charrette #6 – September 7, 2021
7. Charrette #7 – October 6, 2021

MetroQuest Survey

The MetroQuest platform was used as the primary tool for gathering broad public input on top regional priorities, scenario themes, and their respective strategies. The online survey was developed in both English and Spanish and open to the public for two months, between June 30th-August 31st. SJCOG staff and mini-grantee partners deployed both virtual and some in-person outreach strategies to promote the survey, including an incentive for participants to enter an optional raffle to win a $50 gift card. The survey was shared through SJCOG's social media platforms as well as through pop-up notifications on the SJCOG website.

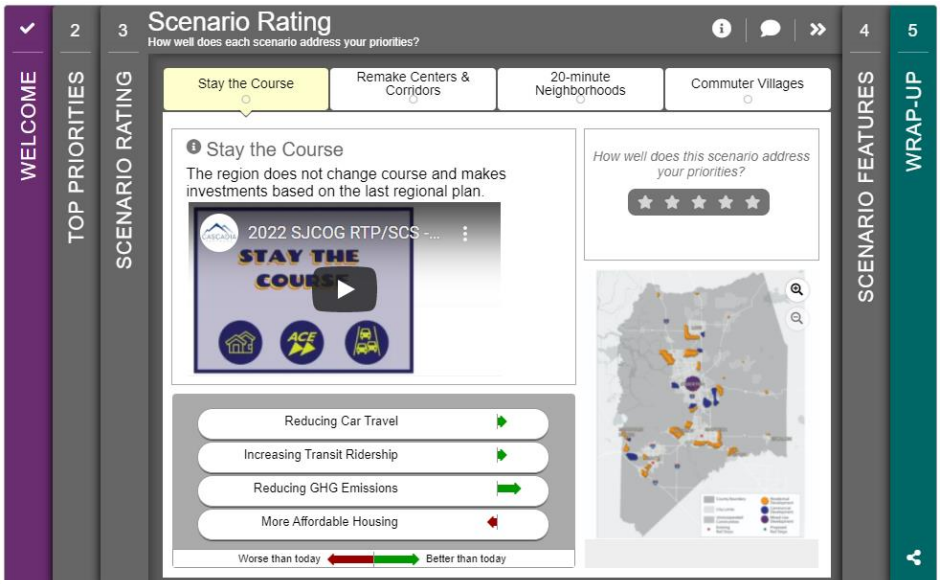


FIGURE 15: SCREENSHOT OF ENVISION 2050 METROQUEST ONLINE SURVEY

The MetroQuest survey and promotional postcard was developed with a "postcards from the future" theme. Each scenario theme was described in both a narrative storytelling format as well as through performance metrics and example strategies.

A complete summary of the MetroQuest survey components and promotional pieces can be found in *Appendix B*.

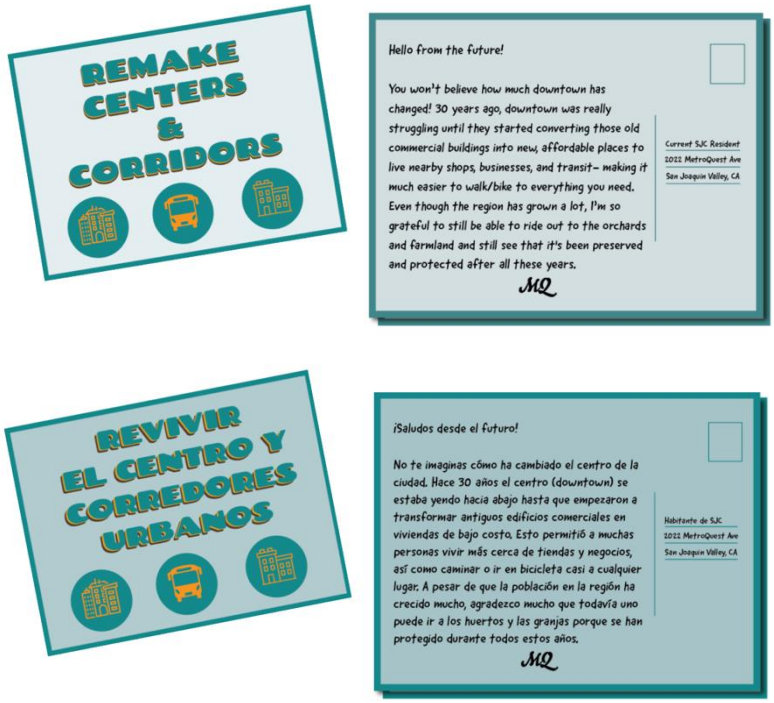


FIGURE 16: SCENARIO "POSTCARD FROM THE FUTURE" EXAMPLE (ENGLISH, SPANISH)

4.2 - Engagement at Key Scenario Development Stages

The following sections describe key phases of scenario development, the engagement process and stakeholders involved, and the outcomes and impacts engagement influenced on the scenario development process.

4.2.1 - Pillars & Strategies

At the outset of the 2022 RTP/SCS process, SJCOG developed six scenario "pillars" (Housing Production, Jobs & Economy, Vibrant Neighborhoods, Transportation (In & Out Commutes), Technology & AV Adoption, and Climate Impacts) which served as the first organizing principle and initial framework for developing SCS strategies.

RTP/SCS strategies were developed and refined during the first three Working Group charrettes and through a collaborative process involving SJCOG staff, scenario development consultants, RTP/SCS Working Group members, strategy audits of past SJCOG RTP/SCS cycles, as well as drawing from neighboring regional governments. Over 120 strategies were initially developed and organized across the six pillars; RTP/SCS strategies represent actions that SJCOG and its partners (cities, non-profits, advocacy groups, trade organizations, etc.) could undertake to help implement the RTP/SCS.

The consultant team analyzed and refined the strategy list to focus the fourth Working Group charrette on prioritizing strategies and identifying which strategies would be most useful for the broader public to provide input on (via the MetroQuest survey).

Part of the prioritization exercise facilitated during the fifth Working Group charrette included the development of a web-based app called, *Face-the-Future*, which allowed Working Group members to dynamically review and compare strategy performance in four key metrics (VMT Reduction, Transit Ridership, GHG Reduction, and Housing Affordability) by their related pillar or general theme.

Ultimately, 27 RTP/SCS Strategies were identified as most critical to move forward in receiving broader public input (via the *Envision 2050* MetroQuest survey) and to be further evaluated for their estimated performance within the context of the three TrendLab+

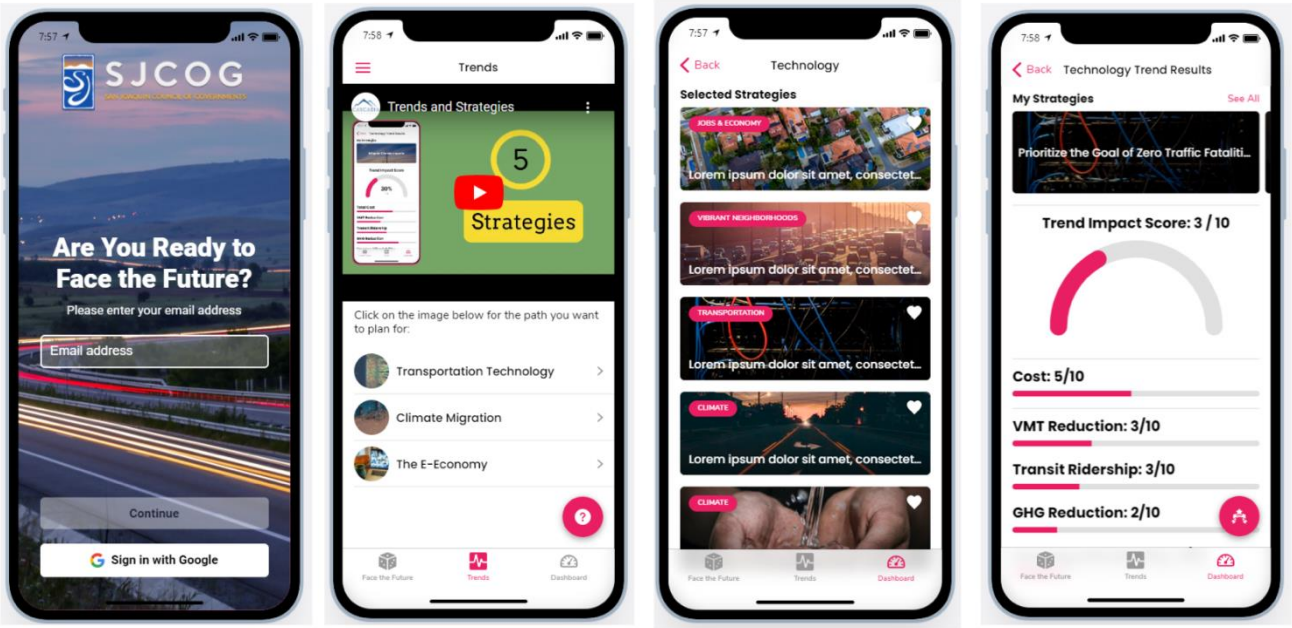


FIGURE 17: SCREENSHOTS OF FACE-THE-FUTURE WEB-BASED 2022 RTP/SCS STRATEGY EVALUATION APP

futures (Transportation Technology, Climate Migration, and the E-Economy).

4.1.2 - Scenario Themes

A scenario theme is a traditional scenario planning construct for which strategies and assumptions about future development can be organized within. By design, scenarios themes are qualitative and are typically developed to emphasize a particular set of strategies or policy decisions for how and where housing and employment growth happens.

2022 RTP/SCS scenario themes development started in Working Group Meeting Charrette #1; members identified, prioritized, and

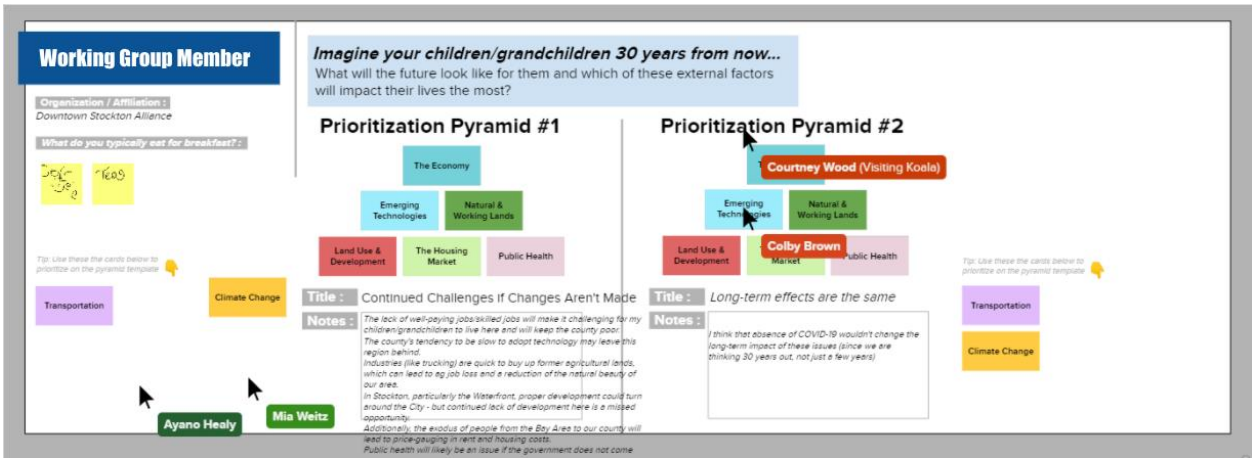


FIGURE 18: EXAMPLE OF WORKING GROUP MEMBER'S PRIORITIZATION EXERCISE

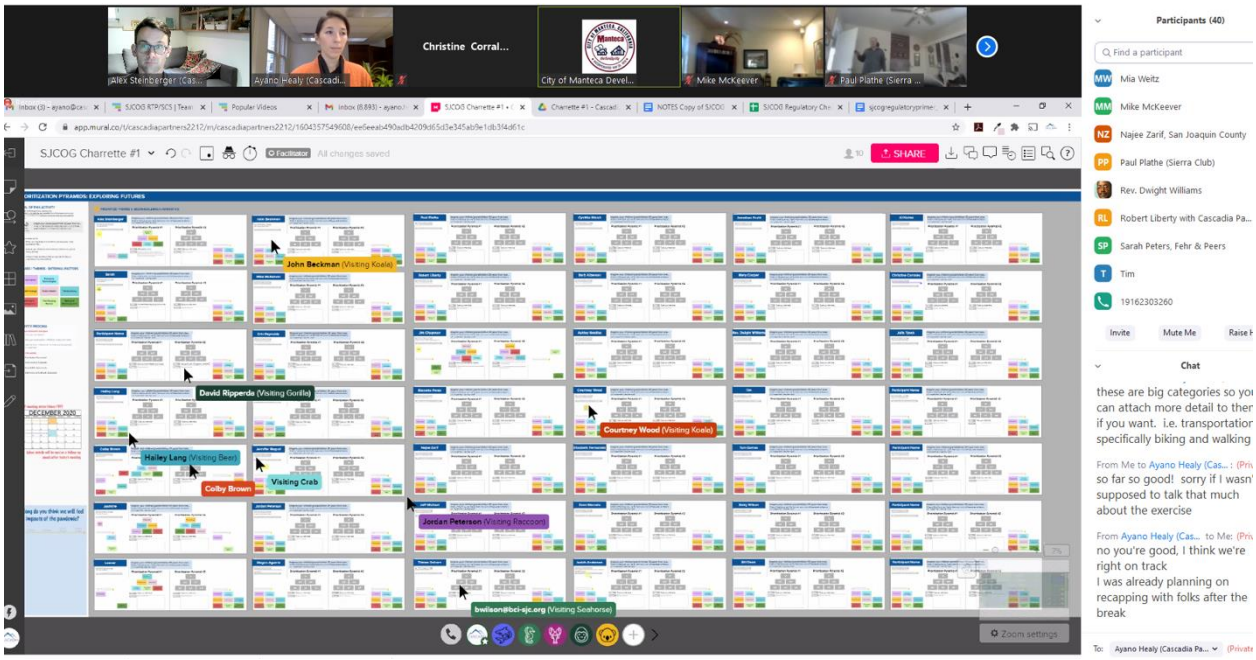


FIGURE 19: SCREENSHOT WORKING GROUP MEETING CHARRETTE #1 - PRIORITIZING TRENDS

discussed the near-term and long-term trends that were most important for the region to take action towards.

Driverless transportation, climate change, and working/shopping/schooling from home arose as significant trends that the region would need to account for when planning for the future. These three regionally significant factors identified from Charrette #1 were further developed and presented to focus group participants, asking participants what types of solutions or actions they would like to see in the future, given these trends.

Engagement consultants co-hosted five (5) virtual focus groups with mini-grantee partners between April and May 2021. Special focus was applied to recruiting community members of traditionally underrepresented groups. Approximately 30 community members participated across the five focus group meetings, including representatives from community-based organizations, housing advocacy groups, parents, school board leadership, community organizers, students, and business owners.

Top priorities identified by focus groups during discussion on emerging trends centered around cost of living, gentrification and lack of (affordable) housing options, issues with the public transportation network, and availability of living-wage jobs. A complete summary of focus group meeting key takeaways can be found in *Appendix C*.

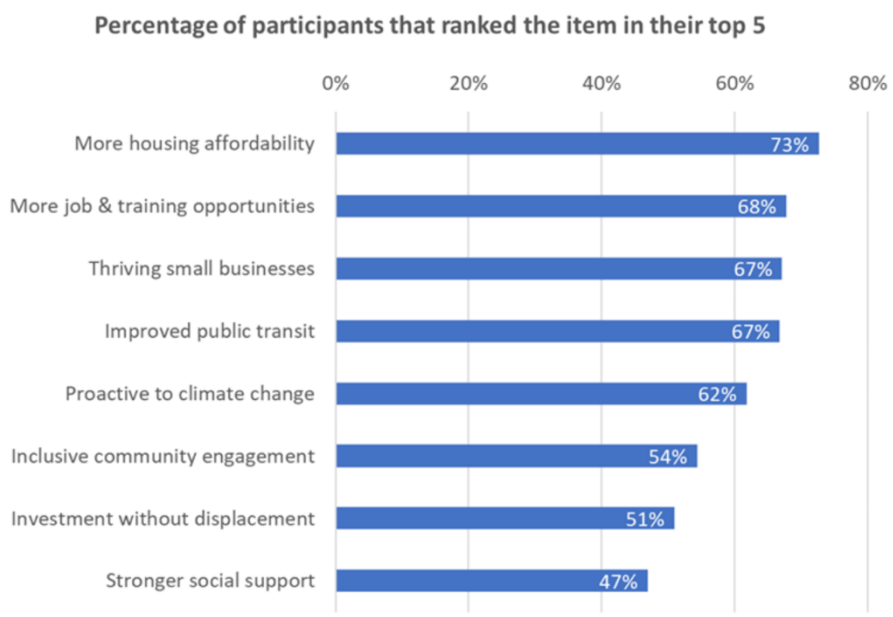
As a result of RTP/SCS Working Group and focus group discussions, the scenario themes were further refined to the ultimate set of four (Stay the Course, Remake Centers and Corridors, 20-Minute Neighborhoods, and Commuter Villages) and ready to be shared with the broader public for input.

FIGURE 20: SCREENSHOT OF VIRTUAL FOCUS MEETING PARTICIPANTS

Over 430 San Joaquin Valley residents responded to the *Envision 2050* MetroQuest survey; with majority respondents identifying as White, male, and median age of 35-44. The survey invited the public to prioritize the scenario themes and their respective strategies as well as to rank their top five priorities for what the region should focus on for the future. Top five regional priorities identified by respondents were: (1) More housing affordability; (2) More job & training opportunities; (3) Thriving small businesses; (4) Improved public transit; (5) Proactive to climate change.

Envision 2050 Public Outreach

TOP PRIORITIES



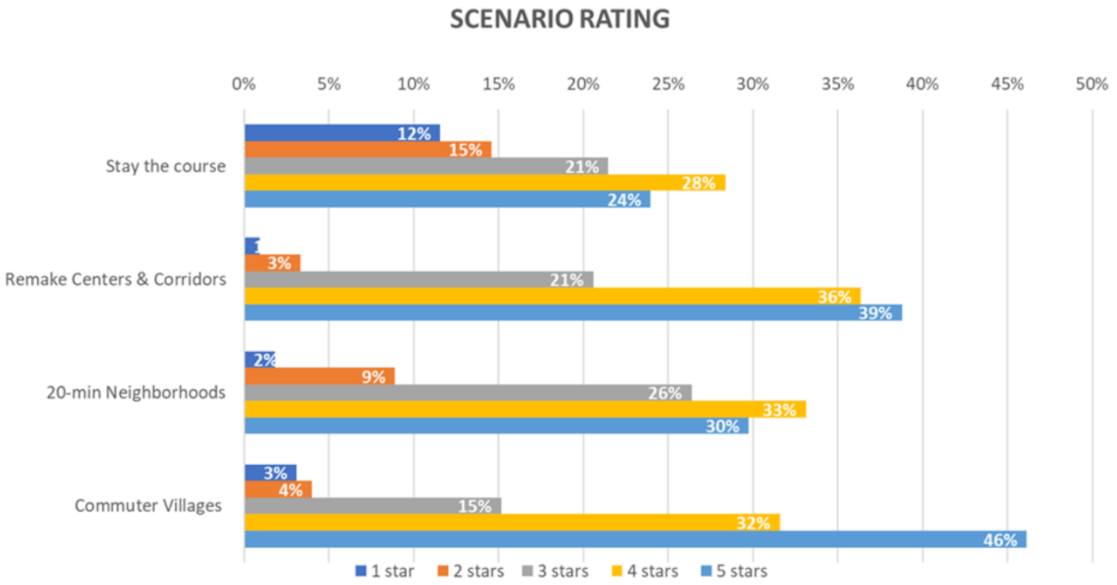
What do you want the future to look like?

1. More **housing affordability**
2. More **job & training opportunities**
3. **Thriving small businesses**
4. **Improved public transit**
5. **Proactive to climate change**

FIGURE 22: TOP PRIORITIES THE REGION SHOULD ADDRESS (ENVISION 2050 METROQUEST SURVEY)

Envision 2050 Public Outreach

SCENARIO RATINGS



Participants consider that ***Commuter Villages*** *and* ***Remake Centers & Corridors*** *are the scenarios that better address their priorities*

FIGURE 21: SCENARIO RATINGS (ENVISION 2050 METROQUEST SURVEY)

In regard to scenario themes, survey respondents reported *Commuter Villages* and *Remake Centers & Corridors* as the top two scenario themes that best address their priorities.

4.1.3 - Land Use Allocation

Transforming scenario themes into GIS-based land use allocations was done through applying several guiding datasets into a scenario "painting" process, using land use scenario planning software Envision Tomorrow. In order to develop realistic scenarios that accounted for the best and most recent information on current and future development, consultants met individually with planning directors and staff for each of the nine jurisdictions within (and including) San Joaquin County.

These one-on-one meetings were an opportunity for jurisdictional partners to flag any planned development that might not be represented in an existing dataset, as well as share insights on areas for anticipated projects or parcels that were off limits for development. Opportunities and constraints identified from one-on-one jurisdictional meetings were incorporated into all four scenarios.

These guiding datasets were applied to all scenarios to varying degrees, with the intent of creating equitable and sustainable land use allocations that also meet the region's goals for the sixth cycle of RHNA and the GHG reductions targets set by the California Air Resources Board (CARB). These guiding datasets are summarized below.

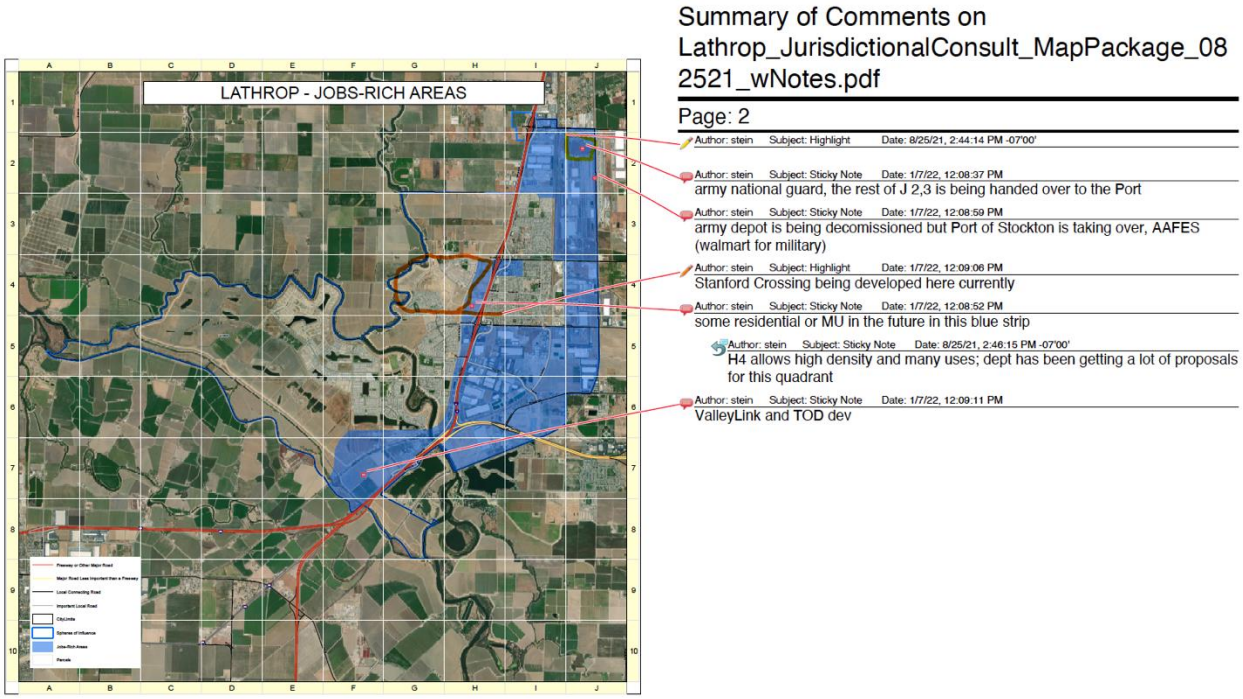


FIGURE 23: SCREENSHOT OF MARKED UP PDF FROM ONE-ON-ONE JURISDICTIONAL MEETING

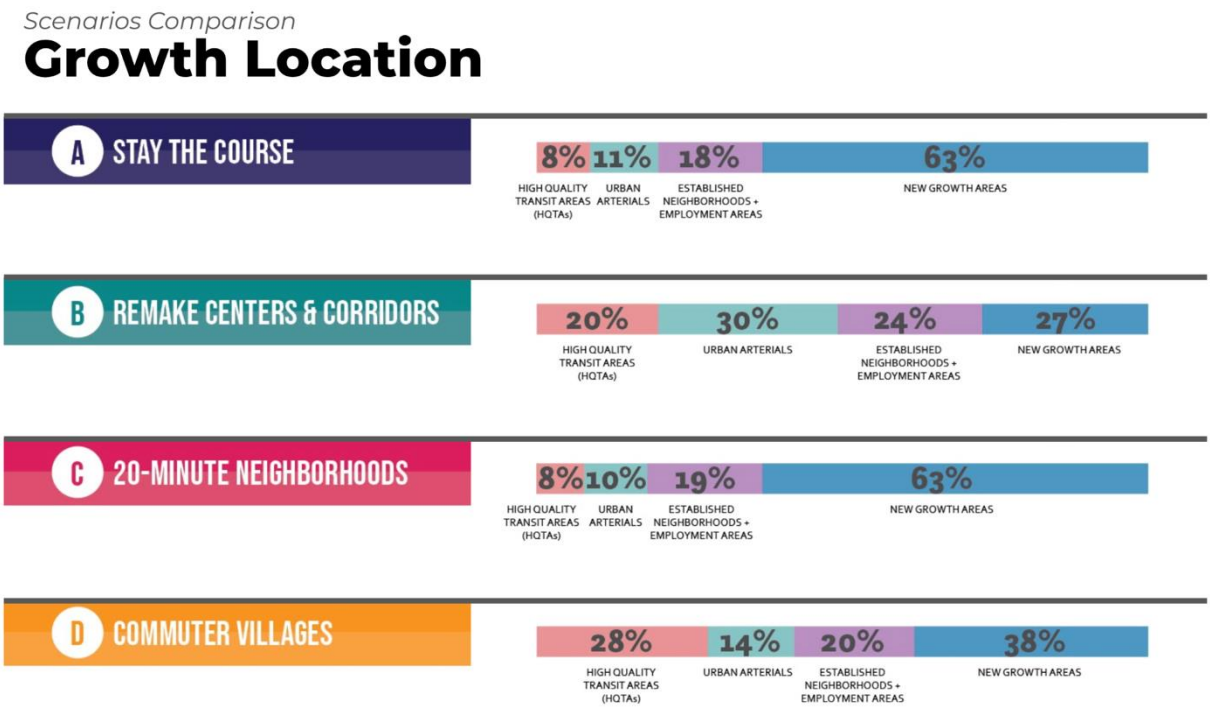


FIGURE 24: SCENARIOS COMPARISON OF GROWTH LOCATION

4.1.4 - Scenario Evaluation Similarly, on October 5, 2021, scenario planning consultants facilitated a virtual public workshop, inviting members of the public to review and evaluate scenario performance metrics and identify which scenario appeared most likely to help address regional priorities.

Both the RTP/SCS Working Group and participants of the public workshop identified Scenario B, Remake Centers & Corridors as the best fit for meeting state and federal mandated targets as well as regional priorities for growth.

The scenario painting process in Envision Tomorrow, scenarios were now able to have accompanying metrics, allowing more substantive evaluation of scenarios-comparing performance metrics such as: density of new development, average water and energy use of new households, places of employment, and estimates of VMT and greenhouse gas emissions.

Working Group Meeting Charrette #7 facilitated RTP/SCS Working Group members through side-by-side comparisons of scenario performance metrics, asking members to prioritize which scenarios embodied the best composition of performance metric outcomes. By design, each scenario emphasizes a different set of metrics, Working Group members were asked to weigh the tradeoffs of which outcomes mattered most towards achieving regional goals.

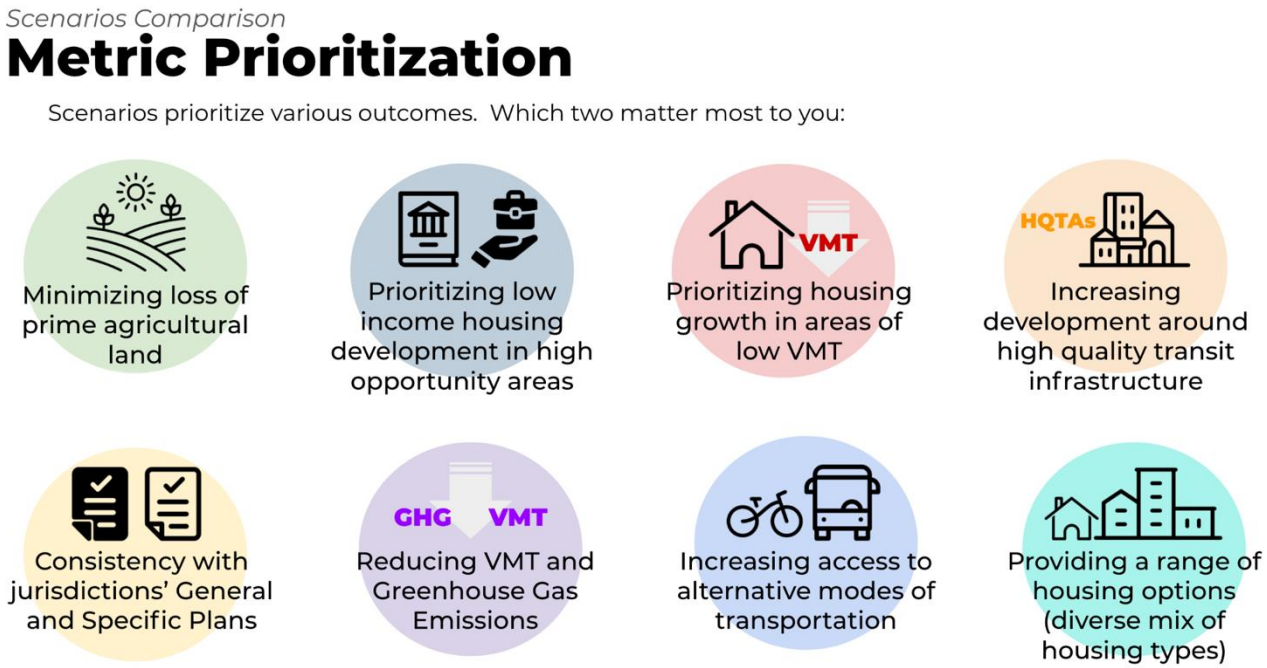


FIGURE 25: SCENARIO PERFORMANCE METRIC OUTCOMES

FIGURE 26: FLOW CHART OF PREFERRED SCENARIO SELECTION

CHAPTER 5. PREFERRED SCENARIO DEVELOPMENT

As we have seen in Chapter 4, there was significant interest from the general public and the RTP/SCS working group to integrate features from Scenario B: Remake Centers and Corridors into the 2022 RTP/SCS. In order to honor the desires of the public and stakeholders, SJCOG elected to pursue a hybrid scenario that integrated features from Scenario B into Scenario A, the preferred scenario from the 2018 RTP/SCS. In doing so, they not only honored the desires of the public, but also the hard-won consensus achieved in 2018.

Scenario Growth by Priority Growth Area	A. Stay the Course	B. Remake Centers and Corridors	C. 20 Minute Neighborhoods	D. Commuter Villages	E. Hybrid Preferred
High Quality Transit Areas	8%	20%	8%	28%	15%
Urban Arterials	11%	30%	10%	14%	15%
Established Neighborhoods and Job Centers	18%	24%	19%	20%	25%
New Growth Areas	63%	27%	63%	38%	45%

FIGURE 27: GROWTH TARGETS BY SCENARIO AND GROWTH AREA

5.1 - Preferred Scenario Creation

In order to rationally combine scenarios A and B, SJCOG used the Priority Growth Areas discussed in Chapter 3 to re-focus growth in a way that reflected both scenarios. The table below shows targets for growth by PGA for each scenario and the hybrid scenario.

Using the above targets as a guide and scenario A as a starting point, growth was first transferred from scenario B's high quality transit areas, urban arterials, and established neighborhoods and job centers. Parcels were then reverted back to their existing state until the growth percentages in these areas reflected the lower targets desired by SJCOG

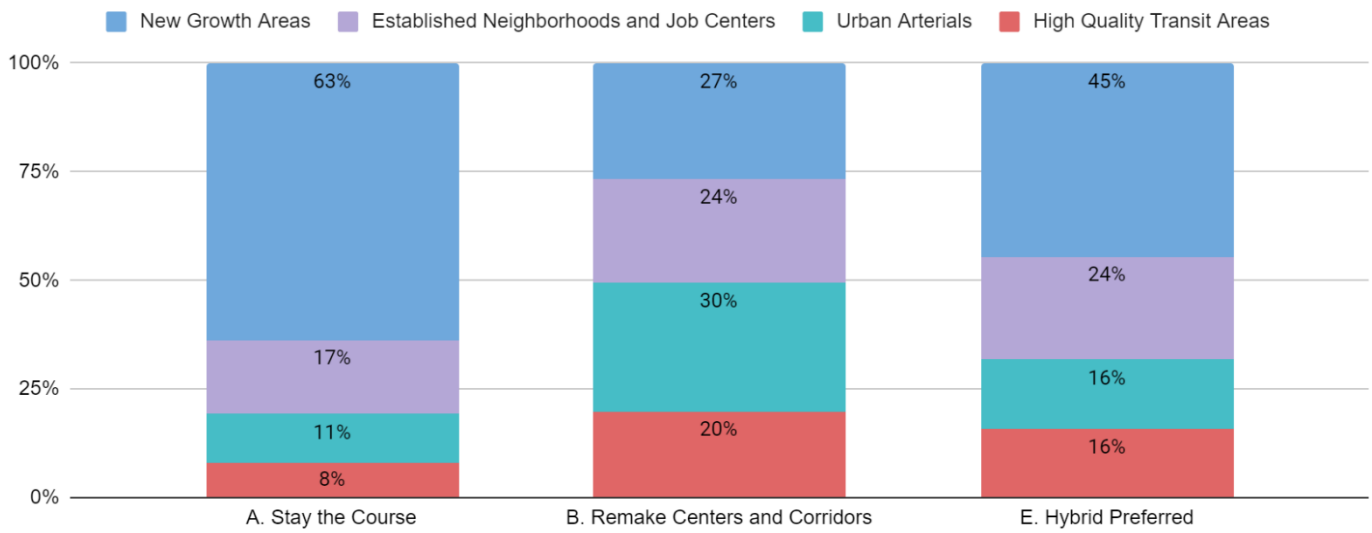


FIGURE 28: LOCATION OF GROWTH BY SCENARIO AND PGA

staff. Finally, new growth areas from scenario A were unpainted until the percentage of growth remaining matched the 45% figure shown in column E above.

Selected Scenario Indicators	A. Stay the Course	B. Remake Centers and Corridors	E. Hybrid Preferred
Acres of Land Consumed	20,316	13,798	16,574
Redevelopment Rate	1.70%	12.30%	5.60%
Residential Gross Density (DU/Acre)	5.3	8.8	6.7
Multifamily %	32%	52%	42%

FIGURE 29: SELECTED SCENARIO INDICATORS

5.2 - Performance

By using the methodology described, it was possible to create a hybrid scenario that matched the desired growth locations within +/- 2%. As the following graph shows, scenario E conforms closely to the range formed by scenario A and B and closely matches the percentages desired by SJCOG staff.

In addition, the hybrid preferred scenario performs within the range set by A and B for nearly all other Envision Tomorrow metrics. The table below provides a selection of metrics which clearly show the hybrid preferred scenario falling, as expected, between the two original scenarios.

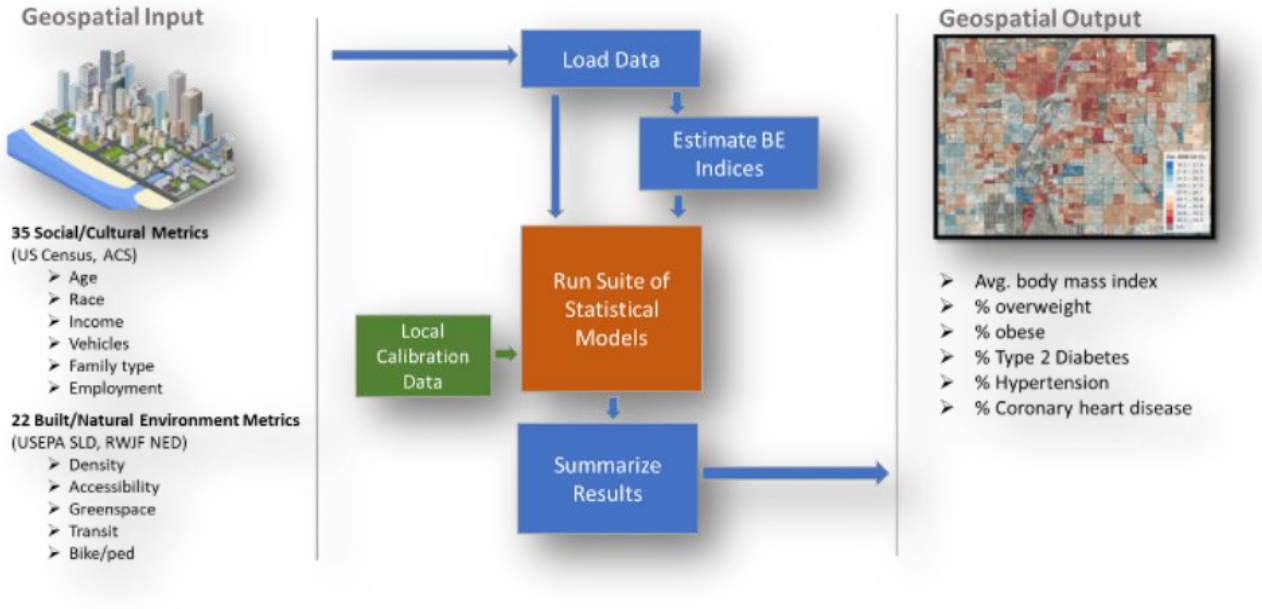
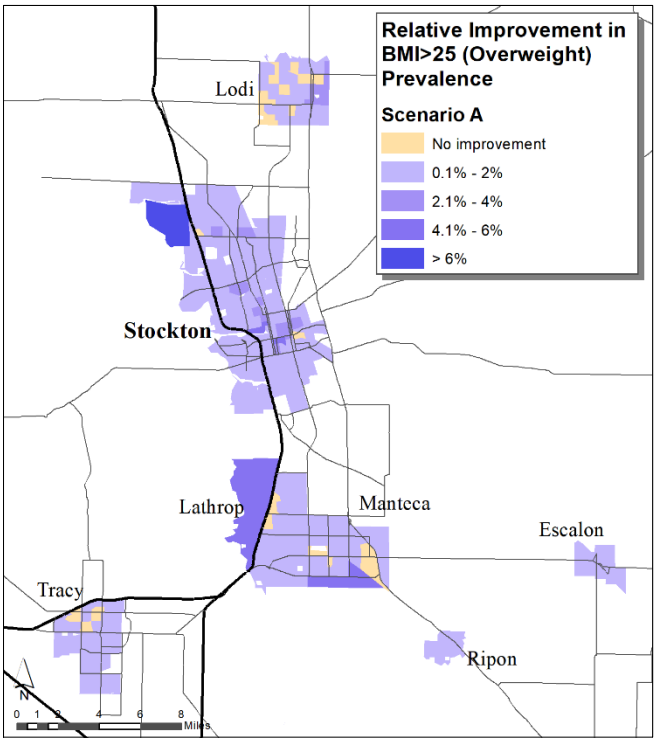


FIGURE 30: BASIC DATA AND PROCESS DIAGRAM FOR UD4H'S PUBLIC HEALTH ASSESSMENT MODEL

5.2.1 - California Public Health Assessment Model Performance

Public health consultant, Urban Design 4 Health, imported the Envision Tomorrow data for the baseline conditions, Scenario A and Scenario E into a version of its most recent public health assessment model. This model, customized for the SJCOG estimates average health outcomes at the Census Block Group level based on changes proposed in level based on changes proposed in Envision Tomorrow and other baseline data regarding the built and natural environment. Figure 30 describes the basic flow of data and processing steps used in the model. Thematic maps showing the relative improvement of the five public health metrics for Scenario A and Scenario E can be found in the following pages.

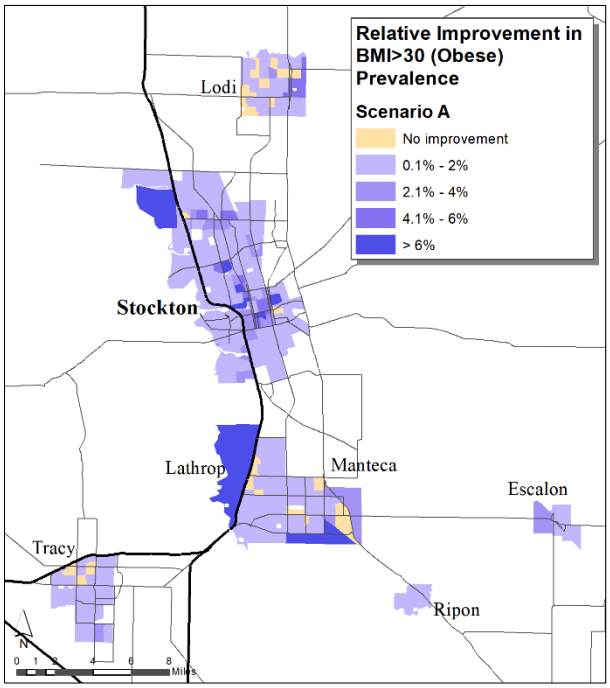


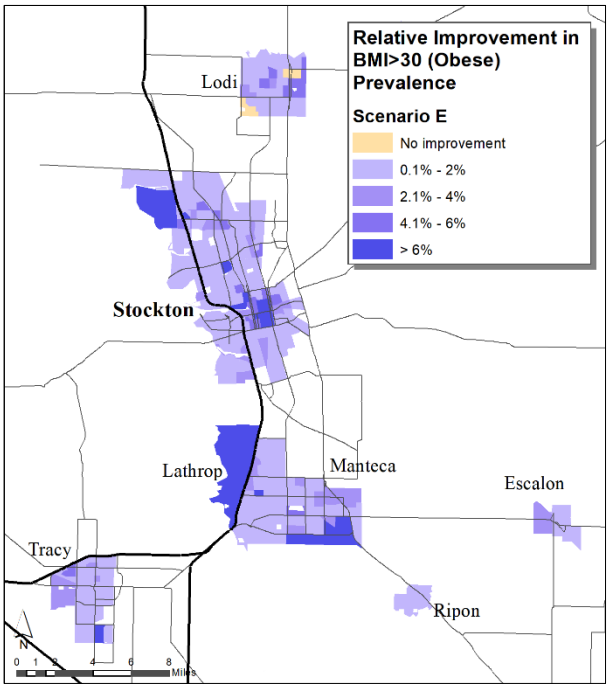
Percent of Adults with a BMI>25

The percent of adults with a BMI>25, is an indicator of community health. Being overweight is a risk factor for other chronic and infectious diseases. Scenarios A and E are expected to reduce the percentage of the population with BMI>25 in the SJCOG region. Scenario E is estimated to provide the most improvement, particularly in those areas with high segregation, poverty, and low resources. https://www.cdc.gov/healthyweight/effects/index.html

TCAC Opportunity Area	Baseline	Scenario A	Scenario E
High Segregation & Poverty	68.0%	66.6%	65.6%
Low Resource	67.7%	66.3%	66.1%
Moderate Resource	65.6%	65.4%	65.2%
High Resource	63.9%	62.7%	62.6%
Highest Resource	62.5%	62.2%	62.2%
Total	64.9%	63.8%	63.7%
Absolute difference from baseline		-1.12%	-1.21%
Relative difference from baseline		-1.73%	-1.86%

FIGURE 31: TOTAL SJCOG REGION'S POPULATION-WEIGHTED AVERAGE OF BMI>25 FOR EACH SCENARIO BY OPPORTUNITY AREA CLASSIFICATION





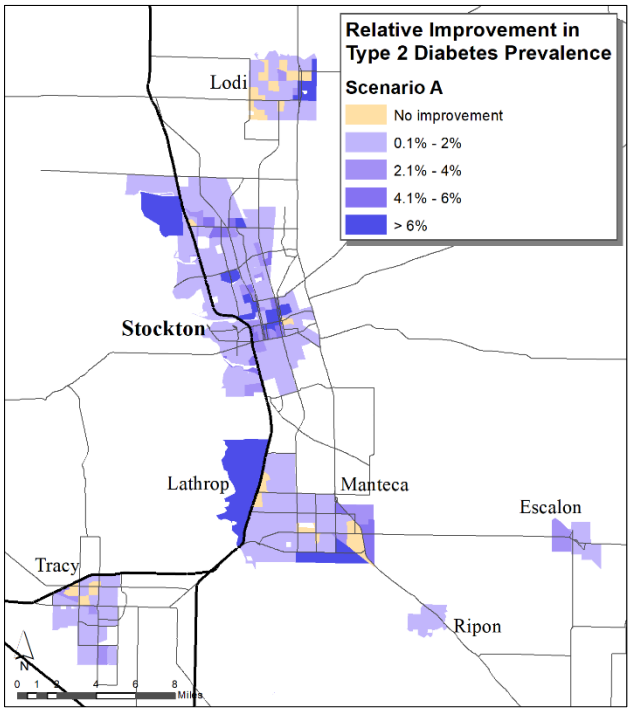
Percent of Adults with a BMI>30

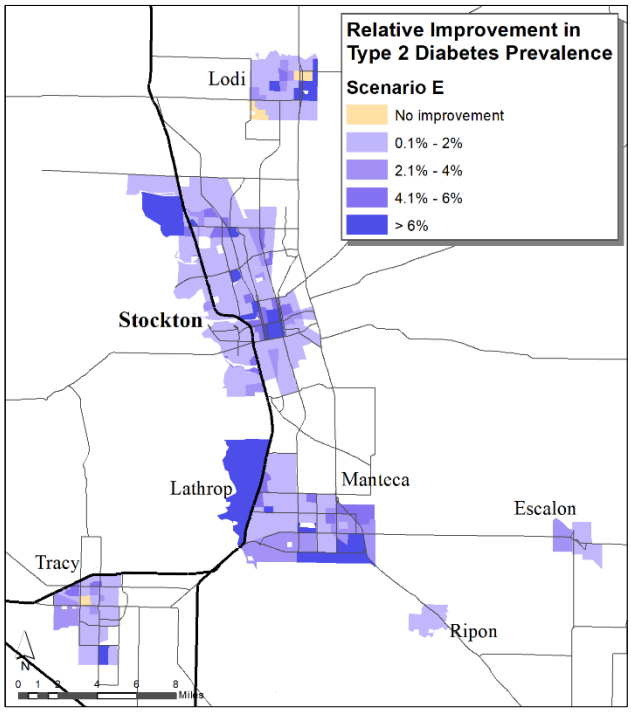
The percent of adults with a BMI>30, is an indicator of community health. Excessive weight is a serious risk factor for other chronic and infectious diseases. Scenarios A and E are expected to reduce the percentage of the population with BMI>30 in the SJCOG region.

Scenario E is estimated to provide the most improvement, particularly in those areas with high segregation, poverty, and low resources. https://www.cdc.gov/healthyweight/effects/index.html

TCAC Opportunity Area	Baseline	Scenario A	Scenario E
High Segregation & Poverty	32.4%	31.2%	30.5%
Low Resource	31.8%	30.4%	30.2%
Moderate Resource	29.7%	29.4%	29.2%
High Resource	27.8%	26.6%	26.6%
Highest Resource	26.1%	25.8%	25.8%
Total	28.9%	27.8%	27.8%
Absolute difference from baseline		-1.10%	-1.14%
Relative difference from baseline		-3.82%	-3.93%

FIGURE 32: TOTAL SJCOG REGION'S POPULATION-WEIGHTED AVERAGE OF BMI>30 FOR EACH SCENARIO BY OPPORTUNITY AREA CLASSIFICATION





Type 2 Diabetes

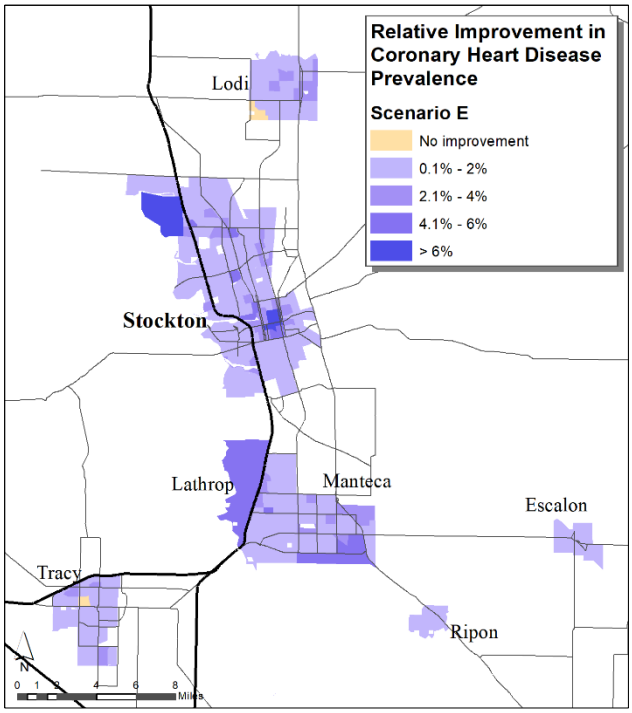
Scenarios A and E are expected to reduce the percentage of the population with Type 2 diabetes in the SJCOG region. Scenario E is slightly better than Scenario A in areas with high segregation, poverty, and low resources. Complications from Type 2 diabetes include being at a higher risk for other chronic diseases and other health problems. https://www.cdc.gov/diabetes/basics/type2.html

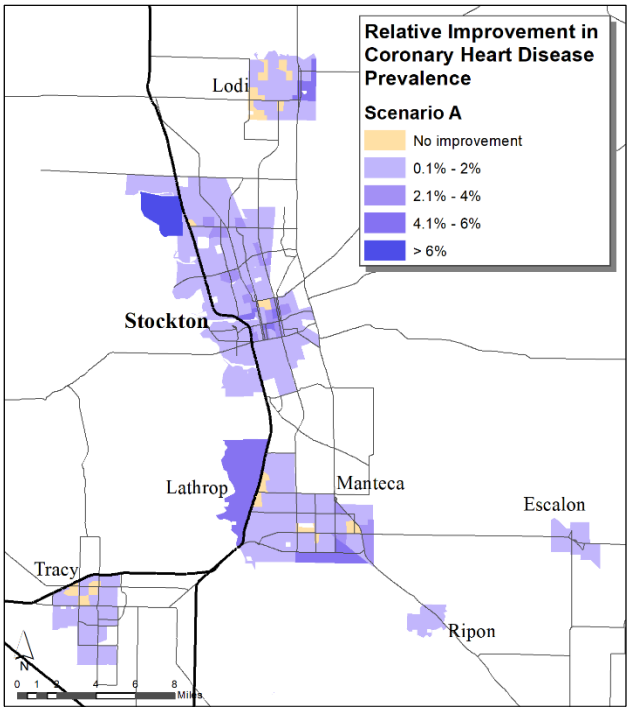
TCAC Opportunity Area	Baseline	Scenario A	Scenario E
High Segregation & Poverty	10.7%	10.5%	10.2%
Low Resource	10.3%	9.4%	9.3%
Moderate Resource	9.9%	9.9%	9.7%
High Resource	8.9%	8.4%	8.4%
Highest Resource	8.8%	8.5%	8.6%
Total	9.4%	8.9%	8.9%
Absolute difference from baseline		-0.51%	-0.53%
Relative difference from baseline		-5.42%	-5.66%

FIGURE 33: TOTAL SJCOG REGION'S POPULATION-WEIGHTED AVERAGE OF TYPE 2 DIABETES PREVALENCE FOR EACH SCENARIO BY OPPORTUNITY AREA CLASSIFIC

Coronary Heart Disease

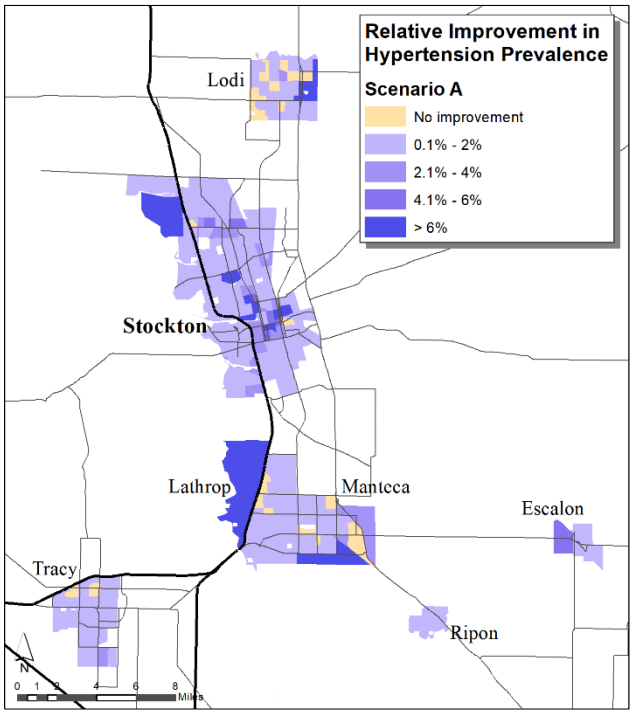
Scenarios A and E are not expected to significantly reduce the percentage of the population with coronary heart disease in the SJCOG region, although they both result in a relative improvement of about 3%. Coronary heart disease is a leading cause of death in the US. https://www.cdc.gov/heartdisease/coronary_ad.htm

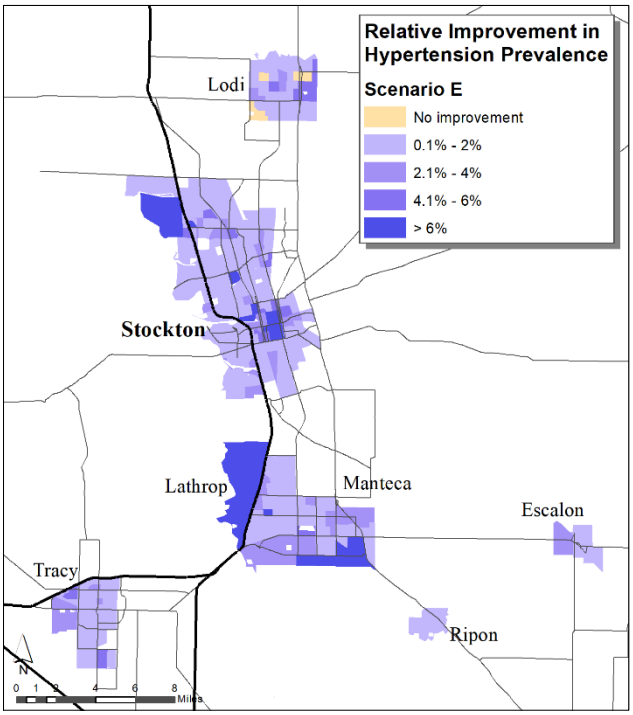




TCAC Opportunity Area	Baseline	Scenario A	Scenario E
High Segregation & Poverty	2.6%	2.6%	2.6%
Low Resource	2.8%	2.6%	2.6%
Moderate Resource	2.9%	3.0%	2.9%
High Resource	2.9%	2.8%	2.8%
Highest Resource	3.0%	2.9%	3.0%
Total	2.9%	2.8%	2.8%
Absolute difference from baseline		-0.09%	-0.09%
Relative difference from baseline		-3.02%	-3.18%

FIGURE 34: TOTAL SJCOG REGION'S POPULATION-WEIGHTED AVERAGE FOR CORONARY HEART DISEASE PREVALENCE FOR EACH SCENARIO BY OPPORTUNITY AREA CLASSIFICATION





Hypertension

Scenarios A and E are both expected to reduce the percentage of the population with hypertension in the SJCOG region. Both scenarios are similar in the expected impact with a 3-4% relative improvement. Having high blood pressure increases the risk for heart disease and stroke, the two leading causes of death in the US.

https://www.cdc.gov/bloodpressure/index.htm

TCAC Opportunity Area	Baseline	Scenario A	Scenario E
High Segregation & Poverty	29.6%	28.8%	28.0%
Low Resource	30.0%	28.4%	28.3%
Moderate Resource	30.6%	30.8%	30.4%
High Resource	29.2%	27.8%	27.8%
Highest Resource	29.4%	28.7%	28.9%
Total	29.6%	28.5%	28.5%
Absolute difference from baseline		-1.11%	-1.17%
Relative difference from baseline		-3.73%	-3.94%

FIGURE 35: TOTAL SJCOG REGION'S POPULATION-WEIGHTED AVERAGE OF HYPERTENSION PREVALENCE FOR EACH SCENARIO BY OPPORTUNITY AREA CLASSIFICATION.

5.3 - RHNA Consistency

SJCOG is currently developing a methodology for distributing regional housing need for the sixth cycle regional housing needs allocation (RHNA). This process will result in local jurisdictions being required to demonstrate adequate zoned capacity to accommodate their need over an eight-year period spanning 2023 - 2031. Housing element law stipulates that RHNA methodologies should align with the RTP/SCS by protecting environmental and agricultural resources, meeting GHG emissions reduction targets, and promoting socioeconomic equity through efficient development patterns[4].

Throughout the scenario development process, every opportunity was taken to ensure consistency of the RTP/SCS preferred land use allocation with the RHNA process. This was accomplished by setting explicit goals for higher density housing, engaging in joint meetings with RHNA consultants and jurisdiction representatives, using RHNA-specific guiding datasets and ensuring RHNA "fit" at the jurisdictional level.

5.3.1 - Goals for Higher Density Housing

Housing element law stipulates that RHNA consider the needs of low, very low, and extremely low-income households. As such, every region must plan for ample capacity to build units for households at these income levels. This is mandated in housing element law through zoned density. Specifically, for the SJCOG region, below-moderate income housing need must be satisfied within zones that allow densities of 20 units per acre or more. Three of the four scenarios created as part of the scenario process addressed this need by attempting to accommodate at least 40% of housing units at densities of 20 units per acre or more.

5.3.2 - Joint RTP/SCS and RHNA Meetings

Another example of RHNA/RTP consistency included in the scenario development process was frequent communication between SJCOG's land use consultants for the RTP/SCS and the consultants responsible for the RHNA methodology. RHNA and RTP consultants had frequent meetings to share ideas and provide

[4] Section §65584.d of the California Government Code

progress updates. Most importantly, SJCOG facilitated meetings with representatives from every jurisdiction that included land use consultants (to discuss scenario pipeline assumptions) and RHNA consultants (to discuss RHNA adjustment factors). Having both consultant teams present for these meetings served to further cement the relationship of RHNA and the RTP/SCS among local jurisdictions.

5.3.3 - RHNA-Specific Datasets

As discussed in Chapter 3, one of the guiding datasets used to develop scenarios was the TCAC "Access to Opportunity" dataset. This dataset maps locations within the region where lower income households are more likely to have access to high quality education, employment, transportation options, and clean air and water. By using this layer to guide scenario painting, it was possible to further engrain one of the five RHNA objectives (Affirmatively Furthering Fair Housing) into the land use pattern exhibited by the scenarios. The table below summarizes the percentage of housing growth located in areas of "high" or "highest" resource in each scenario.

Below-Moderate Income Housing by Scenario	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)
Percent of New Dwelling Units @ 20 Units Per Acre or More	26%	47%	40%	40%	37%

FIGURE 36: PERCENT OF DWELLING UNIT GROWTH TARGETED AT BELOW-MODERATE INCOMES

5.3.4 - RHNA "Fit"

SJCOG's RHNA methodology, once adopted, will stipulate the total number of units each jurisdiction must plan for, as well as the share of those units which need to be accommodated at densities of 20 units per acre or greater. By comparing this data with the land use patterns of the preferred scenario, it is possible to see if "fitting" the required housing need at various density levels is possible given the preferred scenario. It should be noted that while the RHNA process is a plan for 8 years of housing need, the RTP plans for 24 years of growth. Equally important, however, is the fact that the RTP only plans for new forecasted households, while the housing need included in RHNA factors in existing underproduction of housing due to overcrowding and low vacancy rates. The table below summarizes the total number of new dwelling units assumed in scenario E, by jurisdiction. It also provides a summary of the number of those dwelling units provided at densities of 20 units per acre or greater.

Below-Moderate Income Housing by Scenario	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)

Share of New Households in Areas of High or Highest Resource (TCAC)	72%	56%	80%	67%	67%

FIGURE 37: SCENARIO GROWTH IN "AREAS OF OPPORTUNITY"

RHNA "Fit' Assessment	Total New Housing (2022 - 2046)	Total New Housing @ 20+ Units per Acre	% @ 20+ Units per Acre
Escalon	529	181	34%
Lathrop	13,103	3,240	25%
Lodi	6,854	2,879	42%
Manteca	13,837	4,970	36%
Mountain House	5,909	1,608	27%
Ripon	1,970	473	24%
Stockton	18,603	11,406	61%
Tracy	15,948	4,625	29%
Unincorporated	3,700	270	7%
Total	**80,453**	**29,653**	**37%**

FIGURE 38: RHNA "FIT" ASSESSMENT

Appendix A

A.1 - Population and Employment Forecast Assumptions

Table 1: Household Forecast by Jurisdiction, UoP (yellow box denotes interpolated year)

Household Forecast by Jurisdiction	2015	2016	2020	2025	2030	2035	2040	2045	2046
ESCALON	2,561	2,582	2,664	2,823	2,912	2,962	3,006	3,046	3,054
LATHROP	5,397	5,705	6,937	9,291	11,561	13,794	16,098	18,459	18,931
LODI	22,177	22,450	23,543	25,113	26,085	26,712	27,313	27,881	27,995
MANTECA	23,126	23,712	26,055	28,708	30,899	32,829	34,871	37,027	37,458
RIPON	5,003	5,092	5,450	5,943	6,311	6,608	6,909	7,212	7,273
STOCKTON	92,273	93,113	96,474	102,073	105,132	106,722	108,140	109,358	109,602
TRACY	25,069	25,562	27,535	30,476	32,779	34,722	36,686	38,658	39,052
Mountain House CDP	4,124	4,414	5,572	6,966	8,378	9,806	11,343	12,990	13,319
Unincorporated	43,333	43,649	44,914	46,954	47,752	47,829	47,780	47,596	47,559
County Total	**223,063**	**226,279**	**239,144**	**258,347**	**271,809**	**281,984**	**292,146**	**302,227**	**304,243**

Table 2: Employment Forecast by Jurisdiction, UoP (yellow box denotes interpolated year)

Employment Forecast by Jurisdiction	2015	2016	2020	2025	2030	2035	2040	2045	2046
ESCALON	1,629	1,631	1,639	1,823	1,836	1,860	1,917	1,986	2,001
LATHROP	7,566	7,779	8,630	10,478	11,029	11,307	12,126	13,010	13,192
LODI	21,695	21,822	22,331	24,049	24,250	24,640	25,241	25,927	26,082
MANTECA	17,289	17,260	17,145	19,561	19,715	20,424	21,346	22,427	22,670
RIPON	3,688	3,743	3,964	4,356	4,404	4,473	4,599	4,748	4,782
STOCKTON	105,561	106,635	110,931	123,374	126,314	128,582	132,140	136,264	137,202
TRACY	23,809	24,485	27,189	33,648	35,386	35,846	37,341	39,155	39,564
Mountain House CDP	487	491	507	1,043	1,785	2,386	2,693	3,025	3,100
Unincorporated	49,005	50,038	54,169	58,796	59,693	59,873	61,124	62,712	63,083
County Total	**230,729**	**233,884**	**246,505**	**277,128**	**284,413**	**289,391**	**298,526**	**309,254**	**311,675**

A.2 - Envision Tomorrow Modeling Assumptions

Table 3: Envision Tomorrow Control Total Assumptions

Assumption	Value	Source
Base Year	2,016	SJCOG
Out Year	2,046	SJCOG
Households (2016)	227,784	Valley Model Improvement Program 2 (VMIP2)
Dwelling Units (2016)	240,619	Census occupancy rate applied to households
Population (2016)	714,860	Census ACS 5-Year Estimate 2016
Household Size (2016)	3.14	Census ACS 5-Year Estimate 2016
Occupancy Rate (2016)	94.7%	Census ACS 5-Year Estimate 2016
Employment (2016)	239,093	VMIP2
Households (2046)	304,243	UoP Forecast (2046 interpolated)
Dwelling Units (2046)	320,256	Census occupancy rate applied to households
Population (2046)	994,238	UoP Forecast (2046 interpolated)
Household Size (2046)	3.27	UoP Forecast (2046 interpolated)
Occupancy Rate (2046)	95.0%	HCD definition of "healthy housing market"
Employment (2046)	311,675	UoP BEA to BLS Adjusted
Incremental Households (2016 - 2046)	76,459	UoP and VMIP2
Incremental Dwelling Units (2016 - 2046)	79,637	UoP and VMIP2
Population (2016 - 2046)	279,378	UoP and VMIP2

Household Size (2016 - 2046)	3.65	UoP and VMIP2
Employment (2016 - 2046)	72,582	UoP and VMIP2

Table 4: Envision Tomorrow Building Type Assumptions

Building Type	Height (Stories)	Floor Area Ratio (FAR)	Dwelling Units per Net Acre	Jobs per Net Acre
Mixed-Use Residential -15 Story	15	7.0	217	30
Mixed-Use Residential -5 Story	5	2.9	65	27
Mixed-Use Residential -3 Story	3	1.4	31	16
Mixed-Use Residential -2 Story	2	0.8	25	11
Mixed-Use Office 10 -Story	10	2.7	-	238
Mixed-Use Office 5 -Story	5	2.8	-	205
Mixed-Use Office 2 -Story	2	1.0	-	88
Multifamily Small Unit	3	1.2	55	-
Multifamily Large	2	0.6	24	-
Suburban Multifamily	2	0.6	17	-
Duplexes	1	0.8	17	-
Townhomes	2	0.7	15	-
Cottage Home Small Lot	1	0.3	11	-
Single Family Small Lot	2	0.5	10	-
SFR Standard Lot	2	0.3	6	-
Single Family Large Lot	1	0.2	2	-
Single Family Estate	2	0.1	1	-

Building Type	Height (Stories)	Floor Area Ratio (FAR)	Dwelling Units per Net Acre	Jobs per Net Acre
Mobile Home	1	0.4	19	-
Low Rise Office	1	0.3	-	32
Medical Office	2	0.8	-	74
Hotel - 2 Stories	2	1.0	-	20
Educational	1	0.5	-	28
Low Density Commercial	1	0.3	-	13
Main Street Commercial	1	0.9	-	57
Large Format Retail	1	0.3	-	12
Business Park Flex	1	0.3	-	18
Light Industrial	1	0.3	-	9
Heavy Industrial and Warehousing	1	0.3	-	9
Jail / Prison	1	0.6	-	19
Civic Office	1	0.6	-	33

Table 5: Envision Tomorrow Development Type Assumptions - Residential

Development Type Name	Total	Multifamily	Townhome	Single Family	Mobile Home	Hotel Rooms
Downtown	16.1	80.1	-	-	-	41.0
Downtown Residential	30.0	34.8	-	-	-	-
Town Center	8.6	28.1	-	-	-	41.0
Town Neighborhood	11.4	23.1	11.1	7.1	-	-

Development Type Name	Total	Multifamily	Townhome	Single Family	Mobile Home	Hotel Rooms
Small Downtown	3.7	18.2	11.1	-	-	-
Compact Neighborhood High	8.0	13.5	10.7	6.5	-	-
Main Street	1.5	16.4	-	-	-	-
Mixed-Use Corridor	10.1	21.8	-	-	-	41.0
Compact Neighborhood Low	5.8	-	10.7	5.3	-	-
Suburban Multifamily	19.8	21.2	-	-	-	-
Suburban Residential	3.0	-	-	3.2	-	-
Large Lot Residential	1.3	-	-	1.2	-	-
Mobile Homes	15.9	-	-	-	13.3	-
Office Park	-	-	-	-	-	-
Public Office	-	-	-	-	-	-
Medical Office	-	-	-	-	-	-
Hotel	44.1	-	-	-	-	41.0
Activity Center	-	-	-	-	-	-
Regional Retail	6.9	-	-	-	-	41.0
Arterial Commercial	4.8	-	-	-	-	41.0
Industrial and Warehousing	-	-	-	-	-	-
University District	14.8	33.5	-	-	-	41.0
Lower Educational	-	-	-	-	-	-
Estate Home Agriculture	0.1	-	-	0.7	-	-

Table 6: Envision Tomorrow Development Type Assumptions - Employment

Development Type Name	Total	Retail	Office	Industrial	Public / Civic	Educational	Hotel / Hospitality
Downtown	55.0	13.6	60.7	-	-	19.7	13.5
Downtown Residential	17.2	13.8	89.6	-	-	-	-
Town Center	42.6	12.6	52.1	-	-	19.7	13.5
Town Neighborhood	2.2	13.8	19.4	-	-	-	-
Small Downtown	24.7	9.8	24.5	2.5	-	19.7	-
Compact Neighborhood High	-	-	-	-	-	-	-
Main Street	33.3	17.4	23.1	-	-	-	-
Mixed-Use Corridor	28.2	12.3	33.0	-	-	-	13.5
Compact Neighborhood Low	-	-	-	-	-	-	-
Suburban Multifamily	-	-	-	-	-	-	-
Suburban Residential	-	-	-	-	-	-	-
Large Lot Residential	-	-	-	-	-	-	-
Mobile Homes	-	-	-	-	-	-	-
Office Park	21.4	1.1	17.0	2.8	-	19.7	-
Public Office	25.4	0.9	-	-	22.1	-	-
Medical Office	49.9	4.6	48.0	-	-	-	-
Hotel	14.6	-	-	-	-	-	13.5
Activity Center	12.2	6.6	21.3	-	-	-	-
Regional Retail	12.9	8.6	51.3	-	-	-	13.5

Development Type Name	Total	Retail	Office	Industrial	Public / Civic	Educational	Hotel / Hospitality
Arterial Commercial	13.3	7.7	24.2	3.8	-	-	13.5
Industrial and Warehousing	7.8	0.5	3.0	4.8	-	-	-
University District	19.1	14.9	19.8	-	-	19.7	13.5
Lower Educational	24.3	-	-	-	-	19.7	-
Estate Home Agriculture	-	-	-	-	-	-	-

A.3 - Selected Envision Tomorrow Indicators

Table 7: Resource Conservation Indicators

Resource Conservation Indicators	Description	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
Land Consumed	Total land consumed due to new development (important farmland / identified natural resource areas by type [state- or federally-designated habitat lands, floodplains, riparian areas, vernal pools, forested areas, groundwater recharge zones] / all) (Acres)	25,522	17,394	19,161	19,025	20,326	ET vacant acres + redeveloped developed acres
Important Farmland	Total important farmland consumed due to new	20,911	10,516	14,692	13,054	14,672	FMMP 2018 unioned to painted

Resource Conservation Indicators	Description	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
Consumed (total)	development (where "important" includes prime) include inside SOI						parcels. Includes both inside and outside SOI
	Prime Farmland	7,795	1,146	4,934	3,136	4,060	
	Farmland of State Importance	4,168	1,306	2,779	1,742	2,523	
	Farmland of Local Importance	8,493	8,017	6,782	8,069	7,795	
	Unique Farmland	64	18	33	33	31	
	Grazing Land	390	29	164	75	263	
Nonagricultural or Natural Vegetation Consumed (total)	Total	231	85	166	152	185	nv designation in FMMP
	Outside of SOI	65	31	-	-	31	
Important Farmland Consumed (as defined by SB 375)	Total important farmland consumed due to new development (where "important" includes prime) outside Spheres of Influence. (Acres)	1,335	129	438	430	535	Outside SOI only
	Prime Farmland	1,007	126	407	401	512	
	Farmland of State Importance	310	3	18	16	11	

Resource Conservation Indicators	Description	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	Unique Farmland	18	-	12	12	12	
Percent of Growth by Land Type	Land use mix: Percentage of new housing and jobs that is infill/redevelopment (revitalized).	37%	68%	37%	62%	55%	Infill defined as "HQTAs, "Urban Arterials", and "Existing Neighborhoods and Job Centers"
	Land use mix: Percentage of new housing and jobs that is greenfield.	63%	32%	63%	38%	45%	
	Housing	6%	37%	5%	25%	20%	units or jobs built on previously developed land
		4,819	30,081	4,314	19,721	16,341	
	Jobs	12%	41%	8%	34%	29%	
		8,900	37,475	6,238	28,545	23,895	

Table 8: Efficiency Indicators

Efficiency Indicators	Description	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
Water Consumption	Per household water usage from new growth(gal/day)	467	374	390	396	417	Internal water consumption : Vickers, Amy. Handbook of Water Use

Efficiency Indicators	Description	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
							and Conservation . (2001) External water consumption : .05 gallons per sqft lawn area
Energy Usage	Per household energy consumption from new growth (million Btu)	105	90	94	94	97	Based on standard CA fuel mix. Assumptions unchanged from 2018 RTP/SCS

Table 9: Housing and Employment Indicators

Housing and Employment Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
Distance of Housing and Employment from Major Transit Stations	Households located within 1/2 mile of high quality transit stops and centers.	20,155	24,824	33,033	25,866	37,794	29,997	Based on HQTA data provided by SJCOG
	Employment located within 1/2 mile of high quality transit	46,010	51,525	58,920	50,732	64,290	57,752	

Housing and Employment Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	stops and centers.							
Jobs / Housing Fit	Jobs-housing balance and fit (Jobs/Household)	1.05	1.02	1.02	1.02	1.02	1.02	
Housing Type (Units) (Existing + Growth) Countywide	Total	240,618	320,114	320,066	320,183	320,207	320,174	
	Residential High / Multi-Family (RU2 to RU8)	54,039	85,892	103,582	101,064	99,266	95,613	TOT_MF and TOT_TH
	Mobile Homes & Other (RU9-RU10)	8,373	8,475	8,449	8,475	8,450	8,476	TOT_MH
	Small Lot Single-Family (included in RU1)	17,078	37,869	34,401	33,494	36,142	36,207	TOT_SF_SM
	Conventional Lot Single-Family (included in RU1)	74,493	95,671	85,155	88,169	87,423	89,747	TOT_SF_MD
	Large-Lot Single-Family (included in RU1)	86,635	92,207	88,478	88,981	88,926	90,131	TOT_SF_LRG

Housing and Employment Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	Single Family Subtotal	178,207	225,746	208,035	210,644	212,492	216,085	

Table 10: Environmental Justice Indicators

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
Distance of New Households and Employment from Major Transit Stations. (Growth Only)	Percent of households located within 1/2 mile of high quality transit stops and centers.		7%	17%	8%	25%	13%	Based on EJ file provided by SJCOG
	Percent of employment located within 1/2 mile of high quality transit stops and centers.		10%	22%	7%	31%	19%	
	Percent of households located within 1/2 mile of high quality transit stops and centers. EJ		21%	33%	19%	48%	41%	

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	Percent of employment located within 1/2 mile of high quality transit stops and centers. EJ		17%	33%	15%	44%	36%	
	Percent of households located within 1/2 mile of high quality transit stops and centers. Non-EJ		3%	8%	5%	14%	3%	
	Percent of employment located within 1/2 mile of high quality transit stops and centers. Non-EJ		5%	12%	3%	21%	5%	
	Total		**100%**	**100%**	**100%**	**100%**	**100%**	
Housing Type Growth % (Units) Countywide	Residential High / Multi-Family (RU2 to RU8)		*41%*	*62%*	*59%*	*57%*	*52%*	
	Mobile Homes & Other (RU9-RU10)		*0%*	*0%*	*0%*	*0%*	*0%*	

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	Small Lot Single-Family (included in RU1)		*26%*	*22%*	*21%*	*24%*	*24%*	
	Conventional Lot Single-Family (included in RU1)		*26%*	*14%*	*17%*	*16%*	*19%*	
	Large-Lot Single-Family (included in RU1)		*7%*	*3%*	*3%*	*3%*	*5%*	
	Single Family Subtotal		*59%*	38%	41%	43%	48%	
	Total		**17,608**	**29,002**	**14,550**	**22,216**	**21,378**	
Housing Type Growth (Units) Countywide - EJ	Residential High / Multi-Family (RU2 to RU8)		*9,013*	*21,912*	*9,452*	*16,323*	*15,190*	
	Mobile Homes & Other (RU9-RU10)		*1*	*0*	*0*	*0*	*1*	
	Small Lot Single-Family (included in RU1)		*3,645*	*4,966*	*2,596*	*3,978*	*3,561*	
	Conventional Lot Single-		*3,876*	*1,981*	*2,163*	*1,742*	*2,202*	

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	Family (included in RU1)							
	Large-Lot Single-Family (included in RU1)		*1,073*	*143*	*339*	*173*	*425*	
	Single Family Subtotal		8,595	7,090	5,098	5,893	6,187	
	Total		**63,323**	**51,914**	**65,371**	**58,261**	**59,075**	
Housing Type Growth (Units) Countywide - Non- EJ	Residential High / Multi-Family (RU2 to RU8)		*23,905*	*28,333*	*37,698*	*29,226*	*26,675*	
	Mobile Homes & Other (RU9-RU10)		*103*	*102*	*103*	*103*	*103*	
	Small Lot Single-Family (included in RU1)		*17,211*	*12,508*	*13,856*	*15,183*	*15,695*	
	Conventional Lot Single-Family (included in RU1)		*17,457*	*8,982*	*11,594*	*11,404*	*13,298*	
	Large-Lot Single-Family		*4,646*	*1,989*	*2,119*	*2,345*	*3,304*	

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	(included in RU1)							
	Single Family Subtotal		39,314	23,479	27,569	28,932	32,297	
	Total		**100%**	**100%**	**100%**	**100%**	**100%**	
Housing Type Growth % (Units) Countywide - EJ	Residential High / Multi-Family (RU2 to RU8)		*51%*	*76%*	*65%*	*73%*	*71%*	
	Mobile Homes & Other (RU9-RU10)		*0%*	*0%*	*0%*	*0%*	*0%*	
	Small Lot Single-Family (included in RU1)		*21%*	*17%*	*18%*	*18%*	*17%*	
	Conventional Lot Single-Family (included in RU1)		*22%*	*7%*	*15%*	*8%*	*10%*	
	Large-Lot Single-Family (included in RU1)		*6%*	*0%*	*2%*	*1%*	*2%*	
	Single Family Subtotal		*49%*	*24%*	*35%*	*27%*	*29%*	

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
	Total		**100%**	**100%**	**100%**	**100%**	**100%**	
Housing Type Growth % (Units) Countywide - Non- EJ	Residential High / Multi-Family (RU2 to RU8)		*38%*	*55%*	*58%*	*50%*	*45%*	
	Mobile Homes & Other (RU9-RU10)		*0%*	*0%*	*0%*	*0%*	*0%*	
	Small Lot Single-Family (included in RU1)		*27%*	*24%*	*21%*	*26%*	*27%*	
	Conventional Lot Single-Family (included in RU1)		*28%*	*17%*	*18%*	*20%*	*23%*	
	Large-Lot Single-Family (included in RU1)		*7%*	*4%*	*3%*	*4%*	*6%*	
	Single Family Subtotal		*62%*	*45%*	*42%*	*50%*	*55%*	
New HH Within 500 Feet of Freeway	**Total**		**4,634**	**7,057**	**4,086**	**5,797**	**5,788**	I-580, SR99, SR4, SR120, I-205, I-5
	EJ		*939*	*3,208*	*806*	*1,816*	*2,056*	
	Non-EJ		*3,695*	*3,849*	*3,280*	*3,981*	*3,732*	

Environmental Justice Indicators	Description	Existing (2016)	Scenario A (2046)	Scenario B (2046)	Scenario C (2046)	Scenario D (2046)	Scenario E (2046)	Notes
New HH Within 500 Feet of Freeway (%)	**Total**		**100%**	**100%**	**100%**	**100%**	**100%**	
	EJ		*20%*	*45%*	*20%*	*31%*	*36%*	
	Non-EJ		*80%*	*55%*	*80%*	*69%*	*64%*	

Opportunities to Re-Prioritize SJCOG 2022 RTP Transportation Project List

The purpose of this white paper is to establish criteria by which SJCOG can finalize its RTP project list in a manner that corresponds to the proposed 2050 RTP/SCS land use scenarios and that reflects recent changes to state laws, evolving trends in travel behavior, and its established commitments to State and Federal entities, all in keeping with the region's goals for environmental sustainability, maintaining effective trade corridors, and promoting innovation and technology, growth management, social equity and mobility.

The Draft 2022 SJCOG RTP project list serves as the starting point for proposed adjustments in response to alternative land use and policy packages defined by Cascadia Partners in June 2021. The extent to which each scenario's land use pattern differs from the reference case helps define the types of additional projects or the reorientation of proposed projects that would best support the desired land use/ transportation interactions and broader goals.

In the following sections, we identify types of transportation projects that should be emphasized or deemphasized based on recommended changes to land use allocations relative to the General Plan reference case. For each policy scenario, the amount differences in land use density, type and location indicates the types of transportation projects that could be emphasized (added) or deemphasized (scaled back) relative to the draft project list. These shifts are defined in terms of greater or lesser allocation of funding resources to the general project categories of: freeway mainline, interchanges, regional roadways, rail crossings, bus transit, rail corridor, airports, active transportation, and TCMs.

The remainder of this paper describes our:

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1. Scenario-specific shifts in land use locations and forms	3
2. Environmental screening in the context of new State laws	6
3. Regional economic and sustainability commitments	7
4. Shifting trends in travel behavior	8
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A. General Approach

We recommend that, in prioritizing capital projects for the 2022 RTP, SJCOG take into consideration the findings in this study on the extent to which regional VMT and transit use are affected by scenario-specific land use variations, new environmental screening principles, emerging trends in travel, and regional economic and sustainability goals.

Adjustments focus on the broad categories of improvements. Those categories are defined in the draft project list in the following ways.

- **Freeway Mainline.** The draft project list allocates $1.3 billion (17%) of the RTP funding is allocated toward mainline freeway projects. Given the new CEQA attention to induced travel under SB 743, we suggest performing a pre-analysis of projects in the list to determine their potential for induced travel that could lead to needing to scale back or even dropping some of the projects on the list and reallocating the funding to other project categories.

- **Regional Roads and Interchanges.** Local roads, rail crossings and freeway interchanges would receive about $2.0 billion (27%) in the draft RTP projects list. These projects are nominated by the local jurisdictions based on their own modeling of their General Plan traffic impacts. In cities for which alternative land use plans would deemphasize auto-oriented development, it may be possible to scale back some of these capacity needs in favor of orienting funding instead to transit and pedestrian and complete streets-oriented projects.

- **Bus Transit** -- The list includes $2.4 billion for bus related improvements (about 31% of non-maintenance expenditures). The list contains a number of effective concepts for improving bus service within the county, including demand responsive systems, deviated fixed routes, mobility hubs or transfer centers and BRT. Allocations state they're for "costs associated with…" or "costs to support…" Adjustments to the list emphasize general levels of additional funding to the bus transit category in order to bring either bring greater assurance of timely delivery or possibly expanding the list of such projects, particularly in areas targeted for land use intensification and mix.

- **Rail Corridor** -- The draft SJCOG 2022 RTP project list includes $1.5 billion for ACE rail improvements, or about 20% of the non-maintenance total expenditure plan. Unlike the RTP/SCS Reference Case, the new scenarios under consideration for the 2050 RTP/SCS call for additional land use intensification near ACE stations. Among the new land use concepts, the Commuter Villages scenario focuses greater amounts of new development adjacent to, commuter rail stations suggesting greater emphasis on the RTP list's rail corridor projects.

- **Active Transportation Facilities.** Active transportation projects are allocated $300,000 (4%) in the RTP project list. These projects are generally proposed by the local jurisdictions, reflecting their own assessments of needs and benefits of such improvements. In planning scenarios that intensify development within cities it may be warranted to shift some of the funding from local road widenings to expanding the list of active transportation projects in areas targeted for less auto-oriented land use mixes.

- The RTP allocates $4.3 billion to transportation facility maintenance and operations. We don't propose to adjust the specific needs assessments or amounts.

The general principles listed above were applied in the context of each of the respective land use policy scenarios under study. Within each, the following areas of emphasis guide scenario-driven investments in transportation:

- **Scenario A: Remake Centers and Corridors** -- emphasis on complete streets/ active, access to transit by boosting allocations to bus transit and active through competitive positioning for Federal and State funding and anti-inducement savings on roads.

- **Scenario B: 20-Min Neighborhoods** -- emphasize EV incentives and complete streets/ active investments through competitive positioning and anti-inducement savings on roads.

- **Scenario C: Commuter Villages** – in addition to greater emphasis on rail corridor projects, this concept suggests greater EV and BRT and autonomous transit incentives through competitive positioning and through savings on otherwise travel-inducing roads.

In the sections below, we propose modal emphases based on each scenario's predominant combinations of development type, density and location considering both existing and new development. For a given scenario and its related policies, we suggest shifts in funding emphasis among the RTP project categories: rail corridor, bus transit, mainline and interchanges, regional roads, and active transportation.

B. Scenario and Policy Analysis

In the context of the Cascadia Partners visioning and scenario planning process for the SJCOG 2022 RTP/SCS, the team we have assessed the SJCOG Draft RTP transportation projects list to consider opportunities stemming from:

1. Scenario-specific shifts in land use locations and forms relative to the reference case.
2. Environmental screening in the context of new State laws
3. Regional economic and sustainability commitments
4. Fundamental changes in travel behavior resulting from disruptive forces, emerging technologies, or policies shifts in state and regional policies.

1. Scenario-specific shifts in land use locations and forms relative to the reference case.

Transportation projects that best support infill, compact and transit-oriented development will be better served by transportation projects that emphasize transit investments and complete streets and active modes than would be the case if the same amount of growth were allocated to more remote and car-dependent locations and forms. RTP project categories can be reconsidered on the basis of how well they fit each scenarios envisioned land use in terms of:

- Changes in development to land use types and densities that generate less VMT per capita, and
- Shifts in development location to contexts that are better supported by transit service and infrastructure and more amenable to use of active modes.

On the basis of these two factors, each scenario's land use reallocation relative to the reference case suggests a reallocation of transportation investments toward those that would be more compatible with the scenario's proposed land use distribution. For example, for scenarios proposing lower levels of auto-orientation than the reference case, transportation projects may shift emphasis from freeway interchanges and regional roads to bus transit, rail corridor and active modes.

Cascadia Partners developed three RTP/SCS land use scenarios in June 2021 with the following characteristics:

- **Scenario A - Centers and Corridors** – compared with the incremental housing growth in the Reference Case, Scenario A shifts more than 50% of the region's housing growth from densities less than 10 units per acre to densities of greater than 15 units per acre. It also envisions substantially greater mixed-use development, with three times as many new employees in mixed settings rather than office centers than in the Reference Case.

- **Scenario B - 20 Minute Neighborhoods –** also shifts the majority of new housing into higher density categories, though somewhat less dense than Scenario A. It doubles the jobs allocation to mixed-use settings compared with the Reference Case.

- **Scenario C - Commuter Villages –** has a similar, but slightly moderated, shift to higher densities compared with Scenario A, and a mixed-use jobs allocation between the other two scenarios.

Table 1 shows the effects of the land use shifts on VMT generation per capita for the RTP/SCS growth increment, and Table 2 presents the VMT reduction for the total region, combining the trip-making rates of the existing development patterns and those of the incremental growth. The land use scenarios reduce the incremental rates by about 4% to 6%, and they reduce the regional total VMT generation per capita by between 1% and 2%.

Table 1
SCS Scenario Effects on Regional VMT Generation per Capita – Growth Increment

Scenario	Difference in VMT per Capita versus Reference Case for Growth Increment		
	Residential	Employment	Total
Scenario A Centers and Corridors	-6.1%	-4.1%	-5.7%
Scenario B 20 Min Neighborhoods	-5.4%	-1.8%	-4.1%
Scenario C Commuter Villages	-6.1%	-3.4%	-5.3%

Table 2
SCS Scenario Effects on Regional VMT Generation per Capita – 2050 Regional Totals

Scenario	Difference in VMT per Capita versus Reference Case for Regional Totals		
	Residential	Employment	Total
Scenario A Centers and Corridors	-1.7%	-1.2%	-1.8%
Scenario B 20 Min Neighborhoods	-1.5%	-0.5%	-1.3%
Scenario C Commuter Villages	-1.7%	-1.0%	-1.6%

Another consideration in strengthening the relationship between the SCS land use scenarios and the RTP project list is the degree to which, compared with the Reference Case, the land use scenarios shift development locations to contexts that are better supported by transit service and infrastructure and more amenable to use of active modes.

Each of the three scenarios represents different degrees of emphasis on within areas of suited to higher quality transit service and less oriented toward auto dependence. These include locations within ¼ mile of frequent bus service and locations within ½ mile of rail stations. In addition to these transit walkshed areas, development located along urban arterials have the potential to support and benefit from high quality corridor bus services such as BRT.

Figures 1 and 2 indicate the degrees to which the proposed SCS scenarios shift future development into such transit supportive locations, combining the existing land use with the growth increments to show the total 2050 distribution of land uses. Scenario A, Centers and Corridors and Scenario Commuter Villages both shift notable percentages of future jobs and housing to transit oriented settings near frequent bus services or rail. In both cases, the regional allocation of jobs and housing in 2050 would be 16% more transit oriented than in the Reference Case. Scenario C in particular would place almost 40% more jobs within bus and rail walksheds than would the Reference Case. These shifts could justify greater allocations of RTP project funding toward bus and rail and active transportation projects within these transit opportunity nodes and corridors.

Figure 1
Percentage of Regional Housing Growth in Transit Supportive Locations

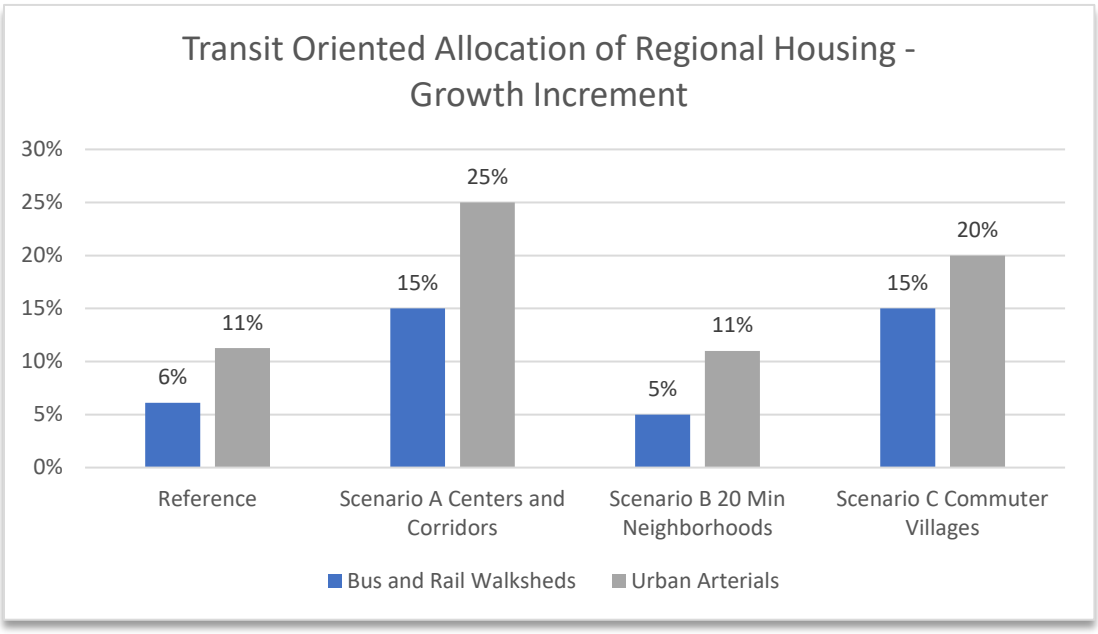


Figure 2
Percentage of Regional 2050 Housing in Transit Supportive Locations

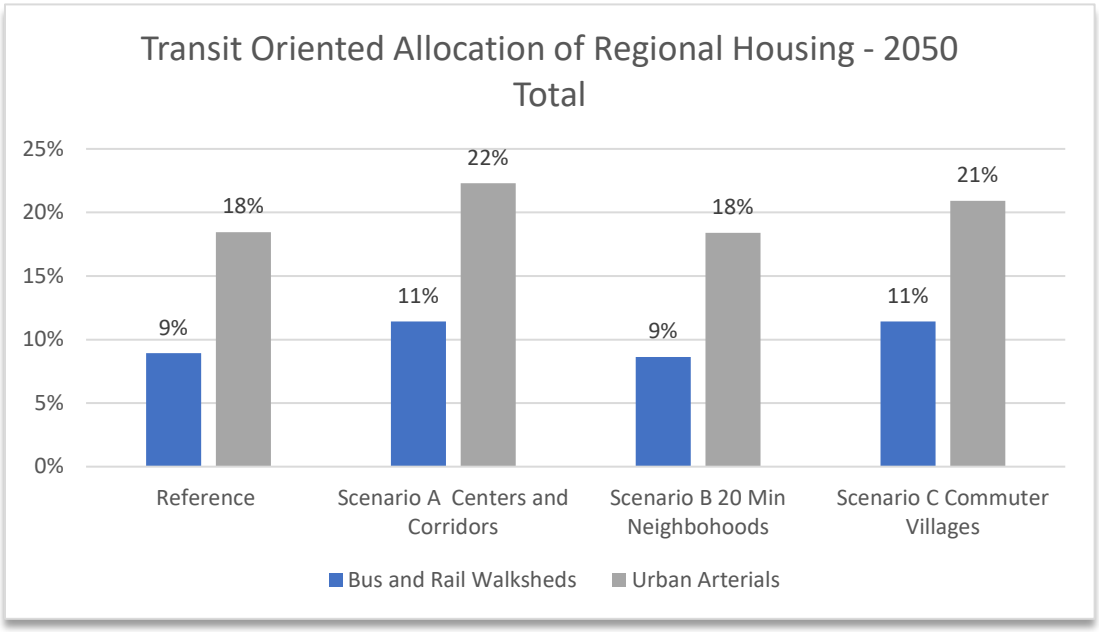


Figure 3
Percentage of Regional Jobs Growth in Transit Supportive Locations

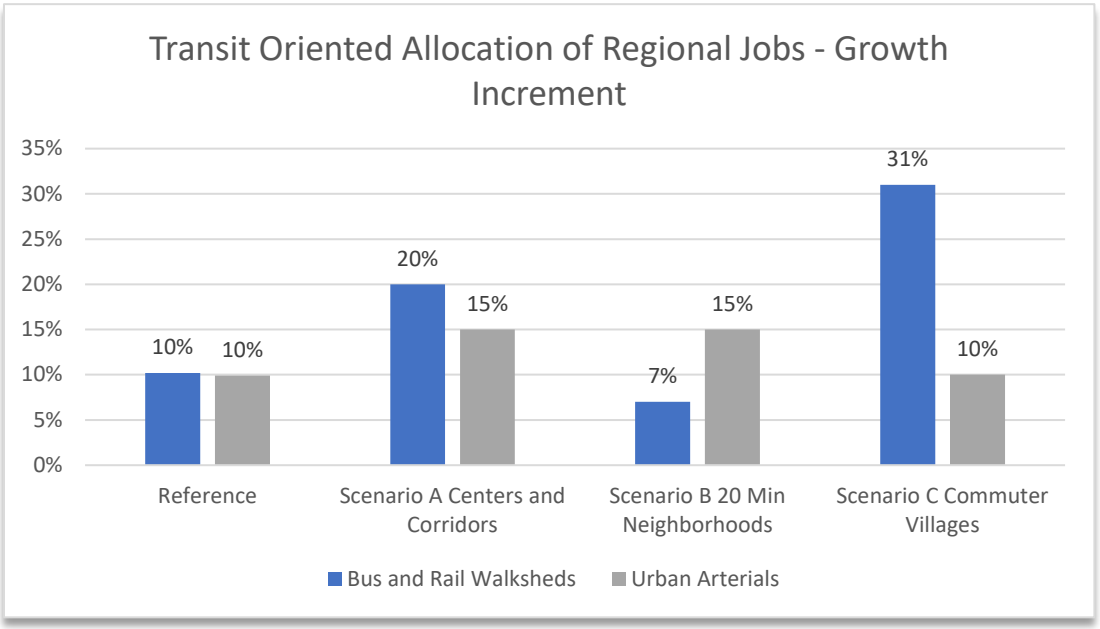
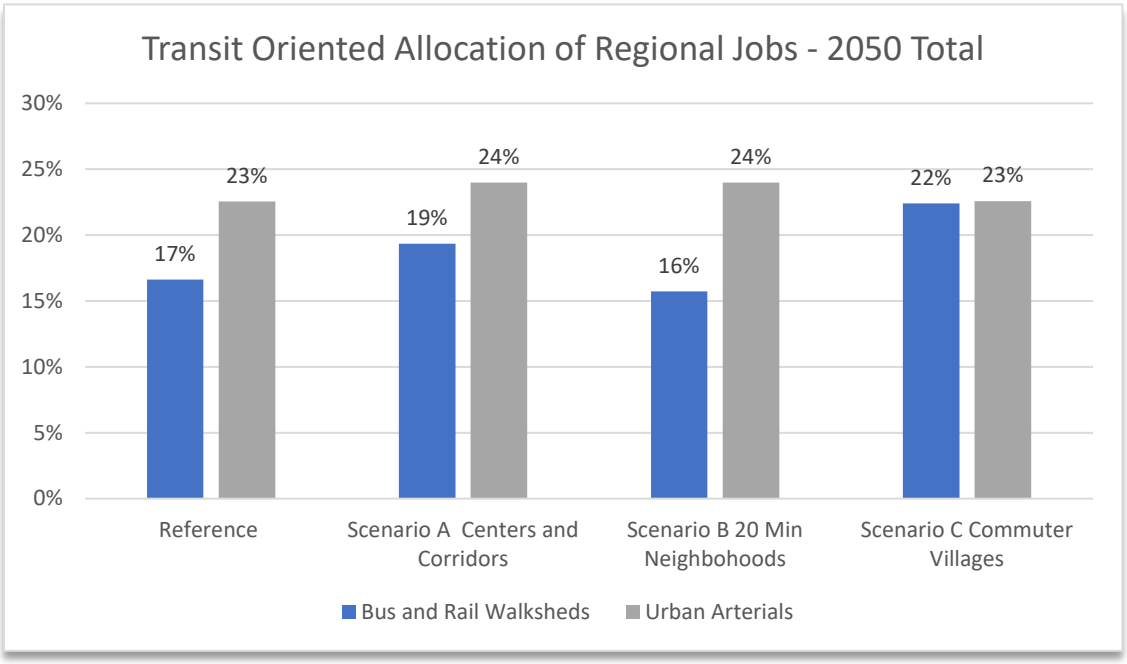


Figure 4
Percentage of Regional 2050 Jobs in Transit Supportive Locations



None of the forecast scenarios envision a change to San Joaquin County's overall jobs/housing balance, so VMT reductions are not expected to occur due to reduced long distance commuting to adjacent regions. However, the combined effects of the SCS land use scenarios on travel demand and transportation needs suggest the re-prioritizing some of the funding away from highway and road projects and toward transit and active modes would improve community service, environmental outcomes and cost effectiveness. The scenarios would generate 1% to 2% lower rates of VMT per capita and could place 16% more jobs and housing within transit supportive locations than would the reference case.

2. Environmental screening.

Traditional measures of roadway network performance were based on traffic levels of service criteria which tended to justify road capacity expansion to minimize traffic delay. State laws including SB 375 and SB 743 shift the primary criteria for defining transportation impacts to increases in vehicle miles travelled (VMT). Minimizing and mitigating VMT impacts will affect environmental clearance of both land use development patterns that encourage greater VMT per capita and roadway expansion projects that induced additional travel. In terms of land use patterns, environmental performance of the RTP/SCS policy scenarios will be judged by their ability to reduced VMT relative to State targets and relative to the base year conditions. For transportation projects, those that provide a greater increase in traffic capacity than warranted by the land use projections will generate induced traffic and find it difficult to address their impacts under the new State laws. In some situations, this presents the need and opportunity to scale back traffic capacity expansions and redirect the funding toward VMT reducing transportation projects.

Caltrans, the Governor's Office of Planning and Research and other State agencies are currently developing recommended methods for estimating the amount of additional VMT induced by roadway expansion projects. An extreme but likely recommendation could be that all of the traffic growth ultimately accommodated by a road capacity expansion represents induced travel and, therefore, a negative environmental impact under SB 743. In our estimation, however, some of the strongest research on the subject concludes that the over half of the change is VMT associated with a capacity expansion is attributable already anticipated and planned regional population growth and goods movement and beneficial diversion of traffic from congested to less congested routes[1] [2].

In this context, we recommend that SJCOG be prepared to either justify that its RTP freeway, interchange and roadway expansion projects either do not generate induced development and VMT or that measures that convert of trips served from single-occupant to HOV will mitigate the impacts. Otherwise, SJCOG may have difficulty justifying as much as 40-50% of the added capacity contained in those projects. In the process, a balance might be found that reallocates some of the planned investments in capacity-expanding road and highway projects to alternative mode projects that, together, reduce both VMT and the adverse effects of congestion.

3. Regional economic and sustainability commitments

The region's economic well-being depends on its role as a hub and supporting network for goods movement and logistics. Its future vision rests on the provision of effective trade corridors and business opportunities for innovation and technology balanced with objectives toward growth management and environmental sustainability. San Joaquin COG has identified a series of projects in keeping with those objectives for which it is pursuing federal funding support through its 2021 "One Voice" Federal Legislative Platform. Some of these, along with other commitments, are also contained in the current State Transportation Improvements Program. In addition to preserving the projects proposed in the One Voice initiative, we do not recommend any changes to the RTP project list that would affect projects included in the 2020 Caltrans STIP. These include:

- San Joaquin, Route 99/120 Connector, Phase 1B, $7.9 million.
- San Joaquin, Diamond Grade Separation, $20.8 million
- San Joaquin, Stockton Regional Rail Maintenance Facility Expansion, $15 million
- San Joaquin SJJPA rail 9883 Stockton Diamond Grade Separation
- San Joaquin SJJPA rail 9884 Stockton Regional Rail Maintenance Facility Expansion

Our recommendations also avoid changes to non-transportation projects in the SJCOG OneVoice initiative, such as creek bed improvements, security cameras, community-level broadband. We also do not suggest eliminating projects whose justification in the One Voice initiative is based on benefits to freight movement within and through the county or on the basis of safety issues or that address the One Voice objectives of environmental sustainability, trade corridors, innovation and technology, growth management, social equity and mobility.

[1] Duranton and Turner, *The Fundamental Law of Road Congestion: Evidence from US Cities*, 2011.
[2] Cervero, *Road Expansion, Urban Growth, and Induced Travel – A Path Analysis*, 2002.

The total costs estimate of projects in the STIP and/or the One Voice proposal is about $1.5 billion or about 20% of the cost of the overall RTP project list.

Table 3
Costs to Deliver 2022 RTP Projects

	Total Cost to Deliver	%	Approx. Total Cost of Projects Included in STIP and/or One Voice*	Cost of Projects **Potentially** Eligible for Re-Prioritization	% of Eligible Costs	% of Total Costs
Mainline	$1,297	17%	$350	$947	16%	13%
Roads, RxR, I/C	$2,046	27%	$560	$1,486	25%	20%
Bus Transit	$2,357	31%	$0	$2,357	39%	31%
Rail	$1,542	20%	$605	$937	16%	12%
Active	$305	4%	$0	$305	5%	4%
Total	**$7,547**	**100%**	**$1,515**	**$6,032**	**100%**	**80%**
% of Total to Deliver			20%			

****** Costs are approximate**,** as One Voice listing does not always report local matching nor the same project totals as the Draft 2022 project list.

RTP projects that might be de-prioritized due to SCS scenario land use shifts or by their induced travel impacts could include mainline freeway, and local road and interchange projects. Costs eligible for reprioritization represent 16% and 25% of the total eligible RTP project costs, respectively, or 13% and 20% of the total RTP program costs.

The Draft RTP list includes over 100 projects on local roads, railroad crossings and freeway interchanges, often nominated by local jurisdictions based on their assessments of impacts and mitigations associated with their General Plans and/or projects warranted for safety reasons. Whether the land use shifts suggested in the RTP scenarios or the more far-reaching trends in travel choices and behaviors affects these local needs should be addressed on a case-by-case basis.

Mainline projects that might be reprioritized are listed in Table 4 below. However, to the extent that these project address other regional needs, including trade corridor functions, safety projects or projects likely to encourage VMT reduction through greater use of HOVs, these projects may not be good candidates for de-prioritization. Further, projects such as the SR99/120 connector phases 1A and 1C may not be separable from the STIP project for connector phase 1B.

4. Shifting Trends in Travel Behavior

Over the next thirty years, travel choices and behaviors are likely to shift even more radically than during the prior thirty. Just as emergent technologies and generational preferences such as transportation network companies, telecommunications advances and social networking have changed the amounts and modes of travel, so may the sustaining after-effects of the Covid-19 pandemic and the emergence of transportation technologies like autonomous vehicles substantially change travel demand and the need for transportation infrastructure. Covid-19, for example, may have lasting effects on the number of people working from home and relying on home deliveries rather than shopping trips while,

at the same time, reducing travelers' willingness to use transit and other shared modes. Many studies predict that autonomous vehicle availability will increase the daily VMT by removing some of the perceived time-loss associated with traveling greater distances and generating zero-occupant vehicle trips to independently perform certain functions or to avoid the difficulty and cost of parking[3] [4] [5] [6].

Table 4
Candidate 2022 RTP Projects not Included in 2020 STIP or One Voice Initiative

SJCOG Draft 2022 RTP Project List – Mainline Projects not included in STIP or One Voice	
I-5 HOV Mossdale	Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120
SR-120	Widen 4 to 6 lanes
SR-99 HOV	Widen 6 to 8 lanes, including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing
SR-99 Widening	Widen 4 to 6 lanes - Environmental Only
I-5 HOV	Widen from 6 to 8 lanes including auxiliary lanes
SR 99/120 Connector Project Phase 1A	Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave
SR 99/120 Connector Project Phase 1C	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.

Two other policy-related shifts that could also potentially influence travel and its impacts are increased adoption of electric vehicles and the adoption of additional road user changes to moderate demand and generate transportation revenue. Most auto manufacturers are entering a transition period toward making EVs their primary offerings in new vehicles starting within the next five to ten years. Under current roadway funding formulae, increased EV adoption will substantially diminish gasoline tax revenues and reduce federal and state funding for transportation. To maintain consistency with past RTPs and with the current practices, our assumptions for this analysis are that these loses are offset by alternative federal and state funding mechanisms such as network tolling or VMT-based road user fees. For purposes of analysis, we assume that the cost of travel per vehicle mile adjusted for inflation does not change and that transportation revenues per vehicle miles do not change over the period between 2022 and 2050.

[3] UC Davis, *An Naturalistic Experiment to Simulate AV Impacts on Travel Patterns,* 2018
[4] Soteropoulos, Berger and Ciari, *Impacts of Automated Vehicles on Travel Behavior and Land Use: An International Review of Modelling Studies*, 2018.
[5] Cushman & Wakefield, *Mobility Shifts in Commercial Real Estate - Implications of Ridesharing; Autonomous Vehicles; Micro-mobility and Electric Vehicles*, 2019.
[6] Metropolitan Transportation Commission, *Autonomous Vehicles Perspective Pape*r, 2019

The 2050 RTP travel forecasts consider the influence of the potential shifts in travel paradigms listed in Table 5 as possible factors influencing 2050 travel behavior.

Table 5
Emergent Trends Potentially Affecting 2050 Travel

Category	Factor	Low	High
AVs	level of adoption of privately owned fully autonomous vehicles in 2050[7]	5%	50%
Telecommute	percent working from home on average day in 2050[8]	0%	25%
EV	EVs as a percentage of U.S. light-vehicle sales in 2050[9]	60%	90%
Tolling	% increase in VMT pricing relative to today in 2050	Sufficient to offset user cost savings and transportation revenue loss due to EV adoption	

Table 6 presents our forecasts based on published research and generalized modeling of the degree to which these trends could affect 2050 VMT and transit use.

Table 6
Emergent Trends Potentially Affecting 2050 Travel

Change from Existing Rates of Travel	Low Telecommute, Low AV	Low Telecommute, High AV	High Telecommute, Low AV	High Telecommute, High AV
VMT per Capita	+1%	+15%	-24%	-14%
Transit Trips per Capita	-1%	-5%	-25%	-29%

Under these assumptions, transit ridership would decline notably due to reduced daily commuting for those working from home and due to conversion of some transit trips to AV travel as fleets of AVs provide on-demand service at lower cost than presently offered by Uber and Lyft. In most scenarios,

[7] Transportation Research Part A: Policy and Practice, 95:49-63 (2017).
[8] Becker Friedman Institute, Ronzetti Initiative for the Study of Labor Markets: Why Working From Home Will Stick (2021)
[9] Center for Entrepreneurship and Technology, Electric Vehicles in the United States: A new Model with Forecasts to 2030, 2009

VMT per capita would also decline due to high levels of telecommuting but would be partially offset by high AV trip generation.

C. Conclusions

The analysis above presents estimates of the degrees to which the SJCOG 2022 RTP project list could be influenced by a series of factors not likely to have been fully considered in developing the RTP Reference case and Draft Project List, including:

- Scenario-specific shifts in land use locations and forms relative to the reference case
- Environmental screening in the context of new State laws
- Regional economic and sustainability commitments
- Fundamental changes in travel behavior resulting from disruptive forces, emerging technologies, or policies shifts in state and regional policies.

The findings are:

- The alternative land use scenarios could reduce 2050 regional VMT by 1-2% and shift development patterns to place 16% more jobs and housing within transit-oriented locations than would the reference case. These findings could justify reducing the RTP project funding allocation to VMT accommodating projects and reallocating toward rail, bus and active transportation projects.

- New State laws will require that highway capacity expansions be demonstrated to not induce addition VMT per capita or induce development out of keeping with sustainable communities strategies. National and California studies of induced travel effects indicate that 40% or more of capacity added in new highway and road projects may be induced. SJCOG should anticipate needing to address the issue in environmental documentation and possibly need to scale back some of its RTP highway projects.

- A very rough estimate of the Draft 2022 RTP project list, the 2020 STIP and the SJCOG One Voice initiative suggests that about 13% of the program costs allocated to mainline improvements and about 20% of the costs allocated to roads, rail crossings and interchanges are not fully committed through either of those pledges. Some portion of those amounts could be reallocated to projects more consistent with the selected SCS land use alternative and other factors addressed in this paper.

- Travel behaviors are likely to change over the next thirty years, and the RTP should anticipate needing to reevaluate the appropriate orientation of its resources over the period. While unpredictable, some of the more impactful and likely changes include changes in commuting and telecommuting and the emergence of new transportation technologies. The trend scenarios considered here indicate that these changes are likely to reduce VMT and transit use per capita, although a combination of low telecommuting and high AV use could increase VMT per capita.

Future RTPs will have the opportunity to better assess the potential long-term consequences of telecommuting, autonomous vehicles and other trends affecting travel demand. Until then, the general indications from the other analyses presented above suggest that SJCOG consider reallocating some of its proposed funding for capacity expansions of freeway mainlines, interchanges and local roads to

funding categories supporting rail, bus transit, active transportation and transportation control measures.

APPENDIX T

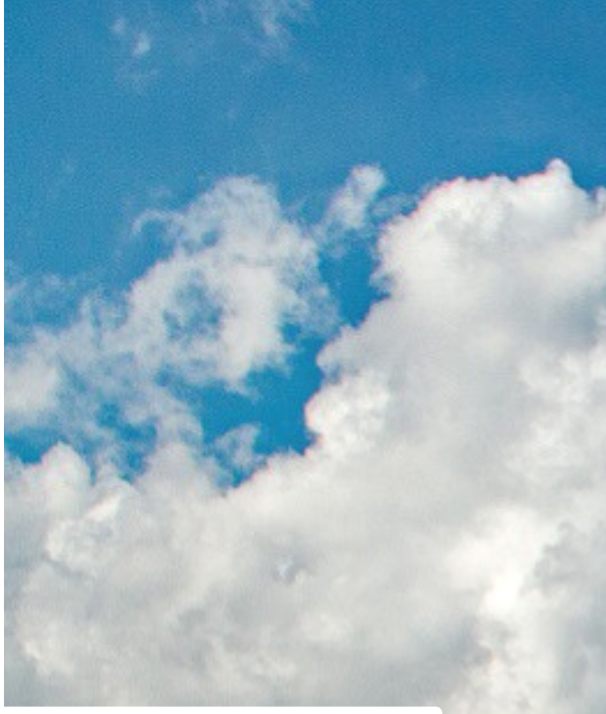
Illustrative Candidate Project Listing

Illustrative Project List (Not Financially Constrained)

Jurisdiction	Facility Name/Route	Project Description	Project Limits	Project Cost
Mainline Highway Improvements Category				
Caltrans	SR-12	Widen from 4 to 6 lanes	Lower Sacramento Road to Route 99	$58,100,000
Caltrans	SR-12	Widen from 2 to 4 lanes	Lower Sacramento Road to I-5	$75,000,000
Caltrans	SR-12/SR-88	Widen from 2 to 4 lanes	Within the joint Route 88/Route 12 corridor	$72,500,000
Caltrans	I-5	Widen 6 to 8 lanes (inside)	Eight Mile Road to Gateway Boulevard	$25,000,000
Caltrans	SR-4 Extension	Phase 2: New alignment from Navy Drive to Charter Way	Navy Drive to Charter Way	$200,000,000
Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - CONSTRUCTION PHASE	Harney Lane to Turner Road	Not Available
Interchange Improvements Category				
Lathrop	SR-120 at Yosemite/Guthmiller	Reconstruct interchange - CONSTRUCTION PHASE	Yosemite/Guthmiller	$22,000,000
Manteca	SR-99 at Raymus Expressway	Construction of new interchange - CONSTRUCTION PHASE	SR-99 at Raymus Expressway	Not Available
Ripon	SR-99 at Olive Expressway Interchange	Construction of new interchange at Olive Expressway	SR-99 at Olive Expressway	$100,000,000
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
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
Stockton	SR-99 at Gateway Boulevard	Construction of new interchange	SR-99 at Gateway Boulevard	$99,300,000
Tracy	I-205 at MacArthur	Modification of existing interchange - CONSTRUCTION PHASE	I-205 at MacArthur	$9,670,000
Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - CONSTRUCTION PHASE	I-580 at Coral Hollow Road	$20,000,000
Tracy	I-580 at Lammers Road	Construction of new interchange - CONSTRUCTION PHASE	I-580 at Lammers Road	$55,000,000
Regional Roadways Improvements Category				
Lathrop	Yosemite Avenue	Widen to 6 lanes	McKinley to UPRR	Not Available
Lathrop	Yosemite Avenue	Widen to 6 lanes	SR 120 to McKinley	Not Available
Ripon	Olive Expressway	Construct 6-lane Olive Expressway - CONSTRUCTION PHASE	Canal Boulevard to Raymus Expressway	$30,000,000
Ripon	Garrison Rd Extension to Austin Rd	Construct 2-lane extension of Garrison Road	Jack Tone Road to Austin Road	$10,000,000
Ripon	Doak Blvd	Extension of Doak Blvd	South Highland to Austin Rd	$18,000,000
Stockton	Davis Rd	Widen from 3 to 4 lanes	Bear Creek to Thornton Rd	$3,700,000
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
Stockton	March Ln Widening	Widen from 6 to 8 lanes	El Dorado St to Holiday Dr	$7,360,000
Stockton	Morada Lane	Construction of new 4 lane road	Lower Sacramento Rd to West Ln	$36,050,000
Stockon	Gateway Boulevard	Construct new 4 lane roadway	South of Live Oak Blvd, SR-99 to Micke Grove Road	$9,900,000
Stockton	Micke Grove Road	Widen from 2 to 4 lanes	Eight Mile Road to New Gateway Blvd	$5,900,000
Stockton	Airport Way	Widen from 4 to 6 lanes	Arch Road to French Camp Road	Not Available
Stockton	Airport Way	Widen from 4 to 6 lanes	Industrial Drive to Eighth Street	Not Available
Stockton	Airport Way	Widen from 4 to 6 lanes	Carpenter Road to Dr Martin Luther King Jr Blvd Way	Not Available
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
Tracy	Lammers Road	Widen from 2 to 4 lanes	Phase 1: I-205 to Old Schulte Road	$35,000,000
Tracy	Linne Road	Widen from 2 to 4 lanes	Corral Hollow Road to Chrisman Road	$8,600,000
Railroad Crossing Safety Improvements				
Ripon	Wilma Avenue at UPRR	Reconstruct existing overcrossing structure	Wilma Avenue at UPRR	$10,000,000
Stockton	Airport Way/BNSF	At-Grade Crossing Improvements	Airport Way/BNSF	$2,800,000
Stockton	Morada Ln/UPRR (West)	Construct grade separation of roadway and railway	Morada Ln/UPRR (West)	$34,600,000
Bus Transit Improvements Category				
Various Agencies	Various	Various unfunded capital improvements	Various locations	Not Available
Various Agencies	Various	Various unfunded operational improvements	Various locations	Not Available
RTD		Solar Power	Stockton Metropolitan Area	Not Available
RTD	Various	Transit Oriented Development Initiative	Various locations	Not Available
RTD	March Ln	March Lane Transit Corridor	March Ln	Not Available
RTD	Various	Highway HOV / Transit Lanes	Various locations	Not Available
RTD	Various	Renewal energy expansion projects (i.e solar, etc.)	Various locations	Not Available
Rail Corridor Improvements Category				
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Capital Costs	Between Tracy and Livermore	$10,000,000
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Operating Costs	Dublin/Pleasanton BART to West Tracy	$1,391,000,000
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Operating Costs	West Tracy to River Islands	$190,000,000
SJRRC		ACE Capital Improvements associated with 9th and 10th trains		Not Available
SJRRC		ACE Operational Improvements associated with 9th and 10th trains		Not Available
Manteca	McKinley Avenue Station	Construct multimodal station	McKinley Ave at the UPRR Oakland Sub.	$10,000,000
Public Airport-Aviation Projects Category				
San Joaquin County	Stockton Metro Airport	Various Unfunded Capital Improvements	Various Locations	Not Available
Tracy	Tracy Municipal Airport	Various Unfunded Capital Improvements	Various Locations	Not Available
Active Transportation and Community Enhancement Projects Category				
Various	Miscellaneous regional bicycle, pedestrian, and safe routes to school facilities and programs	Various Unfunded Needs	Various locations throughout San Joaquin County	Not Available
Various	Miscellaneous regional community enhancement projects	Various Unfunded Needs	Various locations throughout San Joaquin County	Not Available
Operations and Maintenance Category				
Various	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Various Locations	Not Available
Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	Various Locations	Not Available

APPENDIX U

San Joaquin Valley Chapter



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

VALLEYWIDE CHAPTER

INTRODUCTION

This chapter will discuss the various aspects that bring the San Joaquin Valley together as one cohesive region that is working together for common goals. The Valleywide Chapter is broken up into five sections. The five sections of this chapter summarized below.

Section 1. One Valley: The San Joaquin Valley Profile
This section describes the San Joaquin Valley's (SJV) regional characteristics to include geography, population, demographics, economy, and also discusses some information on why and how it's considered an economically distressed area.

Section 2. Valley Success in Partnering and Planning
This section provides insight into how the regional transportation planning agencies (RTPA) are coordinating together to improve air quality, develop sustainable communities' strategies, and through valleywide coordination, implement RTP/SCS initiatives and projects.

Section 3. Goods Movement
This section explains our current environment regarding new emerging technologies and systems. It also describes current goods movement studies and good movement projects that are taking place in the San Joaquin Valley, and finally touches on the future of goods movement in the SJV.

Section 4. Valley Wide Planning Efforts
This section discusses the coordinated efforts between the RTPAs in the SJV. It provides information on the San Joaquin Valley Regional Policy Council, Valley Voice efforts and other collaborative planning efforts.

Section 5. Valley Success in Implementation
This section focuses on two major success stories in the SJV, which have been the investment in passenger rail and the successful implementation of the State Route 99 Business Plan.

Just how this chapter discussed the ongoing collaboration amongst the San Joaquin Valley Regional Transportation Planning Agencies, The Valleywide Chapter was also developed in coordination with staff from each of the of the RTPA's. Staff from the San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Tulare County Association of Government, Kings County Associate of Governments, and the Kern Council of Governments, all contributed to this document.

1. ONE VALLEY: THE SAN JOAQUIN VALLEY PROFILE

GEOGRAPHY

The San Joaquin Valley (SJV) is the southern portion of the Great Central Valley of California [Figure 6-1]. The San Joaquin Valley stretches from the Tehachapi Mountains in the south to the San Joaquin Delta in the north, a distance of nearly 300 miles. The eastern boundary is the Sierra Nevada Mountains, which reaches elevations of over 14,000 feet, while the western boundary is the lower coastal ranges. The Valley floor is about 10,000 square miles in size.

Figure 6 - 1: San Joaquin Valley Topography

For the purposes of this report, the San Joaquin Valley is considered to include the entirety of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern. The total area of the eight counties is 27,383 sq. mi. (larger than West Virginia). Kern County straddles the Sierra Nevada Mountains and occupies a portion of the Mojave Desert. The desert portion of Kern County (about 3,650 sq. mi.) is within the Southeastern Desert Air Basin, while the remainder of Kern County and the other counties are in the San Joaquin Valley Air Basin.

On the valley floor, the topography is generally flat to rolling, and the climate is characterized by long, very warm summers, and short, cool winters. Precipitation is related to latitude and elevation, with the northern portions of the valley receiving approximately 12-14 inches of rain a year, while the southern portion has an annual average of less than six inches. Snow rarely falls on the valley floor, but heavy winter accumulations are common in the Sierra Nevada Mountains.

The SJV occupies an area between the two largest metropolitan areas in California, San Francisco and Los Angeles. The major transportation facilities run generally north/south through the SJV and include State Route 99, Interstate 5, Union Pacific Railroad and Burlington Northern & Santa Fe Railroad. Several highways and some rail lines cross the Valley east/west including State Routes 4, 120, 152, 198 and 58 among others. In addition, the Valley contains numerous oil and natural gas pipelines, a myriad of telecommunication facilities, distribution centers, the Port of Stockton, and air travel corridors.

POPULATION

While the SJV is largely rural in nature, it does contain several large cities and suburbs with a total population of a little over 4 million people (more than the population of 24 states). The eight San Joaquin Valley counties are a part of eight Metropolitan Statistical Areas (MSAs): Stockton (San Joaquin County), Modesto (Stanislaus County), Merced, Fresno-Madera, Hanford-Corcoran (Kings County), Visalia (Tulare County) and Bakersfield (Kern County). Most of the Valley's population resides along the State Route 99 corridor including four cities of over 150,000 people (Fresno, Bakersfield, Stockton and Modesto) *[Figure 6-2]*. Population growth has been sustained and significant *[Figure 6-3]*. In 1970, the eight San Joaquin Valley counties had a population of just over 1.6 million. By 2020, the population had increased 166% to over 4.3 million *[Figure 6-4] people.* The SJV continues to be one of the fastest growing regions in the state. The SJV accounted for 8.2% of California's total population in 1970 and has grown to account for 11% of California's total population today. By 2060, the Valley is projected to capture 12.8% of the state's population *[Figure 6-4].*

Figure 6 - 2: San Joaquin Valley Population Centers

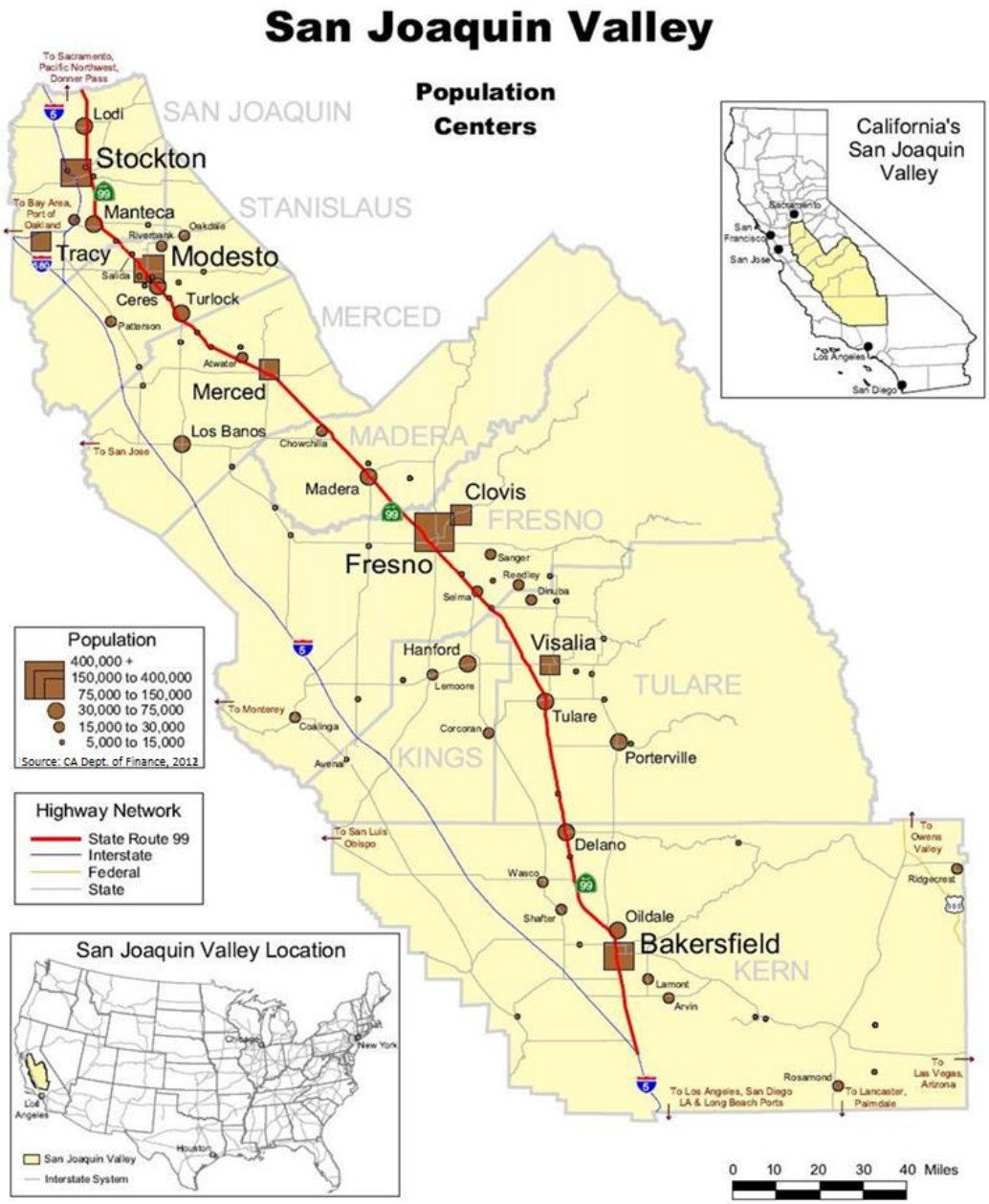


Figure 6 - 3: San Joaquin Valley Total Population Projections, California Department of Finance

Geography \ Year	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060
Fresno County	933,249	979,625	1,026,358	1,053,955	1,096,638	1,135,837	1,170,525	1,200,150	1,226,158	1,249,858	1,272,559
Kern County	842,069	881,129	912,975	961,629	1,019,221	1,075,952	1,127,781	1,174,771	1,217,086	1,256,599	1,295,502
Kings County	152,398	149,455	154,745	159,733	165,752	171,517	176,940	181,726	185,868	189,652	192,955
Madera County	150,182	154,166	158,794	168,293	178,070	187,842	197,025	205,517	213,456	220,790	228,393
Merced County	256,785	268,843	284,761	298,184	314,690	330,805	346,085	359,888	372,461	384,691	396,956
San Joaquin County	688,464	727,038	776,068	810,495	853,661	891,642	923,341	948,975	968,662	984,240	996,241
Stanislaus County	516,583	536,530	555,955	581,308	606,128	627,883	645,069	658,448	668,224	675,118	680,311
Tulare County	442,517	463,671	480,788	496,657	516,810	535,463	551,563	565,075	575,525	584,163	591,539
San Joaquin Valley Total	3,982,247	4,160,457	4,350,444	4,530,254	4,750,970	4,956,941	5,138,329	5,294,550	5,427,440	5,545,111	5,654,456
California	37,366,938	39,007,121	39,782,419	40,808,001	41,860,549	42,718,403	43,353,414	43,785,947	44,049,015	44,176,739	44,228,057
San Joaquin Valley Population Percentage of California	10.7%	10.7%	10.9%	11.1%	11.3%	11.6%	11.9%	12.1%	12.3%	12.6%	12.8%

Sources: California Department of Finance. Demographic Research Unit.
Report P-2A: Total Population Projections, California Counties, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento: California. July 2021.

Figure 6 - 4:San Joaquin Valley Projected Population Growth as a Statewide Percentage

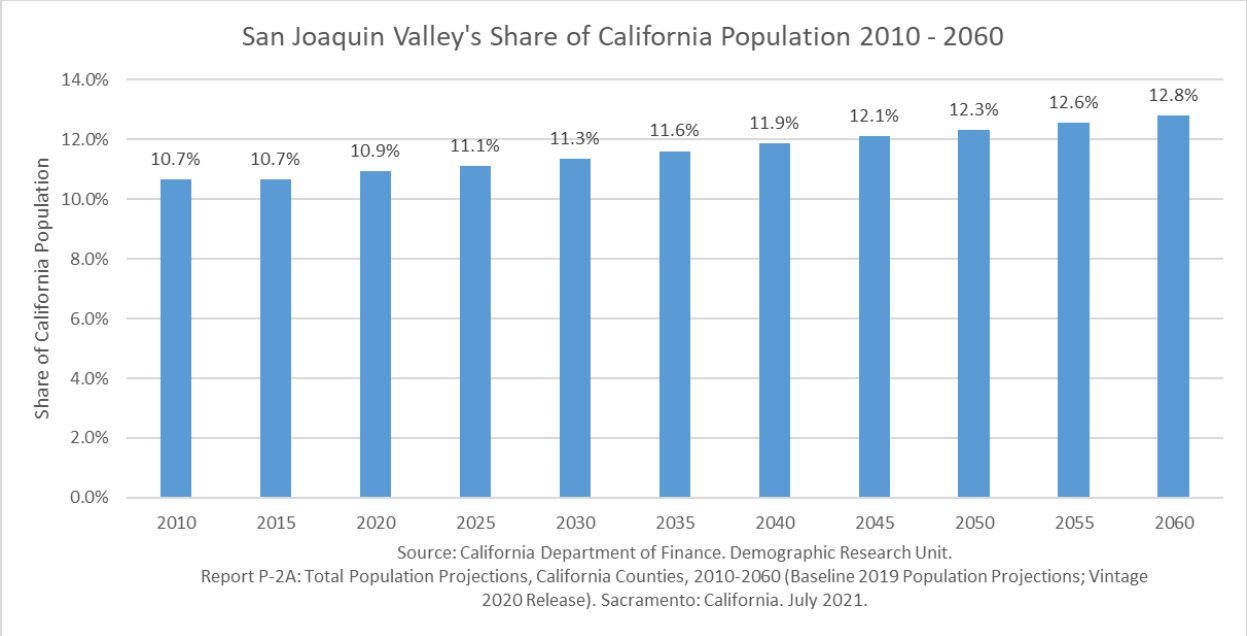
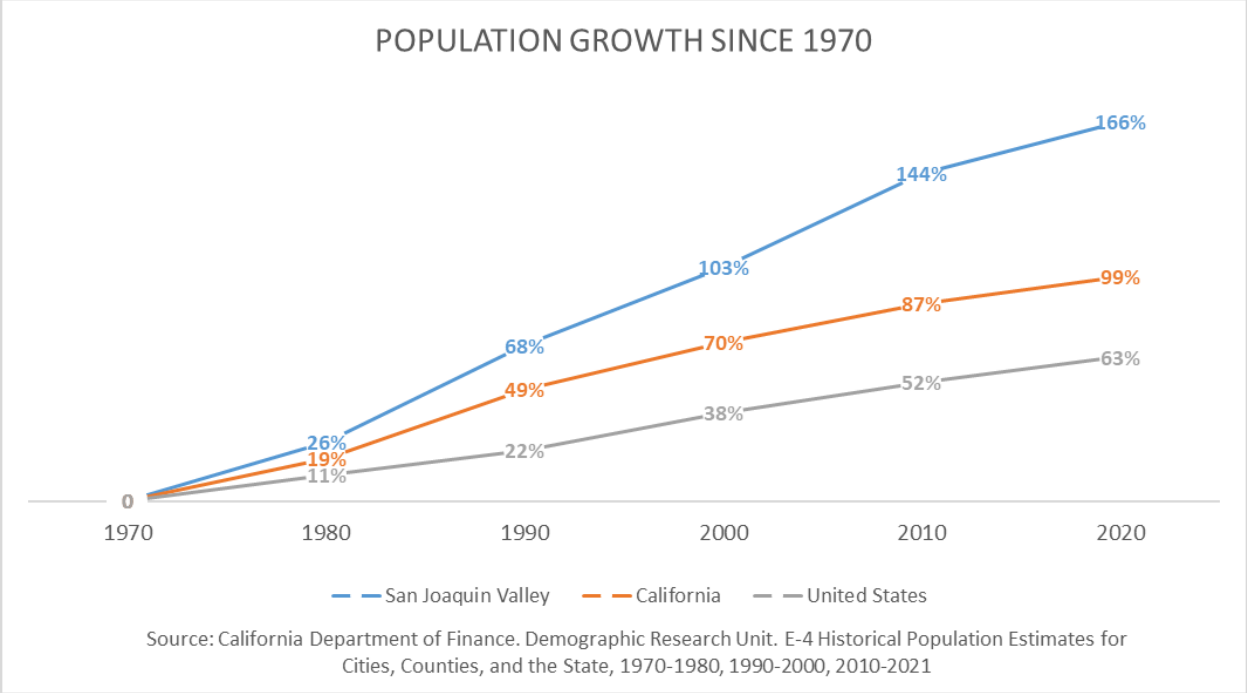


Figure 6 - 5: San Joaquin Valley Population Growth Relative to State and Federal Population Growth



Source: California Department of Finance. Demographic Research Unit. E-4 Historical Population Estimates for Cities, Counties, and the State, 1970-1980, 1990-2000, 2010-2021

Future population growth is also expected to be sustained and significant. Both ends of the SJV are under growth pressure from the neighboring metropolitan areas of Los Angeles and the San Francisco Bay Area, in addition to the natural growth rate. Population in the eight SJV counties is projected to reach just over 5.6 million by 2060, using growth projections from the California State Department of Finance (DOF) *[Figure 6-3]*. Figure 6.5 demonstrates Valleywide population growth relative to California and the U.S. as a whole.

ECONOMY

The San Joaquin Valley is famous for agricultural production. All eight counties rank within the top 12 of California's 58 counties. In addition, if the SJV were a state, it would be the top agricultural producing state in the country. The SJV produced $36.5 billion in agricultural products in 2019 This amount is more than double the remainder of California and more than the next highest producing state, Iowa. *[Figure 6-7]*.

Figure 6 - 6: Agriculture Production Value and Ranks of San Joaquin Valley Counties, 2019

Agriculture Production Value and Ranks of San Joaquin Valley Counties, 2019		
County	**Rank in California**	**Gross Value of Agriculture Production($1,000)**
Fresno	1	7,714,540
Kern	2	7,692,667
Tulare	3	7,508,852
Stanislaus	5	3,526,856
Merced	6	3,270,959
San Joaquin	7	2,638,145
Kings	8	2,187,693
Madera	10	1,998,826
San Joaquin Valley Total		36,538,538
California Total		61,711,823

Source: California Agricultural Statistics Review 2019-2020, California Department of Food & Agriculture

Figure 6 - 7: California Gross Value of Agriculture Production

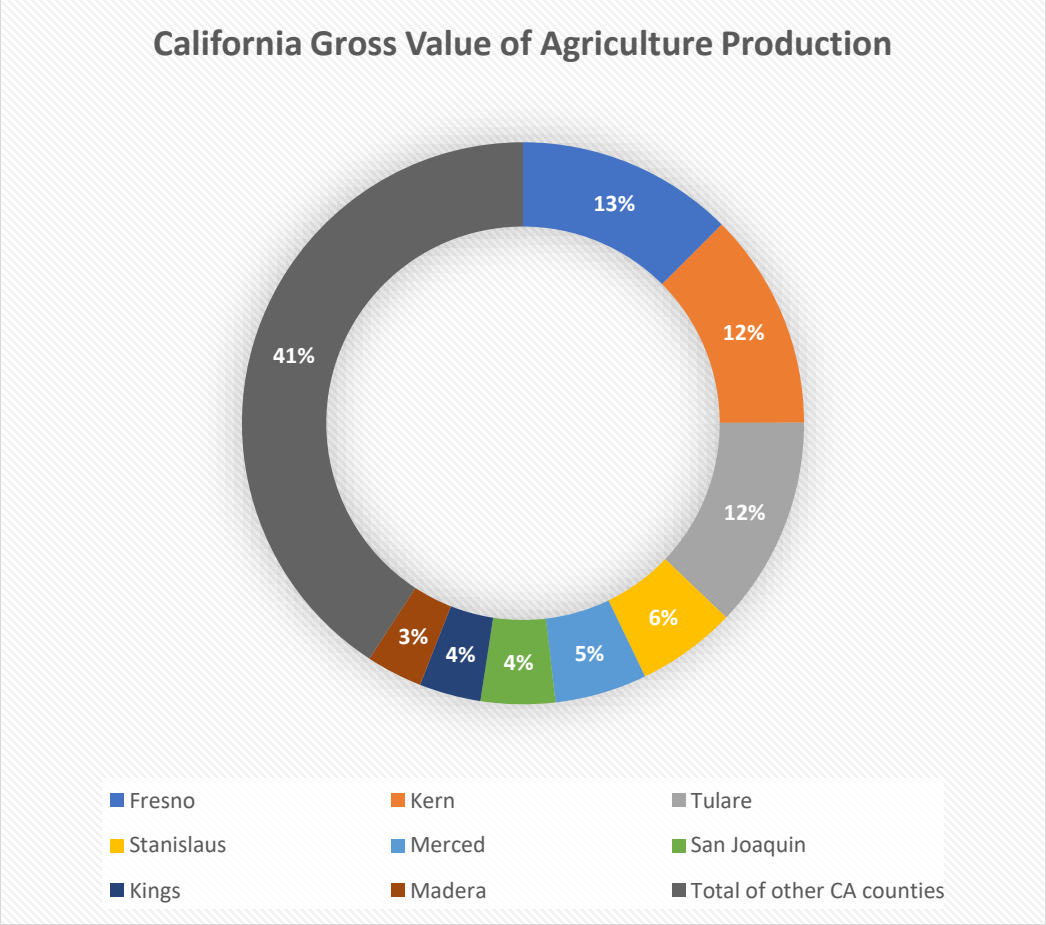
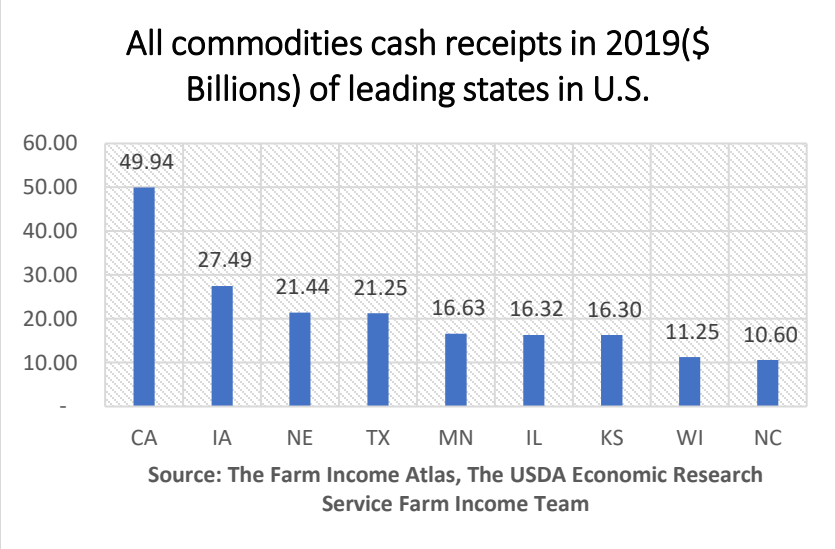


Figure 6 - 8: All Commodities Cash Receipts in 2019 of Leading States in the U.S.



Agriculture accounts for 12% of the Valley's jobs *[Figure 6-8].* In comparison, only 2% of the state and nation's jobs are in agriculture *[Figure 6-9].* Other major employment sectors in the Valley are education, health and social services (21.9%) and retail trade (10.9%).

Figure 6 - 9: San Joaquin Valley Employment by Industry

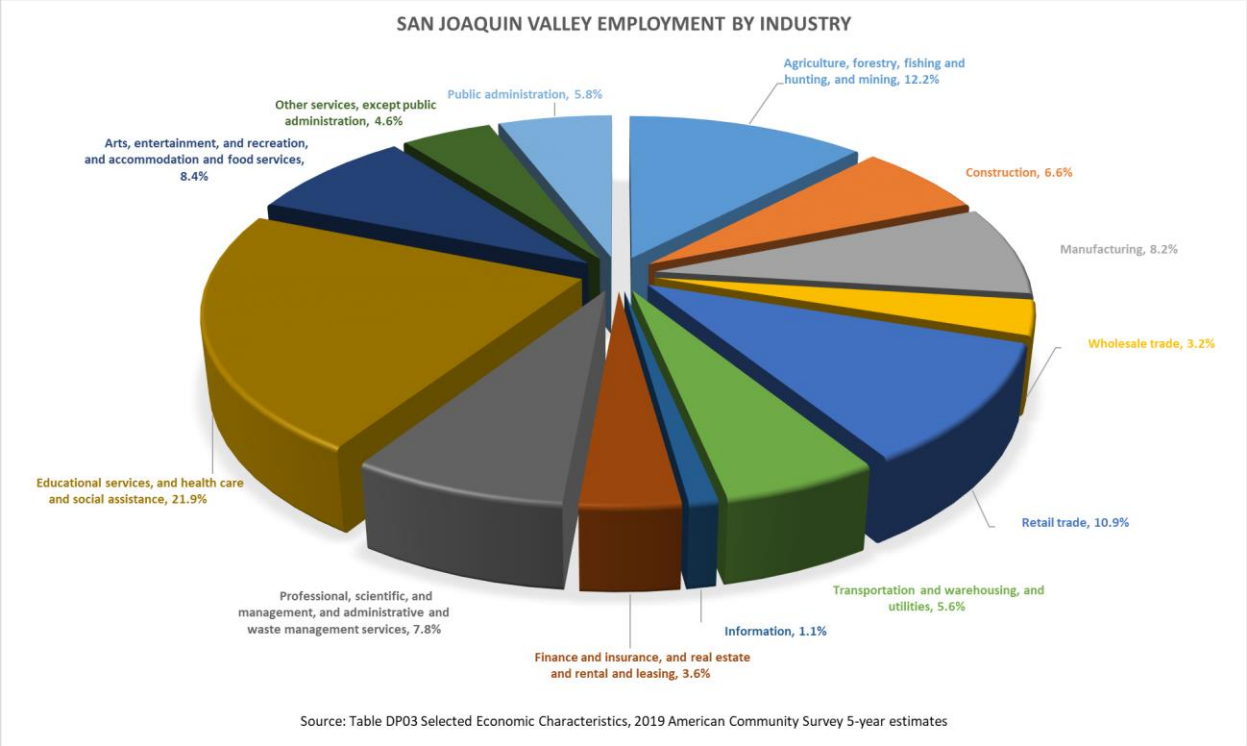


Figure 6 - 10: Employment by Industry, Comparing San Joaquin Valley with CA and the U.S.

Empolyment by Industry, comapring San Joaquin Valley with California and United States, 2019

Region / Industry	San Joaquin Valley		California		United States	
	Empolyment	Percent	Empolyment	Percent	Empolyment	Percent
Agriculture, forestry, fishing and hunting, and mining	180,439	12.2%	415,545	2.2%	2,743,687	1.8%
Construction	98,218	6.6%	1,175,234	6.3%	10,207,602	6.6%
Manufacturing	120,883	8.2%	1,692,820	9.1%	15,651,460	10.1%
Wholesale trade	46,990	3.2%	525,711	2.8%	4,016,566	2.6%
Retail trade	161,763	10.9%	1,950,499	10.5%	17,267,009	11.2%
Transportation and warehousing, and utilities	83,506	5.6%	993,917	5.3%	8,305,602	5.4%
Information	15,703	1.1%	539,809	2.9%	3,114,222	2.0%
Finance and insurance, and real estate and rental and leasing	53,673	3.6%	1,116,974	6.0%	10,151,206	6.6%
Professional, scientific, and management, and administrative and waste management services	115,429	7.8%	2,546,055	13.7%	17,924,655	11.6%
Educational services, and health care and social assistance	324,706	21.9%	3,904,118	21.0%	35,840,954	23.1%
Arts, entertainment, and recreation, and accommodation and food services	125,005	8.4%	1,936,179	10.4%	14,962,299	9.7%
Other services, except public administration	68,119	4.6%	969,511	5.2%	7,522,777	4.9%
Public administration	86,026	5.8%	824,869	4.4%	7,134,146	4.6%
Civilian employed population 16 years and over	1,480,460	100%	18,591,241	100%	154,842,185	100%

Source: Table DP03 Selected Economic Characteristics, 2019 American Community Survey 5-year estimates

ECONOMICALLY DISTRESSED AREA

The San Joaquin Valley is one of the most economically distressed regions in the United States. High unemployment rates have historically plagued the Valley. As shown in Figure 6-10, in 2019 the Valley's unemployment rate was 9.1%, in contrast to 6.1% and 5.3% for the state and the nation, respectively.

Educational levels for SJV residents lag behind those of California and the United States. Only 17.6% of persons 25 years of age and older have a bachelor's degree or higher, compared to 33.9% and 32.1% for the state and nation, respectively *[Figure 6-11].* The rate of those in the Valley who have an associate degree, or some college credits is slightly higher than the state or nation, however.

With the Valley's mix of employment types, high unemployment, and low educational attainment levels, the Valley is plagued with a low median household income. As shown on Figure 6-12 below, the Valley's median household income of $56,406 is far below the state and nation's averages of $75,235 and $62,843.

Figure 6 - 11: Education Attainment San Joaquin Valley Population 25 Years of Age and Older

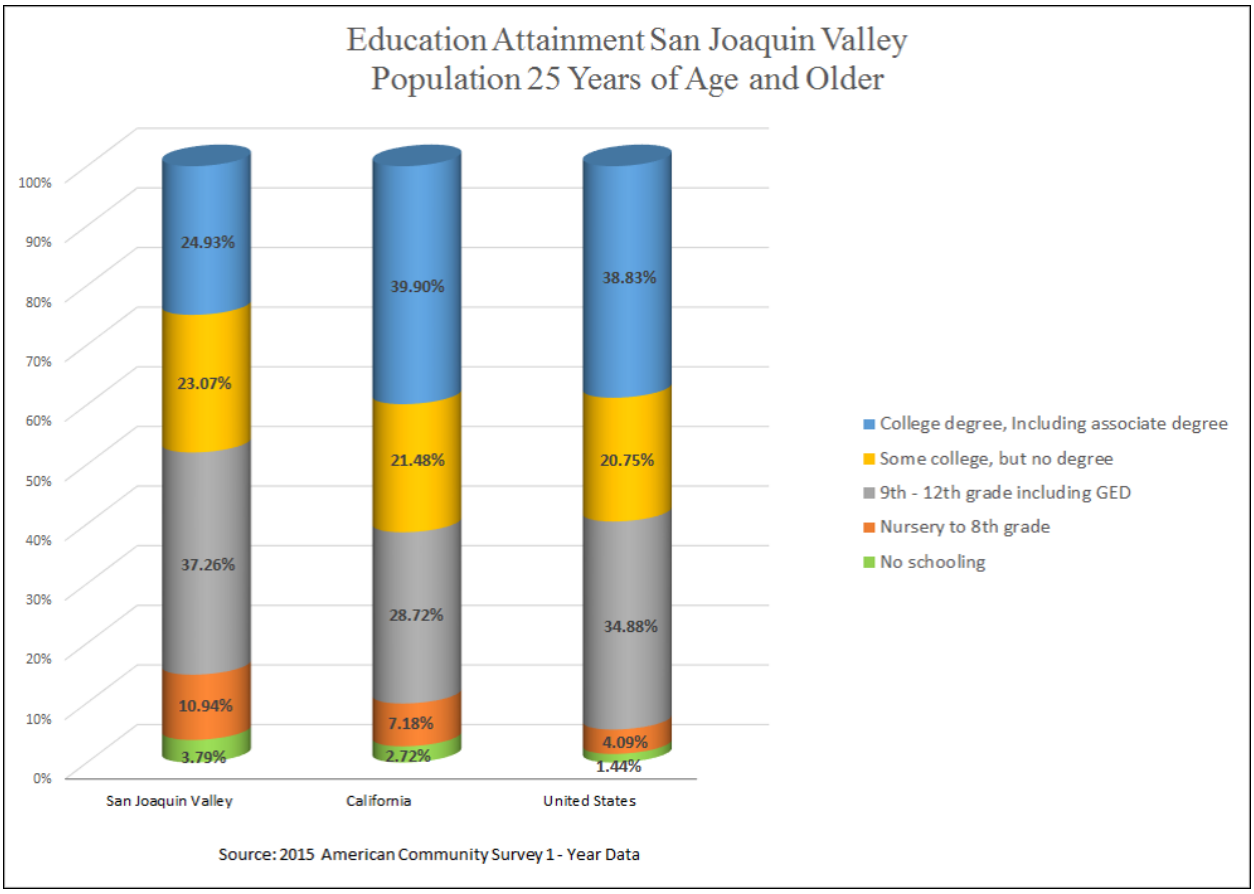
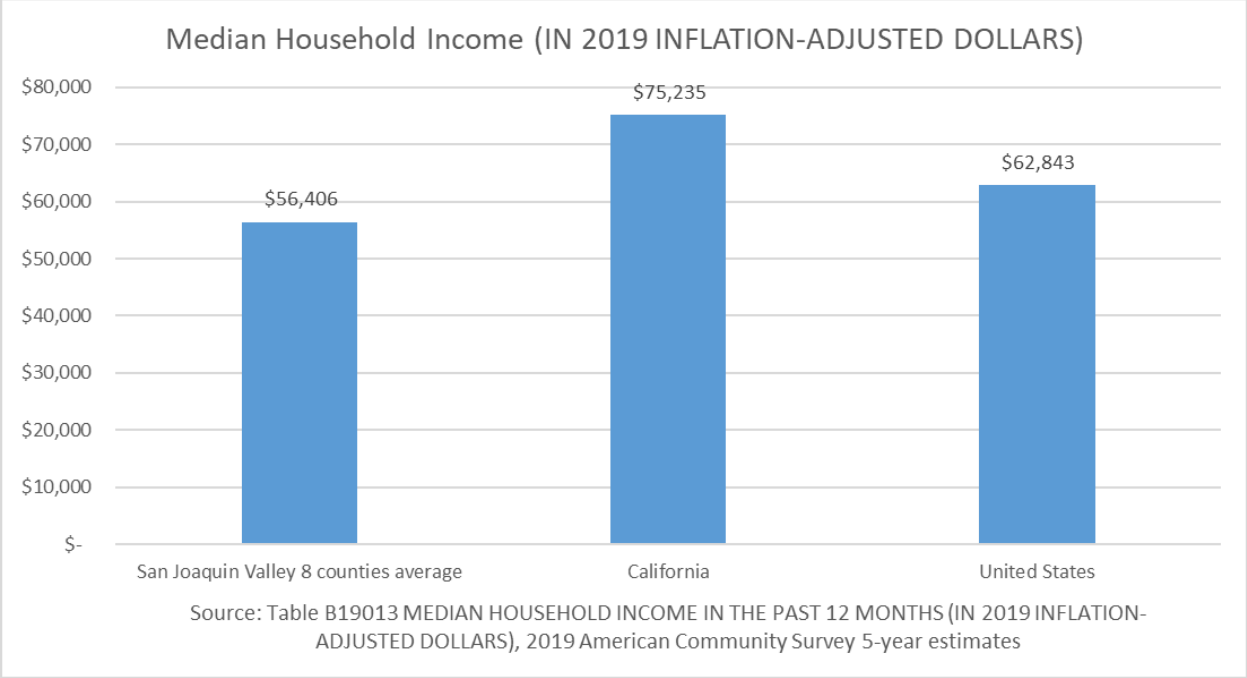


Figure 6 - 12: Median Household Income

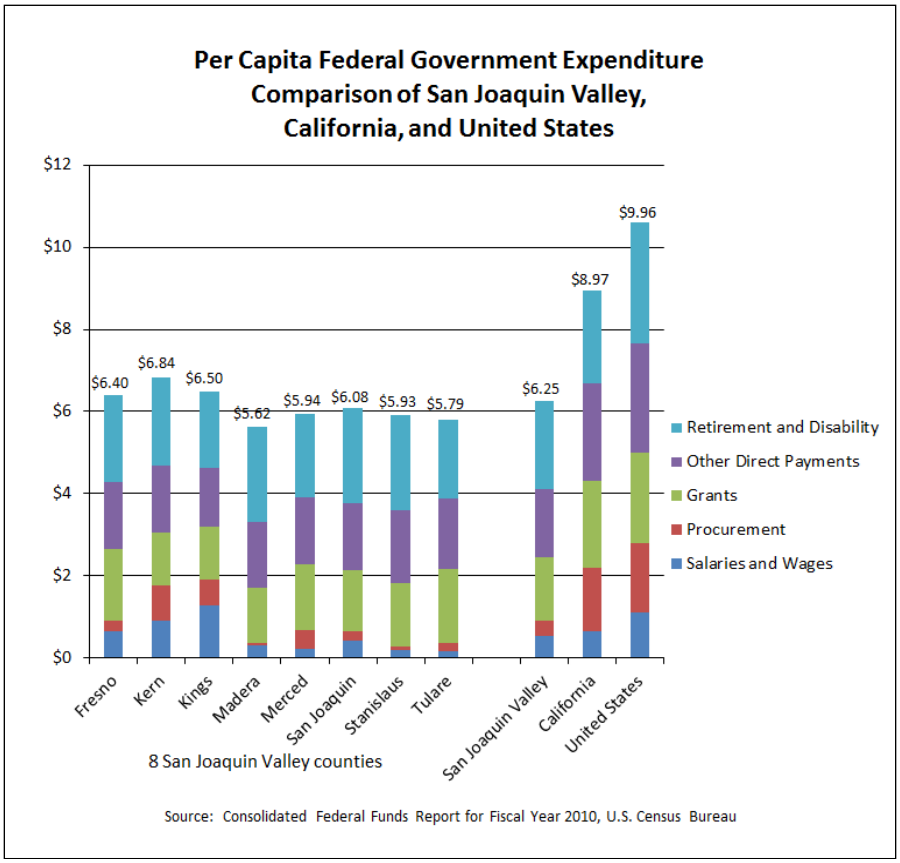


The economic plight of the San Joaquin Valley is starting to be recognized at a national level. The Congressional Research Service (CRS) completed a study in 2005 (California's San Joaquin Valley: A Region in Transition) comparing the economic conditions of the San Joaquin Valley to the Central Appalachian region, another severely economically distressed region. The Central Appalachian region (primarily eastern KY and parts of WV, TN and VA) is the most economically distressed sub-region within the Appalachian Regional Commission (ARC). ARC was created by Congress in 1965 in response to the persistent socioeconomic challenges in the Appalachian region. Economic conditions in the Valley were shown to be comparable to Central Appalachia and lagging far behind the state of California as a whole and the United States. For example, poverty rates in the Valley are similar to the poorest region of the Appalachians and are actually trending worse than the Central Appalachian region.

While being one of the most economically challenged regions in the country, the Valley has traditionally received far less federal assistance than other regions in the United States. The CRS study also showed that the Valley is lagging behind the Appalachian region, California and the United States in per capita federal expenditures.

Figure 6-13 below indicated that in 2010, the per capita federal government expenditure for the Valley and each of its eight counties was still far below that of California and the United States. With the termination of the Federal Financial Statistics Program, the per capita federal government expenditure data after 2010 has been discontinued.

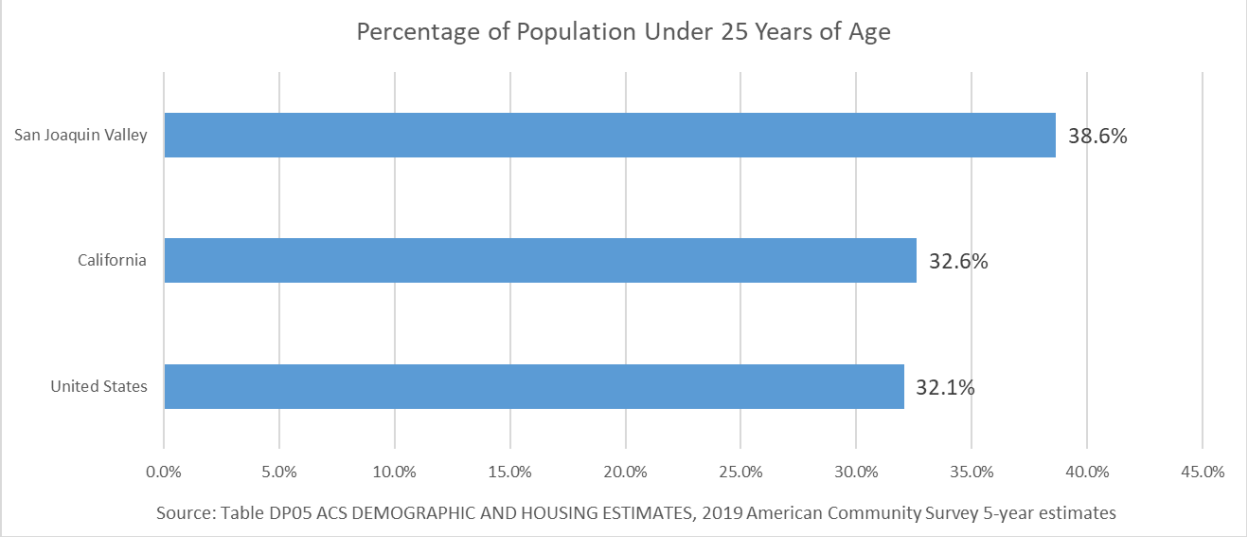
Figure 6 - 13: Federal Spending Comparison Chart



DEMOPGRAHICS

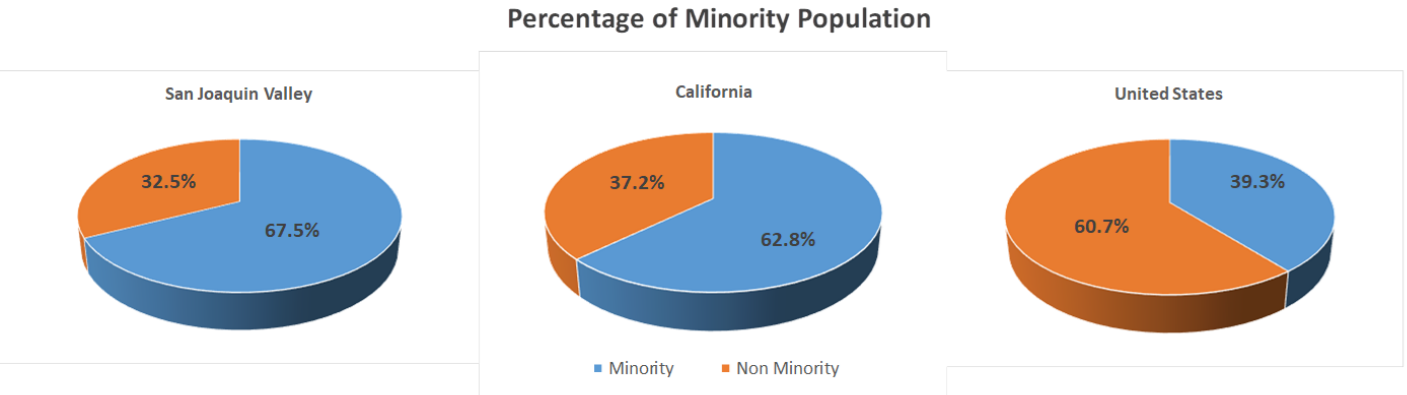
The Valley has a younger population than California as a whole and the United States. In 2019, 38.6% of Valley residents were under the age of 25 compared to 32.6% for California and 32.1% for the United States *[Figure 6-14].*

Figure 6 - 14: Percentage of Population Under 25 Years of Age



The residents of the Valley are more ethnically diverse than those of California and the United States. According to the 2019 American Community Survey, 67.5% of the Valley's inhabitants are minority (non-white), compared to 62.8% and 39.3% for the state and nation *[Figure 6-15].*

Figure 6-15: Percentage of Minority Population



2. VALLEY SUCCESS' IN PARTNERING AND PLANNING

The Valley's success' in partnering and planning has resulted in large improves for the SJV's residents. This section provides detailed insight to valleywide coordinated approaches. It is broken down into the three subsections listed below.

- Air Quality
- Sustainable Community Strategies
- Valley-Wide RTP/SCS Coordination Efforts

AIR QUALITY

Background

The San Joaquin Valley is one of the largest and most challenging air quality nonattainment areas in the United States. The SJV nonattainment area includes eight counties from San Joaquin County to Kern County on the Western border of the Sierra Nevada range. These counties represent a diverse mixture of urban and rural characteristics yet are combined in a single nonattainment area that violates federal health standards for ozone and particulate matter. Air quality monitoring stations continue to indicate that the San Joaquin Valley is among the worst polluted regions in the country. Since the eight counties are combined into a single nonattainment area, there is a coordinated approach for compliance with the federal Clean Air Act. That coordinated approach is essential in meeting the San Joaquin Valley's goal to provide clean air to all residents.

Coordination

On-going coordination with federal, state, and local partners has been, is, and will continue to be critical to the meeting the goal of providing clean air to all San Joaquin Valley residents. As one of the few multi-jurisdictional planning areas in the country, the individual decisions and actions of each of the San Joaquin Valley Regional Planning Agencies (RPAs) have the potential to affect the entire the SJV. This coordination process is critical to documenting compliance with the Federal Clean Air Act, as well as enabling the expenditures that build and maintain transportation infrastructure; investments which provide valuable jobs to San Joaquin Valley residents.

Transportation Conformity

The primary goal of the transportation conformity process is to assure compliance with transportation conformity regulations with respect to the requirements for Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs), amendments, compliance with the California Environmental Quality Act (CEQA), implementation of applicable transportation control measures (TCMs), and applicable State Implementation

Plans (SIPs). Since coordination efforts have begun, the San Joaquin Valley RPAs have been successful in complying with conformity requirements for the 2004 TIP/RTP, 2006 TIP, 2007 TIP/RTP, 2011 TIP/RTP, and 2014 TIP/RTP. In addition, FHWA has determined that the SJV RPA planning processes substantially meet the federal planning requirements. TIP/RTP Amendments, including coordinated amendment cycles and development of valley-wide process to be federally approved.

Continued examples of the San Joaquin Valley RPA coordinated efforts with respect to transportation conformity include the following:

- Monitoring and testing of transportation model updates;
- Continued documentation of latest planning assumptions and compliance with the transportation conformity rule and corresponding guidance documents;
- Drafting of valley-wide procedures for RPA staff use, with detailed instructions from the execution of EMFAC to post-processing of emissions results consistent with applicable SIPS; and
- Preparation of boilerplate documentation, including draft public notices and adoption resolutions, as well as draft response to public comments.

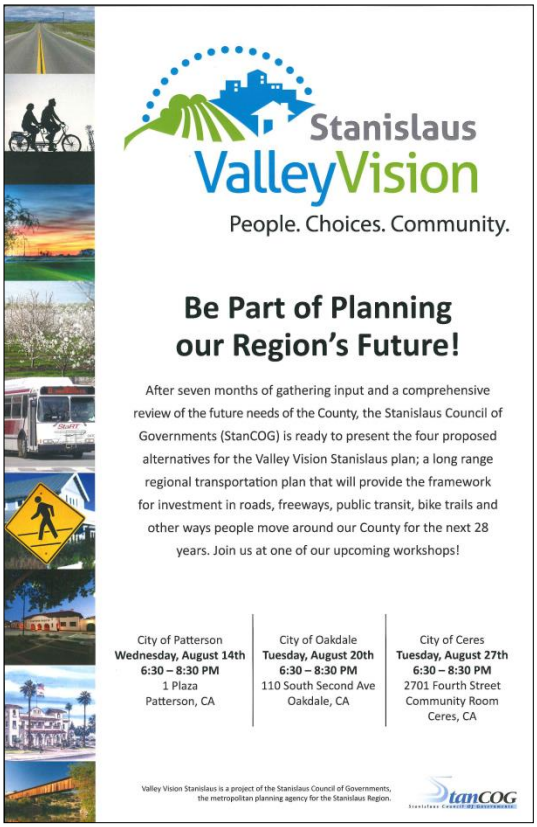
SUSTAINABLE COMMUNITIES STRATEGIES

California's Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, the ARB established these targets in the San Joaquin Valley as GHG reductions of 5% by 2020 and 10% by 2035. The ARB is currently in the process of setting the second round of targets for the regions. Under Senate Bill 375, each Metropolitan Planning Organization (MPO) in the State is required to develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) to demonstrate that, if implemented, the SCS will attain or exceed the greenhouse emission reduction targets. If the targets cannot be met, then an Alternative Planning Strategy (APS) needs to be developed. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that accounts for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel.

For the San Joaquin Valley, each MPO is scheduled to approve their SCS as an element of their Regional Transportation (RTP/SCS) in 2018. Referred to as the RTP/SCS, each Valley COG has developed an investment strategy that outlines their region's transportation future through 2042. Each RTP/SCS in the Valley goes in-depth into the projects, policies, and strategies that will achieve compliance with state laws while delivering a financially constrained plan matching forecasted revenues with transportation demands. Some achievements of the collective RTP/SCS include:

- Provision of transportation and travel choices
- Improving safety, mobility, efficiency of the transportation system
- Maximizing economic competitiveness/economic vitality
- Facilitating goods movement
- Building healthy and active communities
- Improving the environment
- Providing a range of housing choices

Figure 6 - 15: Valley Vision



VALLEY WIDE COORDINATION ON RTP/SCS EFFORTS

Valley Visions

While SB 375 mandated individual development of the RTP/SCS, the eight MPOs in the San Joaquin Valley have had a history of collaboration in this process to share information, best practices, and foster consistent approaches to RTP/SCS development. The eight COGs participated in a joint grant proposal to the California's Strategic Growth Council for Proposition 84 funding. The grant was funded and launched as "Valley Visions" in the 2014 RTP/SCS process

Valley Visions was implemented as a series of planning efforts underway throughout the San Joaquin Valley. It took a big-picture look at how the Central Valley grows over time in a way that uses resources efficiently, protects existing communities, conserves farmland and open space, and supports the Central Valley economy, ultimately reducing future greenhouse gas emissions. The Valley Visions logo was provided to each COG to use and customize to their region if they wanted.

One of the tasks identified in the successful grant proposal was enhancement of the eight COG's individual public outreach efforts with a valleywide campaign. The project scope for this task included templates/written materials for customization, a media campaign to engage residents

and publicize outreach efforts (social media, newspapers, radio and/or TV), and to assist with the development of SB 375 required workshops and hearings.

Of particular note was an informational video on the SCS process provided in three languages: English, Spanish, and Hmong and the media campaign that was active during the months of August, September, and October 2013. The videos were made available on YouTube, with links on the Valley Visions web page (www.valley-visions.org).

Valley Visions is yet another example showcasing the successes in valleywide collaboration. The eight counties of the San Joaquin Valley coordinated some aspects of these planning efforts and maximized resources, while each area's Metropolitan Planning Organization (MPO) developed a separate plan. This effort helped the Valley COGs brand a consistent message about sustainability.

3. GOODS MOVEMENT

Figure 6 - 16: General Electric LNG Locomotive

In the Statewide Goods Movement Action Plan, the California Department of Transportation (Caltrans) designated the Valley as one of the State's four major international trade corridors. The eight-county San Joaquin Valley (SJV) region is experiencing the demands of the modern global logistics system across a range of goods, from raw agricultural materials to consumer products. The critical role that the SJV plays in California and the nation's food supply will continue to require an effective goods movement system to distribute and export products quickly and efficiently. The growing regional population, and that population's growing expectations, will require increased attention to the safe and reliable movement of goods consistent with competing needs for infrastructure and greater sensitivity to emissions and congestion. Continued pressure on costs and profits is leading shippers and receivers to seek transportation efficiency gains wherever they can be found. Within the SJV, that goal translates to continual fine-tuning of logistics chains and transportation practices, and to a willingness to shift production and distribution facilities and activities to achieve the optimum combination. Due to its central location, relatively inexpensive land, labor force, and multimodal transportation system, the SJV has also become a major distribution point for international exports and consumer products. Prior to the recession, the Valley was the fastest growing population center in California and is poised to return to this position as the economy recovers. The San Joaquin Valley is also a better location—more central to West U.S. markets—for the return of overseas manufacturing, not to mention relatively better water availability for processing than in Southern California.

Figure 6 – 17: Electric Hybrid Semi-Truck Technology

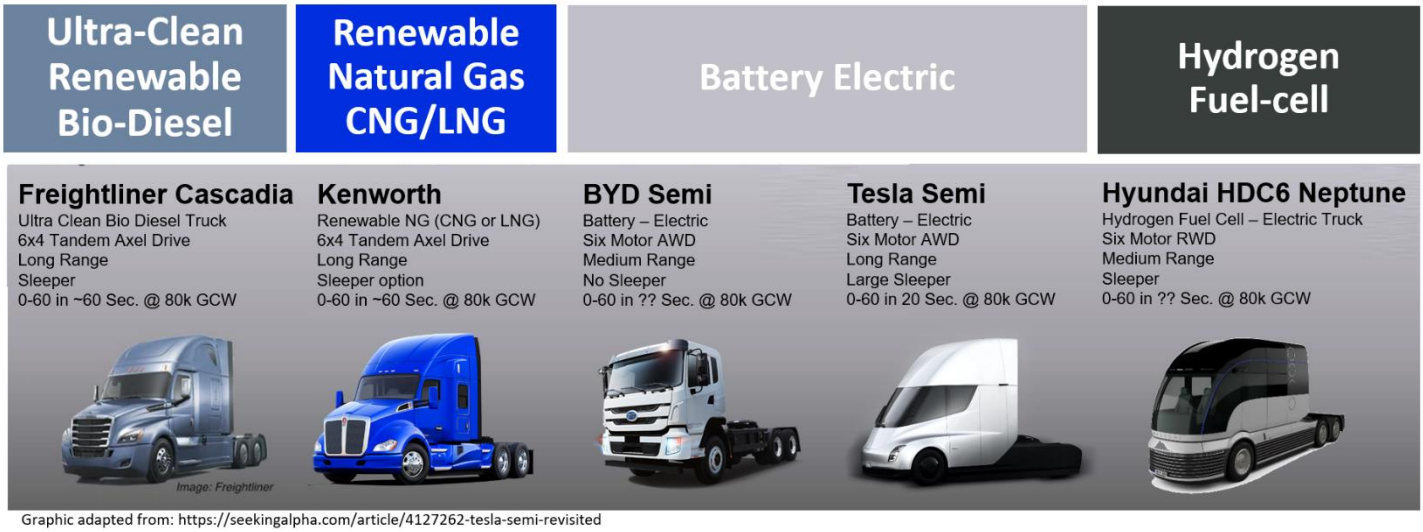
Figure 6 – 18: Federal Alt. Fuel Corridors

Many of the agricultural products that the San Joaquin Valley produces are exported through California's rail, marine and airport systems as well as using the highway and roadway systems to move commodities from farm—to processor/packer—to market. While Interstate 5 and State Route 99 are the two, primary north/south transportation arteries, SR 99 is the transportation

backbone of the San Joaquin Valley and is served by many significant east-west corridors such as SR 58, SR 120, SR 180, I-580 to 205, SR 152, SR 198, and SR 46. The SJV is also served by the Port of Stockton, the inland terminus for Marine 580.

The San Joaquin Valley, as a region, needs to effectively plan for efficient goods movement and successfully partner with the private sector, state and federal agencies to make necessary investments. A failure to effectively plan and invest could result in congested and poorly maintained highways, lost economic opportunities due to inadequate access to markets, land use conflicts between logistics-oriented business and growing communities, and poor air quality due to diesel emissions. Emphasis on system-wide efficiency, alternative fuel technology *[Figures 6-16 thru 19]*and a comprehensive goods movement system seem to have become key elements of competitive funding. It is anticipated these trends will continue to shape transportation policy and that future funding may emulate the approach of the state's Trade and Congested Corridor Programs funded through Senate Bill 1.

Figure 6 - 19: Emerging Clearer Medium/Long-Haul Semi-Truck Fleet Technology



Graphic adapted from: https://seekingalpha.com/article/4127262-tesla-semi-revisited

EMERGING TECHNOLOGIES/SYSTEMS

In addition to new clean trucking technologies, *Figure 6-20* illustrates battery-powered, autonomous-rail vehicle technology. This emerging technology promises to be an energy-efficient, zero-emission solution developed by a Southern California start-up, Parallel Systems, initially intended to serve short-haul rail routes less than 500 miles. The firm has a pilot project in Georgia with the parent company to the San Joaquin Valley Railroad (SJVR), hauling containers on existing rail and SJVR is interested in expanding the pilot to the Valley. The technology uses safe, wireless charging buried beneath the tracks between the railroad ties, and the vehicles can stop in 1/10th the distance of a normal train.

The San Joaquin Valley will continue to coordinate with Caltrans, CARB, and SJVAPCD to explore the possibility of developing a zero-emissions freight corridor along SR 99/I-5 or the parallel railroad corridors that connects SJV distribution and shipping with the Ports of L.A./Long Beach, Oakland and all points East. *Figure 6-21* illustrates potential rail corridors connecting a conceptual network of inland rail ports in the Valley to the seaports. Note that the emission savings are based on the older diesel truck standards and may not be as beneficial for combating Ozone and Particulate matter according to a draft CARB study.[1] However, rail remains 10 times more energy efficient and less carbon emitting than trucking, while providing a significant benefit to roadway maintenance and safety. It is also important to note that the California High Speed Rail when implemented would free up capacity on the BNSF mainline for freight currently being used by Amtrak.

[1] CARB, Draft Truck vs. Train Emission Analysis, 2020, https://ww2.arb.ca.gov/resources/fact-sheets/draft-truck-vs-train-emissions-analysis

Figure 6 - 20: Parallel Systems Electric Intermodal Rail Technology

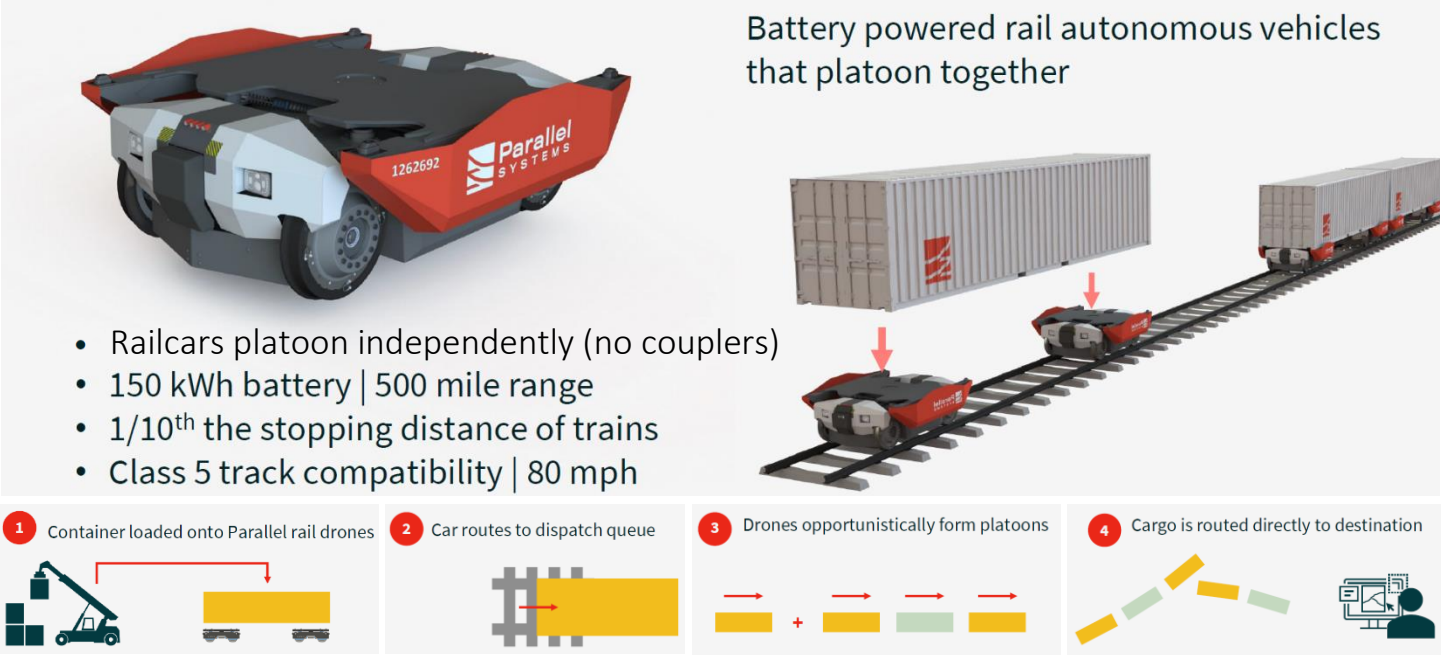
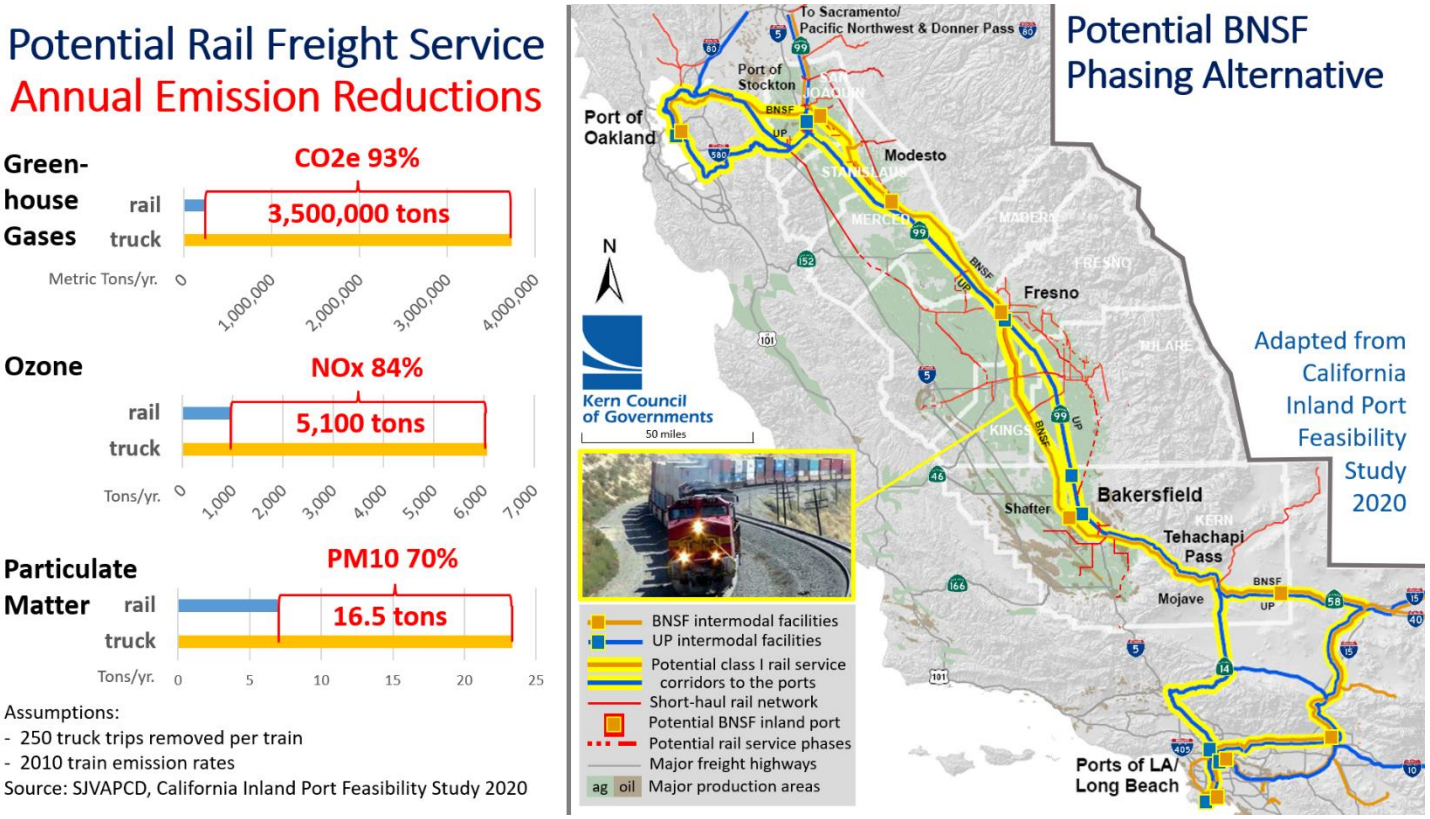


Figure 6 - 21: Potential Benefits of a California Inland Port Network for Rail Freight Shipments



BACKGROUND/ GOODS MOVEMENT STUDIES

Since 2007 the SJV region has coordinated on development of Goods movement plans, and identified freight flows for the region, including development of the San Joaquin Valley Truck Model tool and scenario testing. Since that time a number of goods movement studies have been completed that build on the previous work efforts and further refined the criteria and decision-making process while identifying vital goods movement networks for the multi-county region.

Previous and ongoing goods movement studies for the Valley:

- California Inland Port Study – Phase 2 (2023)
- Kern Area Regional Goods Movement Operations (KARGO) Sustainability Study – Phase 2 (2022)
- I-5 Freight Zero Emissions Route Operations (ZERO) Sustainability Study (2022)
- KARGO Sustainability Study – Phase 1 (2021)
- California Inland Port Feasibility Analysis – Phase 1 (2020)
- San Joaquin Valley I-5/SR99 Goods Movement Corridor Study (2017)
- San Joaquin Valley Goods Movement Sustainable Implementation Plan (2017)
- San Joaquin Valley Interregional Goods Movement Plan (2013)
- Updated State Route 99 Business Plan (2013)
- SR 223, 166, 119, 46 and 65 Truck Origin and Destination Studies (2011)
- East Side Business Plan (Short Haul Rail), Tulare County (2010)
- SR 58 Origin and Destination Truck Study (2009)
- Interstate 5 and State Route 99 Origin and Destination Study (2009)
- Draft San Joaquin Valley Regional Goods Movement Action Plan (2008)
- San Joaquin Valley Regional Goods Movement Action Plan (2007)
- California Interregional Intermodal System (CIRIS) Implementation Plan (2006)

Some of the recent goods movement studies are summarized below.

California Inland Port Feasibility Analysis (2020)

In a study led by the San Joaquin Valley Air Pollution Control District, a logistics consultant looked at the market for rail service between a system of inland ports and the ports in L.A./Long Beach and Oakland. The service envisioned a container unit train(s) that would travel the 500-mile route between the two seaports, make one or more stops in the San Joaquin Valley *[Figure 6-21].* The study showed enough freight to support 2 to 10 trains per week with 250 containers per train, with the highest number of trains traveling between the North Valley and the L.A./Long Beach Ports. The study also showed a potential market for transporting containers between the South Valley to the Port of Oakland, creating the potential for hauling containers both directions in a service that travels between both seaports.

Key Findings of the Market and Operating Cost Analysis:

- The current shipper market is quite robust, larger than most in the industry realized
- There are relatively balanced volumes for inbound and outbound cargos
- The northern portion of the Market Shed is very large
- The Preliminary Business Model suggests that a California inland port rail system can be feasible; but it is important to note that this is dependent on a range of critical factors and assumptions
- A significant number of issues need to be addressed for the project to advance and this needs to be reviewed in the context of a Developed Business Model
- The project requires close collaboration with the railroad companies and close coordination with the State of California
- The Inland Port would produce significant public policy benefits: 1) increased economic competitiveness, especially in the Central Valley region, 2) significantly reduced greenhouse gas air emissions, and 3) reductions in congestion and wear and tear of roadways
- The Inland Port will require public policy leadership from State government, air quality districts, counties and cities and seaports
- In the end, the Inland Port project would have a range of rather substantial economic and environmental impacts for markets and populations throughout the State.

By taking a certain portion of trucks off the road from this region, significant emissions reductions can be realized. Based upon the analysis done for this study, NOx emissions would be reduced by up to 83% while greenhouse gas emissions would be reduced by up to 93%. Moving large quantities of freight via rail provides significant benefits to the air quality of the region, as shown by the emissions reduction analysis section of this report. Additionally, by taking some of these trucks off the road, congestion on key transportation corridors such as I-5, 99 and 101 would be reduced, thereby improving the flow of traffic and the safety of the roadways in these regions *[Figure 6-21].*

San Joaquin Valley Goods Movement Sustainable Implementation Plan (2017)

The purpose of this study was to build on the work conducted in the SJV Interregional Goods Movement Plan and take the next steps to address issues raised in the SJV Interregional Goods Movement Plan (2013). This was accomplished by designating priority first and last-mile goods movement connectors and identifying any needed improvements to the connectors; identifying truck route and parking needs and strategies; identifying priority rural corridors; developing a framework for improving and maintaining the Valleywide truck model; and coordinating all of these efforts with the Valley Regional Transportation Planning Agencies' (RTPA) Sustainable Communities Strategies (SCS) and other planning efforts at the local, state, and federal level.

This study tackled several of the issues identified in the SJV Interregional Goods Movement Plan, including:

- Identifying high-priority, first- and last-mile connectors that emphasize improved connectivity to critical economic sectors. The study also identifies connector needs and recommends a plan of improvements and an approach to funding.
- Identifying areas of concern related to truck routing and parking and identifying truck route and parking needs and proposing policies, guidelines, and improvements to ensure truck routes are well planned, provide access and maintain continuity across jurisdictional lines. The study examined parking needs and shortages and proposes options to improving information about legal parking, encouraging the development and expansion of private truck stops and parking facilities, and identifying locations for new state or public parking facilities.
- Identifying rural and connecting urban priority corridors. This information will support the process by which the State will designate critical rural and urban corridors and their inclusion in the National Priority Freight Network as required by the FAST Act.
- Recommending improvements to the SJV goods movement model and a process to ensure that it is kept up to date with the best available data inputs and freight modeling best practices. To this end, the study developed a concept for institutionalizing freight modeling to support freight planning in the Valley so that good movement considerations become a part of the core analytical capabilities in each of the Valley Councils of Government. The revised model and supporting data can then be used to generate performance measures that are consistent with Federal and state guidance and that are linked to the SJV Interregional Goods Movement Plan Vision and Goals.

Connector Needs and Strategies

Performance metric data collected for select connectors revealed multiple needs that could improve safety and efficiency on connectors throughout the regional. Examples include:

- Improved signage for both passenger and commercial vehicle traffic.
- Safety analysis and improvement.
- Signal coordination on truck routes.
- Pavement quality improvements.
- Exploring design standards for heavy truck routes and connectors.

Truck Parking Recommendations

After reviewing previous reports and discussing the issue with public agencies, truck stop operators and truck drivers, several factors were identified that contribute to the truck parking problem in the San Joaquin Valley. The following recommendations to improve conditions should be considered:

- Planning and Funding
  - Improve data collection and analysis to have a better understanding of short-term and long-term parking demand.
  - Work with law enforcement to educate and train them about improved use of safe and available parking spaces.
  - Update plans and investment programs to include truck parking solutions, both for facilities and technology for truck parking information services.
  - MPOs should consider ways to incentivize land use decisions to facilitate private-sector expansion of existing facilities or opening of new ones.
  - Surplus public properties can be converted to truck stops.
  - Funding provided by FAST could be used to construct or expand truck parking facilities and deploy tools for commercial motor vehicle drivers to find safe, available places to park and rest.

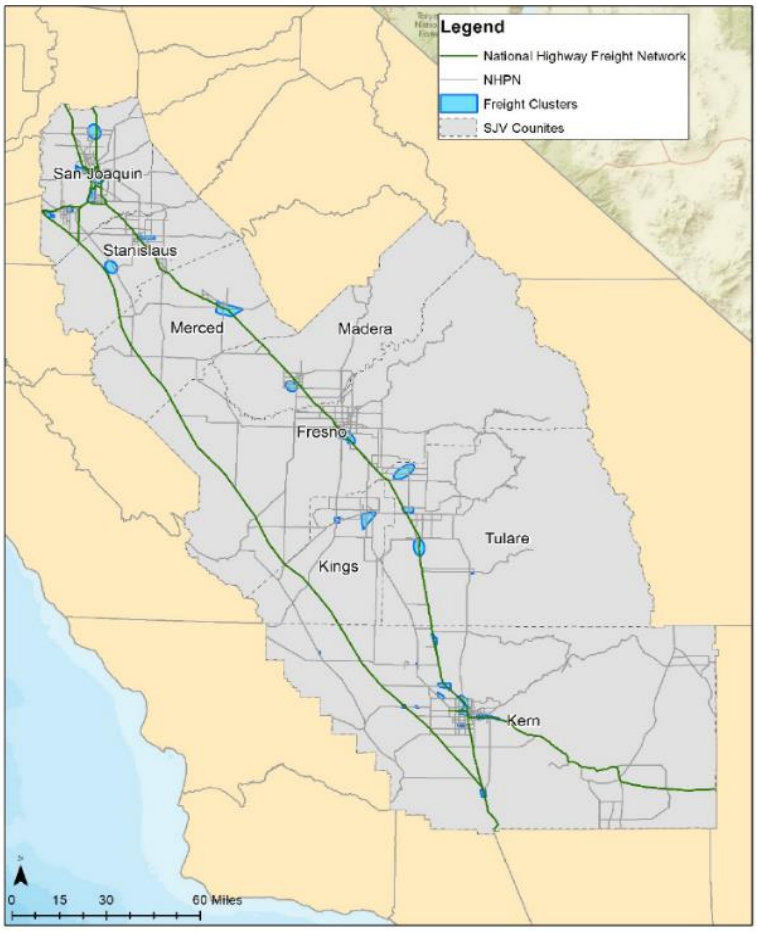
- Demand Control
  - Policies that incentivize off-peak deliveries can reduce demand for long-term parking spaces.
  - Truck circulation is a problem in some older parking facilities that are not designed for larger trucks.
  - Shippers/receivers often demand that drivers leave the facility immediately after delivery.

Recommended Next Steps

The SJV Sustainable Implementation Plan has identified a system of truck corridors and connectors and recommendations for how to proceed with improvements on these roadways to address identified needs. In order to move forward with these recommendations, implementation actions should be taken in four key areas:

1. Taking steps to secure funding for near-term opportunities;
2. Conduct additional local analysis to prioritize corridor improvements, including truck parking;
3. Establish a process for regular input on connectors, priority corridors and truck routes; and
4. Work with Caltrans to adapt the statewide freight model for Valley applications.

Figure 6-22: SJV Freight Clusters



San Joaquin Valley I-5/SR99 Goods Movement Corridor Study (2017)

Interstate 5 (I-5) and State Route 99 (SR 99) play critical and unique roles as the major goods movement facilities in the San Joaquin Valley. At present, 92 percent of goods in the SJV are carried by truck, and this is not expected to change in the near future. I-5 and SR 99 carry the highest volumes of trucks in the SJV and in some locations, among the highest volumes in the state. This is a reflection of the traditional north-south orientation of freight flows in the SJV, associated with the through routing of trucks to connect the major coastal urban areas to the north and south of the SJV, the north-south orientation of the Valley's major urban centers, and the need to access major east-west interstate connections north and south of the San Joaquin Valley itself.

I-5 is the route that is favored for long-haul movements. It carries higher levels for through traffic and there has traditionally been less development along this route. However, new developments in warehousing and distribution centers and manufacturing are taking advantage of access to I-5. Increasing traffic that is being generated within the San Joaquin Valley uses I-5 for national

connections. SR 99 runs through each of the urban areas in the SJV and includes truck traffic distributing goods to/from these areas. It also provides connections to east-west routes that support the farm-to-market traffic and connections between farms and food processing that characterize the agricultural supply chain. It is the backbone of the intra-Valley goods movement and a major route for commuters who share the road with trucks in the urban centers.

A major effort and focus of this study involved identifying major truck generators in the San Joaquin Valley. This study identified seventeen major freight clusters responsible for a large percentage of truck trips within the SJV and to and from other regions in California *[Figure 6-22].* Each of these clusters consists of some combination of intermodal facilities, distribution centers, and/or large manufacturing firms. The clusters are distributed throughout the San Joaquin Valley, with four located in San Joaquin County, two in Stanislaus County, one each in Merced and Madera counties, one in Fresno County, one in Kings County, three in Tulare County, and four in Kern County.

- The San Joaquin Valley I-5/SR99 Goods Movement Corridor Study is divided into seven tasks, of which the Final Report incorporates Tasks 1, 2, 3, 4, and 7. Tasks 5 and 6 covered coordination in support of the other tasks. The Tasks covered in the Final Report are: Establish the need for streamlining goods movement.
- Name specific “pain points” and priorities for mitigation.
- Identify mitigating projects and programs.
- Identify mitigating projects and programs.
- Evaluate the feasibility of implementing projects and programs.
- Analyze potential for technical demonstration of specified technology.

GOODS MOVEMENT PROJECTS

The three key basis for selection of the projects are as follows: 1) they are located on I-5 or SR 99 corridors and would improve economic efficiency and productivity, alleviate mobility and safety related goods movement issues, as well as support the growth of agricultural and industrial land uses; 2) they are located on connectors between I-5 and SR 99 corridors and would meaningfully increase network redundancy and alleviate congestion on the SR 99 corridor, along which a majority of freight clusters are located; and/or 3) they are located on key ingress/egress routes of the San Joaquin Valley region and would likely enhance its economic opportunities of handling trade and logistics for the ports and large populations in the Bay Area and Southern California.

Information collected for the projects includes: 1) location and route, 2) project ID, 3) project title and description, 4) project type, 5) project cost, 6) timeline for implementation, and 7) source of project information. The following provides information about projects planned along I-5 and SR 99, as well as along some major east/west or north/south connectors between I-5 and SR 99 that may alleviate SR 99 congestion.

The projects with an implementation timeline of 0-5 years in each San Joaquin Valley County, including local updates since the 2017 Goods Movement Corridor Study, are as follows:

Fresno

- California High-Speed Rail Project-SR 99 Re-Alignment
- Mountain View and SR 99 Overcrossing: Widen Overcrossing and Improve Ramps
- NB SR 99 Herndon Off Ramp: Signalize & Widen Ramp
- Widen I-5 between Kings County and Merced County lines
- Widen SR 99 from 6 to 8 lanes from Central Ave to Bullard Ave.

Kern

- SR46: I-5 to Lost Hills Disadvantaged Community Safety Improvements/Gap Closure - Phase 4
- SR58, 46, 99, 14, 395, I-5 Federal Clean Transportation EV Charging/Alt. Fuel Corridors
- SR58 Centennial Corridor Gap Connector—Out of Direction Travel/VMT Reduction Project
- SR58 Tehachapi Grade Safety Improvements, Truck Climbing/Passing Lanes; HSR Realignment
- SR58 Safety Conversion of Expressway Segments to Freeway at SR 223 & California City Blvd
- Intermodal Rail Inland Port "Last-Mile" Connector Improvements (SR99, 43, 7th Standard Rd)
- Metropolitan Bakersfield Railroad Separation-of-Grade Safety Program

Madera

- SR99: 4-Lane Freeway to 6-Lane Freeway Ave 12 to Ave 17
- SR99: Madera 6 Lane
- SR99: Reconstruct Interchange
- SR99: South Madera 6 Lane
- Widen SR99: In Fresno & Madera Counties, from south of Grantland Ave UC to north of Avenue 7

Merced

- Highway 99: Livingston Widening Northbound
- Highway 99: Livingston Widening Southbound
- Widen SR 152 between SR 99 and US 101 (in Merced County)

San Joaquin

- I-5 at Louise Avenue Interchange
- I-5 at Roth Road Interchange
- Widen I-5 between SR 120 and I-205
- Widen I-5 from 1 mile north of SR 12 to SR 120
- Widen SR 99 from French Camp Rd to Mariposa Rd 6 to 8 lanes, with new interchange
- SR 99 at Austin Road Interchange

- SR 99 at Eight Mile Road Interchange
- SR 99 at Gateway Boulevard Interchange
- SR 99 at Main Street/UPRR Interchange (Ripon)
- SR 99 at Morada Interchange
- SR 99 at Raymus Expressway Interchange
- SR 99 at Turner Road Interchange Operational Improvements
- Widen SR 12 between I-5 and SR 99
- Widen SR 120 between I-5 and SR 99, with new interchange at SR 99

Stanislaus

- SR 99 Interchange Ramp and Auxiliary Lane Improvements
- SR 99 & Hammett Rd
- SR 99 & Briggsmore Interchange
- SR 99 Reconstruct Interchange at Fulkerth Road
- SR 99 Reconstruct to 8-lane Interchange - Phase II
- I-5 to Rogers Road: Interchange Improvements and Widen Sperry Ave
- Widen SR 99 from 6 to 8 lanes in Stanislaus County
- Widen SR 132 connecting SR 99 and I-580

Tulare

- State Route 99/Betty Drive Interchange

Kings County did not have any projects with an implementation timeline of 0-5 years.

Strategic Goals, Objectives, I-5/SR 99 Strategic Program

The study identified seven strategic goals with related objectives for the SJV region based on various state and regional transportation planning documents.

Strategic Goals, Objectives

- Improve Economic Competitiveness:
  - Vitalize/Revitalize commercial vehicle corridors.
  - Increase transportation choices for freight uses.
  - Improve access to key economic centers.
  - Reduce the cost of exporting products from the region, thereby increasing demand for those products and related processing/manufacturing jobs.
- Preserve Infrastructure:
  - Conduct preventative maintenance and rehabilitation on freight transportation system.
  - Maximize utilization of available supply for freight uses.
  - Manage freight demand within existing supply.
  - Preserve land for future freight uses.
- Improve Mobility and Travel Time Reliability:
  - Integrate multiple modes for freight uses.
  - Minimize congestion and increase operational efficiency for freight uses.

  - Increase network redundancy for freight uses.
- Improve Safety and Security:
  - Minimize crashes and damages for freight uses.
  - Improve operations on freight transportation system.
  - Improve incident management and network resiliency on freight transportation system.
  - Stay informed about the current level of threat to security on freight transportation system.
- Improve Environment:
  - Stay informed about the current commercial vehicle environmental laws and regulations and improve their enforcement.
  - Conserve energy and natural resources for freight uses.
  - Minimize commercial vehicle emissions.
  - Improve development and implementation of mitigation measures for freight investments.
  - Improving environmental justice for freight investments.
- Use Innovative Technology and Practices:
  - Develop commercial vehicle alternate fuel technology and fueling infrastructure.
  - Develop new commercial vehicle to commercial vehicle communications technology applications.
  - Develop new commercial vehicle operator information systems.
  - Develop institutional arrangements and business relationships to optimize freight transportation system usage and costs.
- Plan and Collaborate to Fund Investments:
  - Develop freight projects list, timeline for implementation and public funding gap information.
  - Conduct studies to evaluate benefits of key freight transportation system investments.
  - Coordinate with other public agencies and private sector for freight project or service development and associated land use planning.

CONCLUSIONS/THE FUTURE OF GOODS MOVEMENT IN THE SAN JOAQUIN VALLEY

The most recent statewide, regional, and local transportation plans were used to compile a master list of goods movement related projects and programs on I-5 and SR 99 corridors in the San Joaquin Valley region. These included projects on I-5 and SR 99, key connectors between the two corridors and key ingress/egress routes of the region that connect to I-80 via Sacramento Valley, San Francisco Bay Area, Central Coast, Southern California and I-40/I-15 corridors via Tehachapi Pass.

County level analysis of truck volume and peak period travel speed data on I-5 and SR 99 showed critical mobility and reliability issues on segments and critical freight access interchanges. County

level analysis of truck involved crash severity data on I-5 and SR 99 showed critical safety and reliability issues on segments and critical freight access interchanges.

The literature review on ITS solutions for truck parking showed options for real-time parking detection technologies, compared their physical and operational capabilities, and summarized past tested public-private-partnership opportunities for truck parking.

The California Inland Ports Feasibility Analysis has identified a potential business case for container rail service between the state's major seaports and the San Joaquin Valley with as many as 10 trains per week between the Northern San Joaquin Valley to the Ports of L.A. at 30 percent market saturation. The ability to divert truck trips to rail improves GHG emissions, reduces wear and tear on the highways, improves highway safety, and delays the need for interregional goods movement related highway capacity improvements. Fresno COG is leading phase 2 of the California Inland Port Study being funded by Caltrans. One of the recommendations of the Phase 1 study was the need to form a statewide inland port authority with representatives from the seaports, the inland port interests, affected state agencies, shippers, receivers, and the railroads.

Through the cooperative efforts of the San Joaquin Valley eight-county coalition and the goods movement planning efforts, the SJV is seriously looking at all the existing conditions, growth implications and environmental impacts on our communities to develop a strategic and comprehensive understanding and strategies for implementing an efficient goods movement system.

Throughout the goods movement planning process, public and private stakeholders have met and discussed the criteria and metrics for evaluating projects to enhance the socioeconomic status of the San Joaquin Valley via improvements in our transportation systems, especially the status of disadvantaged communities. During the planning process the regional planning agencies worked with regional freight stakeholders from throughout the SJV to understand the issues, challenges, bottlenecks, and opportunities of the Valley's multi-modal goods movement system, including a three-tiered stakeholder outreach process to public, private, and other freight system stakeholders.

The supply chain and logistics trends of key industries, their current needs, and how they will impact goods movement in the future based on travel modeling, as well as creating simplified supply chain diagrams to illustrate the transportation system needs of industries should be expanded.

The goods movement planning processes provides the eight-county region with data-driven, multimodal project lists that reflect the combined goods movement vision of the entire of the region.

4. VALLEY WIDE PLANNING EFFORTS

SAN JOAQUIN VALLEY REGIONAL POLICY COUNCIL

The eight valley Regional Transportation Planning Agencies have a long history of successfully coordinating and collaborating to address issues of regional significance in the San Joaquin Valley. This approach was formalized with the voluntary creation of the San Joaquin Valley Regional Policy Council (Regional Policy Council).

This Council was established in 2006 to discuss and build regional consensus on issues of SJV importance. In 2009 the San Joaquin Valley Air Pollution Control District was added as a member, and in 2021 the San Joaquin Joint Powers Authority was added, resulting in ten member agencies.

The Council consists of two elected officials and one alternate appointed from each of the eight regional planning agencies' governing boards in the San Joaquin Valley. This body provides a forum for our Valley to communicate and coordinate easily and effectively on issues that impact the region such as:

- Intercity Passenger Rail
- State Route 99
- Goods Movement
- Short Haul Rail
- Air Quality/Transportation Planning
- Valleywide Model Improvement Plan
- AB 32, SB 375 Implementation
- Regional Energy Planning
- Regional Transportation Plans
- Annual Policy Conference

In addition, the Regional Policy Council also fosters and supports the development of relationships between the San Joaquin Valley and the California Transportation Commission, the California Air Resources Board, the California Partnership for the San Joaquin Valley, Caltrans, Federal Highway Administration, and other state and federal agencies.

VALLEY VOICE

Valley Voice is a valley-wide advocacy program which consists of annual trips to Washington, D.C. and Sacramento.

The goals of the Valley Voice program are to:

- Communicate the Valley's legislative priorities.
- Obtain more state and federal funding for regional priorities.
- Advocate for legislation or changes to existing legislation that will benefit the valley.

The Valley Voice delegation is comprised of representatives from the San Joaquin Valley Regional Policy Council. Each year, the RTPAs develop state and federal legislative platforms that are reviewed and approved by the Regional Policy Council. The Washington, DC trip is typically scheduled in September, and the Sacramento trip is typically scheduled for February/March.

VALLEY VOICE SACRAMENTO 2021 – ISSUES

Build Out the System to Maximize Previous Investments

Aggressively pursue funding

- Complete the State highway network in our region. The Policy Council will remain diligent in competing for additional state funds, including COVID-relief stimulus, to complete gap closures to improve safety, congestion management, and goods movement projects. This includes building out SR 99 to a minimum of six lanes, consistent with the Caltrans adopted State Route 99 Business Plan, and addressing east-west connector routes such as Highways 41, 46, 120, 132, 198, and Interstate 205.
- Maintain funding eligibility for highway capacity projects to receive state funding. This includes the SB-1 competitive programs, as well as other state grant programs such as the State Transportation Improvement Prog

Pragmatically Address Air Quality and Mobility Goals Through Operational Improvements
Continue to partner with the State of California to implement innovative and strategic initiatives to meet air quality goals

- Electric Zero Emission Vehicles and Infrastructure - Governor Newsom's FY 2020-21 January Budget proposes $1 billion in zero-emission vehicle infrastructure and $465 million in rebates for ZEV purchases. The San Joaquin Valley needs a region-wide initiative to support this effort so that the residents of our disadvantaged communities can afford the cost of electric vehicles and have access to electric vehicle charging stations.
- Create greater incentives for businesses to expand or relocate to help reduce vehicle miles traveled, given that thousands commute from the Valley into the Bay Area and LA

Basin on a daily basis. Increase broadband access and other incentives to encourage telecommuting.

- Support movement of freight by rail to ease congestion and enhance safety.
- Provide adequate funding to replace heavy duty equipment.

Transit Funding Reform

Support potential changes to the Transportation Development Act that will assist local public transportation systems with funding eligibility

- The Policy Council will continue to monitor the CTA TDA working group and support modifications to the TDA process as appropriate to ensure that transit operators are provided with flexibility to continue accessing funding to maintain and expand service.

Enhance Passenger Rail Infrastructure and Service

Provide enhanced passenger rail service connecting the San Joaquin Valley to the Bay Area and Southern California. Maintain and increase funding for commuter and intercity passenger rail.

- The Policy Council supports increases in funding from CalSTA through the State Rail Assistance and Transit Capital and Intercity Rail Program in support of all passenger rail in the San Joaquin Valley.

VALLEY VOICE WASHINGTON DC 2021 – ISSUES

State Route 99

State Route 99 – also known as the backbone of California – is a major goods movement state highway connecting southern and northern California through the major cities of the San Joaquin Valley. SR 99 is on the National Primary Freight Network and has high truck volumes. Lack of capacity for SR 99 results in congestion, fatal accidents, and poor air quality.

The Valley Voice delegation encourages Congress and the Administration to support robust federal investments for this critical corridor.

Reauthorization Policy Principles

Valley Voice supports passage of a multiyear surface transportation reauthorization such as the Infrastructure Investment and Jobs Act (IIJA). Understanding that the House is likely to consider that bill without further amendment, we urge members of our congressional delegation to make use of the budget reconciliation process to advance the following policy priorities and secure additional federal resources for our local needs:

- Investments in water infrastructure and storage capacity.
- Robust investments in emissions reduction such as the Congestion Mitigation and Air Quality
- Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Program.
- Investments in passenger rail, electric vehicle (EV) infrastructure, clean vehicles, and climate
- resiliency programs.
- Investments in agriculture conservation, drought, and forestry programs to prevent wildfires.
- Investments in workforce development and job training.

Support Pending Federal Grant Applications

The Valley Voice delegation encourages Congress and the Administration's support for the following projects seeking federal grant assistance through programs administered by the U.S. Department of Transportation:

- State Route 99 Madera South---Operational Improvement Project
- California Inland Port Study
- North Lathrop Transfer Station and Lathrop Wye Project
- West Coast Electric Highway Corridor
- Kings County Zero---Emission Fleet Conversion Project

OTHER COLLABORATIVE PLANNING EFFORTS

For decades the Valley RTPAs have explored the mutual benefits and economies of scale in working together on voluntary planning efforts. Oftentimes the funding for these projects is the result of a successful grant application that is submitted on behalf of all the Valley RTPAs. Developing the themes and consensus for the grant application requires a high level of coordinated effort between the Executive Directors and the governing boards. Some impressive examples of this voluntary collaboration between the Valley RTPAs include the San Joaquin Valley Blueprint, the San Joaquin Valley Greenprint, and the San Joaquin Valley Tribal Transportation Environmental Justice Study. Each of the above-named studies represents countless hours of conference calls, face to face meetings, working with Valleywide and local stakeholders, and often times retaining a subject matter consultant(s) between the Valley RTPAs to develop a specific product.

The San Joaquin Valley Blueprint is an outstanding example of this voluntary collaborative planning effort. A commitment to work together and submit a grant application in 2006 grew into a seven-year cooperative valleywide and regional planning effort to identify smart growth strategies for the Valley communities. This planning effort involved all levels of government and the opportunity for local citizens in all eight counties to participate. From this unprecedented level of outreach, several other planning efforts have emerged and continue to gain momentum. As a counterpart to the San Joaquin Valley Blueprint, the San Joaquin Valley Greenprint explored how to best preserve the vast productive acres of farmland and vital habitat in the region.

As part of the latter Blueprint effort, the Valley RTPAs worked with several other agencies to create the Blueprint Awards program. This award program began in 2010 and is used to recognize the outstanding achievements, the greater aesthetics or progressive details as demonstrated in a sustainable development project.

San Joaquin Valley Household Travel Survey

The San Joaquin Valley Household Travel Survey (VHTS) is another joint effort by the eight Valley MPOs. According to the federal conformity requirements, the travel models used by MPOs to demonstrate air quality conformity cannot be more than 10 years old. Many models in the SJV are close to 10 years old and need an update in a couple of years. The VHTS will collect travel data needed for the model update. Such data includes household demographic information, travel patterns and trip making characteristics. Week-day travel data will be collected with a targeted number of surveys for around 6,700 household in the San Joaquin Valley. A final report with detailed travel characteristics summary for each county in the SJV will be developed at the conclusion of the project. All the survey data collected will also be delivered to the Valley MPOs for integration into their travel demand models.

California Inland Port Feasibility Analysis Preliminary Business Model

The Valley MPOs are continuously evaluating infrastructure needs and developing project priorities, strategic programs, and policies to guide goods movement planning in the region. In 2019, the Central Valley Community Foundation initiated a California Inland Port Feasibility Analysis. The outcome of this study was a California Inland Port Feasibility Analysis Preliminary Business Model report, completed on April 8, 2020 which concluded that a San Joaquin Valley inland port would support new job creation and investment growth by repositioning the economic competitiveness of the SJV with a more robust and efficient distribution system and direct rail service to and from the deep-water seaports. The costs for shippers that manage global supply chains would be reduced, and the SJV would become much more attractive to high-value manufacturing sectors.

The MPOs in the San Joaquin Valley have each contributed toward the study to help advance the project to the next phase which will analyze the feasibility of developing a new, intermodal rail spine to connect seaports to key markets via the San Joaquin Valley. This California “Inland Port”

system would cut greenhouse gases, significantly improve air quality, reduce road congestion, boost traffic safety, and advance California's extraordinarily large intra-state freight movement system, and develop a business proposition for the railroad companies and the State for action and investment.

In conclusion, the San Joaquin Valley Regional Transportation Planning Agencies have a strong history of working together on other collaborative voluntary planning efforts and will continue to do so as resources allow.

5. VALLEY SUCCESS IN IMPLEMENTATION

PASSENGER RAIL IN THE SAN JOAQUIN VALLEY

Figure 6 - 23: Amtrak San Joaquins Route

Passenger rail service has been an area of extensive activity for the San Joaquin Valley with two existing services currently operating and the first segment of the California High-Speed Rail System under construction, which began in Fresno in 2015. The two existing passenger rail services include the Amtrak San Joaquins route that runs the length of the San Joaquin Valley and the Altamont Corridor Express (ACE) that connects the northern San Joaquin Valley with the San Francisco Bay Area.

The Amtrak San Joaquins route provides service from the San Francisco Bay Area and Sacramento through the SJV to Bakersfield. The San Joaquins runs multiple times daily between the San Francisco Bay Area (or Sacramento) and Bakersfield, where Amtrak Thruway buses connect to Southern California destinations. Other stops along the way include Stockton, Modesto, Merced, Martinez, and Fresno. Thruway bus connections to San Francisco are made at Emeryville. The seventh daily round trip of the San Joaquins was added on June 20, 2016, which was the first new round trip between Oakland and Bakersfield in 22 years.

Figure 6 – 24: Altamont Corridor Express (ACE) Route

The Altamont Corridor Express (ACE) is a commuter rail service that connects Stockton to San Jose. The ACE service is named for the Altamont Pass, through which it runs. The 86-mile (138 km) route includes ten stops, with travel time about 2 hours and 12 minutes end-to-end. ACE runs four round trips daily with annual ridership of 1.5 million passengers. ACE trains depart Stockton in the morning with return departures from San Jose in the afternoon. ACE service has ten stations through San Joaquin, Alameda, and Santa Clara County with bus connections to other transit including Bay Area Rapid Transit (BART) in Pleasanton.

After breaking ground in 2015, construction of the California High-Speed Rail is well underway in the San Joaquin Valley. The California High-Speed Rail System will be the first high-speed rail system in the nation. The California High-Speed Rail Authority ("Authority") is proposing an Initial Operating Section (IOS) from Merced to Bakersfield. The Merced to Fresno Project Section is part of the first phase of the high-speed rail system. The Authority plans to begin operations of service by the end of 2028 at which time Merced will become the southern terminus for San Joaquins Amtrak rail service. This project section is approximately 171-miles and generally parallels the Union Pacific Railroad (UPRR) tracks and State Route 99 between Merced and Fresno with stations in downtown Merced, Madera, Fresno, Hanford and Bakersfield. The system will eventually extend to San Jose, Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

COORDINATION

Figure 6 - 25: California High-Speed Rail Statewide Rail Modernization

The Central Valley Rail Policy Working Group

Coordination of passenger rail service in the San Joaquin Valley has involved a significant number of stakeholders from the local, state, and federal agencies to the private railroads and public. The Central Valley Rail Policy Working Group consists of 20 agencies and has been involved in coordinated planning for passenger rail service between Merced and Sacramento since 2006.

Recent activities of the Central Valley Rail Policy Working Group have included support of the High-Speed Rail Authority (HSRA) in the implementation of high-speed rail through the SJV and the San Joaquin Valley Joint Powers Authority (SJPPA) in support of enhanced San Joaquins Amtrak service. These activities have involved:

- Partnering with the HSRA throughout the project development process
- Providing guidance on local issues, development plans, and policies
- Assisting in developing and evaluating alternatives
- Participation in public involvement activities and events
- Serving as liaisons to local communities
- Supporting Amtrak service expansion to 9 daily round trips in the San Joaquin Valley
- Expanding through-way bus services
- Support of the Valley Rail Sacramento Extension Project

San Joaquin Joint Powers Authority

A short-term goal for the service outlined in the 2021 SJJPA Business Plan is to increase to nine daily round trips and double trips from Stockton to Sacramento from two to four daily trips.

With the passage of Assembly Bill (AB) 1779 in August 2012, regional government agencies were authorized to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing Amtrak San Joaquins Rail Service from the state. The SJJPA was established in March 2013 and is comprised of ten Member Agencies that make up the SJJPA Board including: Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation

Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments and Tulare County Association of Governments. An Interagency Transfer Agreement between the SJJPA and the State was signed on June 29, 2015. Under the provisions of AB 1779, the state will continue to provide the funding necessary for service operations, administration and marketing. Furthermore, Caltrans Division of Rail and Mass Transit will remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

The primary role of SJJPA is the day-to-day management of the San Joaquins Amtrak System. The SJJPA will be responsible for managing the High-Speed Rail IOS for the Merced to Bakersfield Segment. Recent activities of the SJJPA have included focusing on short-term service improvements , pre of the High-Speed Rail Authority (HSRA) in the implementation of high-speed rail through the Central Valley and the San Joaquin Valley Joint Powers Authority (SJPPA) in support of enhanced San Joaquins Amtrak service. These activities have involved:

- Supporting Amtrak service expansion to 9 daily round trips in the San Joaquin Valley
- Expanding through-way bus services with a variety of transit services providers
- Advancing renewable diesel engine initiative for commuter rail emission reduction
- Relocation of the Madera's Amtrak Station
- Reducing overall run times between Bakersfield and Norther California destinations
- Launching Merced to San Jose Thruway Bus Route Pilot Program
- Strategic Integration with High-Speed Rail service
- Merced Intermodal Track Connector (MITC) Project
- Stockton Diamond Grade Separation Project
- South of Merced Planning Studies

Looking Forward

Figure 6 – 26: ACEforward Proposed Service

Senate Bill 132 was adopted in April 2017, assigning $400 million for the purpose of extending the Altamont Corridor Express into Ceres and Merced by the year 2027. Senate Bill 132 aligns with the San Joaquin Regional Rail Commission (SJRRC) Valley Rail Ceres-Merced Extensions planning effort, which supports both the enhancement of exiting ACE service between Stockton and San Jose as well as extend ACE service to Manteca, Modesto, Turlock and Merced. The Ceres-Merced Extension effort has involved extensive coordination through the Central Valley Rail Policy Working Group with the hope to realize portions of the ACE service extension to Merced by as early as 2025. The San Joaquin Valley transportation partners will also

continue to work with the California HSRA to support the implementation of high-speed rail within the SJV as the initial operating phases are complete and services are initiated.

The Valley Rail Sacramento Extension Project would expand Amtrak San Joaquins and Altamont Corridor Express (ACE) passenger rail services to the greater Sacramento area through the construction of six new rail stations and track improvements along the Union Pacific Railroad (UPRR) Sacramento Subdivision train tracks. The Project includes the potential implementation of two new roundtrips of San Joaquins service operating on the Sacramento, Fresno, and BNSF Stockton Subdivisions, as well as an extension of existing ACE service to the proposed Natomas Station. The Project also includes service from the proposed Natomas Station to the Ceres ACE Station included in the ACE Extension Lathrop to Ceres/Merced project. The six new stations would be constructed in the following locations: Lodi, south Sacramento (to be named the "North Elk Grove" station), City College, Midtown Sacramento, Old North Sacramento, and Natomas/Sacramento Airport (with a shuttle connection to and from the Sacramento International Airport).

Proposition 1B, Senate Bill 1 and State Route 99 Bond Program

The State Route 99 Business Plan has focused mainly on major facility improvements that would typically be funded through the State Transportation Improvement Program (STIP) or similar federally funded programs. The Business Plans establishes a strategic approach to achieving the functional goals for the corridor predicated on the Interregional Transportation Strategic Plan, Transportation Concept Reports, Corridor System Management Plans and Regional Transportation Plans. The most significant obstacle to improving State Route 99 has been insufficient funding. Neither the STIP nor the SHOPP have had funding levels adequate to maintain, much less, improve State Route 99.

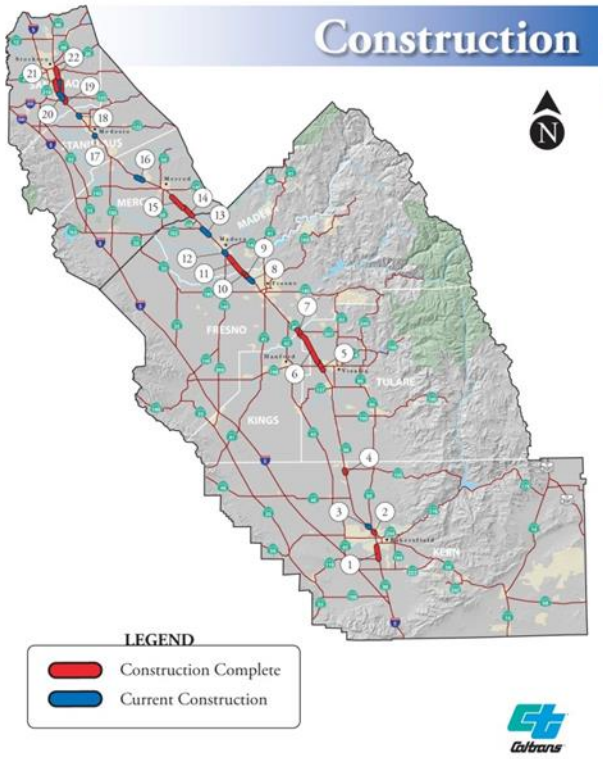
California's Proposition 1B Transportation Bond Measure of 2006 contained nearly $20 billion in funding for transportation projects. $1 billion for State Route 99 was included in Proposition 1B however the amount made a small dent in the nearly $6 billion in immediate needs identified in Caltrans' 2020 State Route 99 Business Plan. Far greater funding is needed, however, to bring the "Main Street" and the primary goods movement corridor of the San Joaquin Valley up to a full six lanes from Bakersfield to Sacramento. Widening to at least six lanes has been a long-term goal of the Valley and is necessary to accommodate the forecasted growth and avoid major congestion problems along the SR 99 corridor in the future. As the Proposition 1B program nears its sunset date, the recent update of the SR 99 business plan paints a clear picture of the continuing needs for upgrading and improving the roadway and interchanges.

In anticipation of the expiration of Proposition 1B, Senate Bill 1 (SB 1) the "Road Repair and Accountability Act of 2017" was signed into law in 2017. The SB 1 package augmented the SHOPP and the STIP funds and contained statewide grants. While the SHOPP was most greatly reinforced by SB 1, the STIP was also replenished. Before SB 1, the California Transportation Commission (CTC) needed to cut and delay $1.5 billion in STIP projects due to lack of funding, including State Route 99 projects identified in the Business Plan. With the passage of SB 1 the funding is

stabilized. Grant programming in the SB 1 package includes the Trade Corridor Enhancement Program (TCEP) that distributes $300 million annually for projects related to transportation infrastructure vital to California's trade and freight economy.

SB 1 adds $54 billion in funding over 10 years to the state's transportation budget. Caltrans will receive half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies, and an expansion of the state's network of pedestrian and bicycle routes. Over 10 years, SB 1 will allocate $15 billion to improve the condition of the state highway system, with an additional $4 billion to fix or replace bridges and culverts. The new revenue from SB 1 gives Caltrans a massive boost in addressing safety projects, deficiencies, and deferred maintenance. Yet, according to the CTC, the program is oversubscribed by $52.1 million for counties in the San Joaquin Valley.

Figure 6 – 27: State Route 99 Business Plan



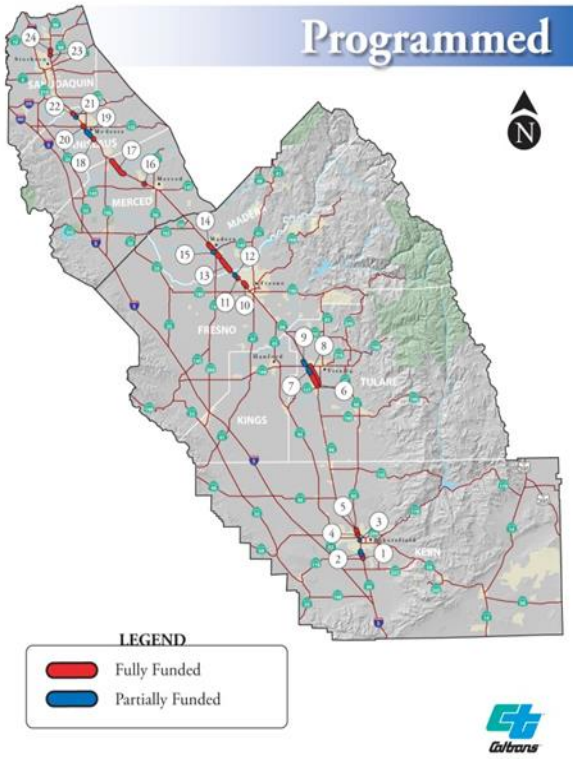


Figure 3.6
Status of Priority Category 2 Candidate Projects:
Major Capacity Increasing Improvements
(Capital Costs Greater than $8 million)

In 2013, Caltrans and the 8 Valley MPOs completed the second update to the 99 Business Plan. Here are the highlights:

- $1Billion funded by Proposition 1B
- Construction/Complete - 20 Projects - $1.3 Billion funded
- Programed/Partially Funded - 24 Projects - $1.4 Billion funded
- Candidates Remaining - 19 Major Projects - $3.5 Billion unfunded
- New Emphasis on operational improvements including: carpool facilities / ramp metering, reduced truck congestion , 511 Travel Info System, CalVans public vanpool service, privately subsidized express bus service saving 1.4M VMT/yr, new park & ride lots.

2022 Regional Transportation Plan & Sustainable Communities Strategy

Final Programmatic Environmental Impact Report
SCH #2020120482

prepared by

San Joaquin Council of Governments
555 East Weber Avenue
Stockton, California 95202
Contact: Timothy Kohaya, Senior Regional Planner

prepared with the assistance of

Rincon Consultants, Inc.
7080 North Whitney Avenue, Suite 101
Fresno, California 93720

August 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

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1 Introduction

1.1 Final EIR Contents

This Final Environmental Impact Report (Final EIR) is an informational document prepared by the San Joaquin Council of Governments (SJCOG) to evaluate the potential environmental impacts of the proposed 2022 Regional Transportation Plan Sustainable Communities Strategy (2022 RTP/SCS) ("Plan" or "project").

As prescribed by the California Environmental Quality Act (CEQA) *Guidelines* Sections 15088 and 15132, the lead agency, SJCOG, is required to evaluate comments on environmental issues received from persons/agencies who have reviewed the Draft EIR and to prepare written responses to those comments. This document, together with the Draft EIR, as revised, comprise the Final EIR for this project. This Final EIR includes individual responses to each letter received during the public review period for the Draft EIR. In accordance with CEQA *Guidelines* Section 15088(c), the written responses describe the disposition of significant environmental issues raised.

The Final EIR also includes amendments to the Draft EIR consisting of changes suggested by certain comments, as well as minor clarifications, corrections, or revisions to the Draft EIR. The Final EIR includes the following contents:

- Section 1: Introduction
- Section 2: Responses to Comments on the Draft EIR, which also includes a list of all commenters and public comment letters
- Section 3: Amendments to the Draft EIR
- Section 4: Mitigation Monitoring and Reporting Program

1.2 Draft EIR Public Review Process

The Draft EIR was circulated for a 45-day public review period in accordance with *CEQA Guidelines* Section 15087 on June 24, 2022. The public comment period closed on August 8, 2022. The Draft EIR was made available on the SJCOG website. Additional options were made available to the public to view the Draft EIR by contacting SJCOG, in accordance with COVID-19 pandemic recommendations and requirements.

1.3 EIR Certification Process and Project Approval

In accordance with the requirements of CEQA (*CEQA Guidelines* Section 15090), SJCOG will consider certifying the Final EIR as having been prepared in compliance with CEQA. Following Final EIR certification, SJCOG will consider making findings of fact for each significant impact (*CEQA Guidelines* Section 15091) and approving the project or an alternative (*CEQA Guidelines* Section 15092).

1.4 Draft EIR Recirculation Not Required

CEQA Guidelines Section 15088.5 requires Draft EIR recirculation when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but before certification. Significant new information is defined as including:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The comments, responses, and Draft EIR revisions presented in this document do not constitute such "significant new information." Instead, they clarify, amplify, or make insignificant modifications to the Draft EIR. For example, none of the comments, responses, and Draft EIR amendments disclose new or substantially more severe significant environmental effects of the project, or new feasible mitigation measures or alternatives considerably different than those analyzed in the Draft EIR that would clearly lessen the project's significant effects.

2 Responses to Comments on the Draft EIR

This section includes comments received during the circulation of the Draft Environmental Impact Report (EIR) prepared for the 2022 RTP/SCS (project).

The Draft EIR was circulated for a 45-day public review period that began on June 24, 2022 and ended on August 8, 2022. SJCOG received two (2) comment letters on the Draft EIR.

The commenters and the date of the commenter's letter appear are listed below.

Letter No	Commenter	Date	Page No.
1	Jeff Henderson, Deputy Executive Officer, Delta Stewardship Council	8/1/2022	2-2
2	Regional Transportation District	7/29/22	2-11

Written responses to each comment received on the Draft EIR are provided in this section. All letters received during the public review period on the Draft EIR are provided in their entirety. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.2, for example, indicates that the response is for the second issue raised in comment Letter 1).

Revisions to the Draft EIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are included in the responses. <u>Underlined</u> text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR.

Delta Stewardship Council
A CALIFORNIA STATE AGENCY

715 P Street, 15-300
Sacramento, CA 95814

916.445.5511
DELTACOUNCIL.CA.GOV

CHAIR
Virginia Madueño

MEMBERS
Frank C. Damrell, Jr.
Christy Smith
Maria Mehranian
Don Nottoli
Daniel Zingale
Julie Lee

EXECUTIVE OFFICER
Jessica R. Pearson

August 1, 2022

San Joaquin County Council of Governments
Attn: Kim Anderson, Deputy Director
555 East Weber Avenue
Stockton, CA 95202

Delivered via [email]:anderson@sjcog.org

RE: Comments on Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report SCH# 2020120482

Dear Kim Anderson:

Thank you for the opportunity to review and comment on the San Joaquin County Council of Governments (SJCOG) Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy Project (2022 Draft RTP/SCS) and the associated Draft Environmental Impact Report (Draft EIR). The Delta Stewardship Council (Council) recognizes SJCOG's objective to prepare a regional transportation plan that links land use, air quality, and transportation needs to meet federal and state air quality standards. SJCOG's 2022 RTP/SCS provides a long-range plan for transportation in San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. 1

The Council is an independent state agency established by the Sacramento-San Joaquin Delta Reform Act of 2009 (Delta Reform Act), which is codified in Division 35 of the California Water Code, sections 85000-85350. The Delta Reform Act charges

the Council with furthering California's coequal goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Sacramento-San Joaquin River Delta (Delta) ecosystem, to be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. (Cal. Water Code § 85054.) Pursuant to the Delta Reform Act, the Council has adopted the Delta Plan, a legally enforceable management framework for achieving the coequal goals. (Cal. Water Code § 85001(c).)

The Delta Reform Act also requires the Council to review and provide advice and input to local and regional planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies. The Council's input shall include, but not be limited to, reviewing the consistency of local and regional planning documents with the ecosystem restoration needs of the Delta and reviewing whether the lands set aside for natural resource protection are sufficient to meet the Delta's ecosystem needs (Cal. Water Code § 85212.). This letter constitutes the Council's review and advice on the Draft 2022 RTP/SCS pursuant to Water Code section 85212, as well as the Council's comments on the associated Draft EIR.

1 cont'd

Delta Reform Act Requirements for Regional Transportation Plans and Sustainable Communities Strategies

The Delta Reform Act requires that metropolitan planning organizations preparing a regional transportation plan that includes land within the primary or secondary zones of the Delta consult with the Council early in the planning process. (Cal. Water Code § 85212.) Council staff and SJCOG staff met on September 6, 2021.

The Delta Reform Act also requires that the metropolitan planning organization provide a draft SCS and an alternative planning strategy, if any, to the Council, no later than 60 days prior to adoption of the final regional transportation plan, along with concurrent notice of the submission in the same manner as an agency filing a certification of consistency. (Cal, Water Cide § 85212.) SJCOG submitted its Draft 2022 RTP/SCS to the Council on June 24 2022.

If the Council concludes that the draft sustainable communities strategy or alternative planning strategy is inconsistent with the Delta Plan, the Council is required to provide written notice of the claimed inconsistency to the metropolitan planning organization no later than 30 days prior to the adoption of the final regional transportation plan. If the Council provides timely notice of a claimed

inconsistency, the metropolitan planning organization's adoption of the final regional transportation plan shall include a detailed response to the Council's notice.

Council Review of and Input on the Draft 2022 RTP/SCS and Draft EIR

This section presents the Council's review of and input on the submitted Draft 2022 RTP/SCS pursuant to Water Code section 85212. It also presents the Council's comments on the Draft EIR.

1. Consistency with Ecosystem Restoration Needs and Sufficiency of Lands Set Aside

The Biological Resources chapter of the Draft EIR provides discussion and applicable mitigation regarding potential conflicts with applicable land use plans, policies, and regulations.

a. Consistency with Restoration Needs

The Delta Plan designates six priority habitat restoration areas (PHRAs) that have the greatest potential for large-scale habitat restoration (Delta Plan, Chapter 4, p. 136-138). Delta Plan Policy **ER P3** (Cal. Code Regs., tit. 23, § 5007) states that significant adverse impacts to the opportunity to restore habitat must be avoided or mitigated in these areas (depicted in Appendix 5: http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%205.pdf). Two PHRAs are located partially within the 2022 RTP/SCS planning area: (1) Consumnes/Mokelumne Confluence and (2) Lower San Joaquin River Floodplain. The consistency of the RTP/SCS with the ecosystem restoration needs of the Delta is based on its potential to impact the opportunity to restore habitat in these PHRAs. 2

In its January 27, 2021 comments on the NOP, the Council requested that SJCOG's EIR for the project analyze whether the RTP/SCS would induce growth in these PHRAs. Such discussion was not provided in the growth-inducing impacts section of the Draft EIR. Nevertheless, the Draft EIR Biological Resources analysis in Section 4.3 identifies that growth projected within the 2022 RTP/SCS is concentrated primarily on development within existing urbanized areas. Therefore, the 2022 RTP/SCS would not accommodate urban growth in either of these PHRAs.

Council staff have reviewed the proposed land uses in the Draft 2022 RTP/SCS within and adjacent to the Delta, and has not identified any conflict between proposed uses and PHRAs depicted in Delta Plan Policy ER P3.

b. Sufficiency of Lands Set Aside

The Draft 2022 RTP/SCS does not specifically address setting aside lands for natural resource protection. The Draft EIR, Section 2.3.4 Sustainable Communities Strategy identifies that it is a prerogative of lead agencies to adopt land use plans and implement projects (i.e., city and county agencies, transit providers). However, SJCOG does incentivize natural resource protection by encouraging new growth to occur in existing population centers and by maximizing the efficiency of the existing transportation network. The Council appreciates that the Draft 2022 RTP/SCS Performance Metrics (compared to 2018 RTP/SCS) aim to achieve this by accommodating 5,196 acres less area of land developed, 3,735 less acres of Prime Farmland developed, a residential net density of 9.9, a 42% share of multi-family housing, 50 gal/day less water used per household, and 8 MBTU less energy used from new growth. The Draft EIR assesses whether the RTP transportation projects and SCS land use pattern and strategies could conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This review focused on the process used by SJCOG to develop regional growth projections, the transportation network and programs, housing needs estimates, and the SCS land use strategies. The Draft 2022 RTP/SCS incentivizes natural resource protection by encouraging infill, mixed use, and transit-oriented development within existing urbanized areas. 3

Senate Bill 375 (Chapter 728, Statutes of 2008) provides California Environmental Quality Act (CEQA) streamlining benefits for certain projects that are consistent with the RTP/SCS land use and transportation pattern. The Draft 2022 RTP/SCS and associated Draft EIR aims to facilitate these CEQA streamlining benefits for qualifying residential, mixed-use, and transit priority projects that are consistent with the general use designation, density, building intensity and applicable policies specified in the SCS. The Draft 2022 RTP/SCS Executive Summary Highlighted Projects map illustrates the location of these areas. Based on the mapped locations, the 2022 RTP/SCS would not afford CEQA streamlining benefits to projects outside of existing city boundaries, within the Delta, or within any PHRA. Based on the locations of the high-frequency transit areas, the Draft 2022 RTP/SCS is not likely to incentivize development in areas within the Delta which are necessary to meet the Delta's ecosystem needs.

Finding: Based on review of the Draft 2022 RTP/SCS and the Draft EIR, in compliance with the Water Code section 85212, the Council has not identified that

lands set aside for conservation and restoration in the Draft 2022 RTP/SCS are inconsistent with the ecosystem restoration needs of the Delta. 3 cont'd

2. Consistency with the Delta Plan

The Delta Reform Act requires the Council to review and provide timely advice to planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies, with the Delta Plan (Wat. Code § 85212).

a. Land Use Pattern

Delta Plan Policy **DP P1** (Cal. Code Regs., tit. 23, § 5010) places certain limits on new urban development within the Delta. New residential, commercial, and industrial development must be limited to areas that city or county general plans designate for such development as of the date of the Delta Plan's adoption (May 16, 2013). This policy is intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk. 4

A state or local agency that proposes to carry out, approve, or fund an action that occurs in whole or in part in the Delta (a "covered action") is required to prepare a written Certification of Consistency with detailed findings as to whether the covered action is consistent with the Delta Plan and submit that certification to the Council prior to implementation of the project. (Cal. Water Code § 85225.) The Delta Reform Act exempts from this requirement actions within the Secondary Zone of the Delta that a metropolitan planning organization determines are consistent with its sustainable community strategy (or alternative planning strategy) and that the California Air Resources Board has determined would achieve regional greenhouse gas emission reduction targets. (Cal. Water Code § 85057.5(b)(4).) SJCOG is the metropolitan planning organization for the San Joaquin County region, which contains portions of the Secondary Zone of the Delta. Thus, Water Code section 85057.5(b)(4) provides SJCOG with a significant role in shaping the State's Delta policy.

As previously stated, the 2022 RTP/SCS Performance Metrics (compared to 2018 RTP/SCS) would encourage infill, mixed use, and transit-oriented development within existing urban areas and aims to achieve this by accommodating a 9.9% increase in residential net density, and 42% share of multi-family housing. The 2022 RTP/SCS land use scenario would accommodate development within existing

communities, would not divide existing communities, would locate people closer to available employment, and would locate services within established communities. New transportation projects and new development envisioned within the land use scenario would occur along existing transportation corridors in urbanized areas. The Draft EIR includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans which are summarized in Section 2.2, Project Description, Table 2-1: 2022 Planned and Programmed Projects . Therefore, the planned and programmed projects are not inconsistent with DP P1 because they fit within the exemption for planned development depicted in general plans set forth in DP P1. As such, the Draft 2022 RTP/SCS land use pattern would not promote development within the Secondary Zone of the Delta that is inconsistent with Delta Plan Policy DP P1.

4 cont'd

Finding: Based on the review of the Draft 2022 RTP/SCS and associated Draft EIR, in compliance with Water Code section 85212, the Council has not identified any inconsistency of the Draft 2022 RTP/SCS with Delta Plan policy **DP P1**.

b. Transportation Investment

The recommended transportation projects in the Draft 2022 RTP/SCS (Chapter 4) include a variety of investments in urban areas located within the Legal Delta. These transportation projects would advance Delta Plan recommendation **DP R5**, which states that "The California Department of Transportation, local agencies, and utilities should plan infrastructure, such as roads and highways, to meet needs of development consistent with sustainable community strategies, local plans, the Delta Protection Commission's Land Use and Resource Management Plan for the Primary Zone of the Delta, and the Delta Plan." A number of planned transportation investments in the 2022 RTP/SCS would improve the capacity and safety of roads and highways in the Delta. The 2022 RTP/SCS includes multiple projects within the Delta, such as new and improved existing bicycle and pedestrian routes, construction and reconstruction of interchanges, widening and realignment of roadway lanes, reconstruction of the Delta-Mendota Canal and California Aqueduct bridges from I-205 to I-580 , and intersection signalization described in the Draft EIR Section 4.1 Visual Resources.

5

Finding: Based on review of the Draft 2022 RTP/SCS and associated Draft EIR, in compliance with Water Code section 85212, the Council has not identified any inconsistency of the recommended transportation projects identified in the 2022

RTP/SCS with Delta Plan policies and recommendations concerning transportation in the Delta. 5 cont'd

Closing Comments

Pursuant to Water Code section 85212, the Council has reviewed and provided advice and input on the Draft PEIR 2022 RTP/SCS as outlined in the letter. The Council has not identified any inconsistency with the Delta Plan. The Council considered and approved the findings in this comment letter at its monthly meeting on July 28, 2022. 6

The Council invites you to continue to engage Council staff following the adoption of the 2022 RTP/SCS to coordinate implementation and subsequent updates. Please contact Pat Kelly at patricia.kelly@deltacouncil.ca.gov or (916-445-5511) with any additional questions.

Sincerely,

Jeff Henderson

Jeff Henderson, AICP
Deputy Executive Officer
Delta Stewardship Council

Letter 1

COMMENTER: Jeff Henderson, Deputy Executive Officer, Delta Stewardship Council

DATE: 8/1/2022

Response 1.1

The commenter summarizes the purpose of the Council and the Delta Reform Act requirements with furthering California's coequal goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Sacramento-San Joaquin River Delta (Delta) ecosystem. It is further explained that the Delta Reform Act also requires the Council to review and provide advice and input to local and regional planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies.

The comment does not raise an environmental issue related EIR adequacy, and no further response is required.

Response 1.2

The commenter explains the Delta Plan Policy ER P3, which states that significant adverse impacts to the opportunity to restore habitat must be avoided or mitigated in priority habitat restoration areas (PHRAs) and reiterated the Council's comments on the NOP to analyze whether the RTP/SCS would induce growth in these PHRAs. The commenter states the Council did not identify any conflict between proposed land uses in the Draft RTP/SCS and PHRAs depicted in Delta Plan Policy ER P3.

The comment does not raise an environmental issue related EIR adequacy, and no further response is required.

Response 1.3

The commenter summarizes the topic of setting aside lands for natural resource protection in the Draft 2022 RTP/SCS and Draft EIR. The commenter notes the plan incentivizes new growth to occur in existing population centers and works to maximize efficiency of existing transportation network. The commenter also notes the Draft 2022 RTP/SCS and Draft EIR shows projects which would benefit from Senate Bill 375 CEQA streamlining, none of which fall outside of existing city boundaries, within the Delta, or within any PHRA. The commenter states the Council did not find inconsistencies with the ecosystem restoration needs of the Delta.

The comment does not raise an environmental issue related EIR adequacy, and no further response is required.

Response 1.4

The commenter summarizes Delta Plan Policy DP P1 regarding land use intended to strengthen existing Delta communities while protecting farmland and open space, preserving land for ecosystem restoration needs, and reducing flood risk. The commenter reiterates the 2022 RTP/SCS aims of increasing residential net density and transit-oriented development. The commenter concludes by stating the Council has not identified any inconsistency of the Draft 2022 RTP/SCS with Delta Plan policy DP P1.

The comment does not raise an environmental issue related EIR adequacy, and no further response is required

Response 1.5

The commenter summarizes Delta Plan recommendation DP R5. The commenter notes the planned transportation investments in the 2022 RTP/SCS, many of which would provide improvements within the Delta. The commenter concludes by stating the Council has not identified inconsistencies between recommended transportation projects in the 2022 RTP/SCS and the Delta Plan policies and recommendations concerning transportation.

The comment does not raise an environmental issue related EIR adequacy, and no further response is required.

Response 1.6

The commenter provides closing comments and concludes the Council has not identified any inconsistency with the Delta Plan.

The comment does not raise an environmental issue related EIR adequacy, and no further response is required.

Impact	Mitigation Measure(s)	Impact Finding
levels in excess of standards established in the local general plan or noise ordinance. This impact would be significant and unavoidable.	insulation techniques shall be utilized to reduce indoor noise levels to thresholds set in applicable State and/or local standards. Such measures may include but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.	
Transportation		
Impact T-1. transportation projects and land use projects envisioned by the proposed 2022 RTP/SCS would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact would be less than significant.	None required.	Less than Significant
Impact T-2. The proposed 2022 would result in an overall increase in regional VMT above baseline (2016) conditions. The proposed 2022 RTP/SCS would result in an increase in VMT per capita below the above baseline (2016) conditions. Regional VMT and VMT per capita impacts from implementation of the proposed 2022 RTP/SCS would be significant and unavoidable. The induced travel impact at the regional level would be less than significant.	**T-2(a) Regional VMT Reduction Programs.** Implementing agencies shall require implementation of VMT reduction strategies through TDM programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. Modifications may include but are not limited to: ▪ Provide car-sharing, vanpool, bike sharing, and ride-sharing programs ▪ Implement or provide access to commute reduction programs ▪ Provide a bus rapid transit system ▪ Improve pedestrian or bicycle networks, or transit service ▪ Provide transit passes ▪ Encourage telecommute programs ▪ Incorporate affordable housing into the project ▪ Increase density ▪ Increase mixed uses within the project area ▪ Incorporate improved pedestrian connections within the project/neighborhood ▪ Incentivize development in low VMT communities ▪ Incentivize housing near commercial and offices	Significant and Unavoidable

Letter 2

SJCOG Draft 2022 RTP/SCS Draft EIR, Executive Summary

RTPs Comments 7/28/23

Comment/Request	How and Where it was Addressed
CDFW requests the EIR identify reasonably foreseeable future projects in the project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the project's contribution to the impact.	The EIR includes a discussion of potential direct, indirect, and cumulative biological resource impacts in Section 4.3, *Biological Resources*.
CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary	SJCOG, as Lead Agency, will be required to pay any necessary filing fees to CDFW, as applicable.
Native American Heritage Commission (NAHC)	
The NAHC states that the project is subject to the requirements and provisions under Assembly Bill (AB 52) for tribal cultural resources. The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.	The EIR includes a discussion of consultation efforts with tribes in the area and potential project impacts in Section 4.12, *Tribal Cultural Resources*. Section 4.14
San Joaquin Regional Transit District	
The District requests that the EIR include an analysis and discussion pertaining to any potential impacts on San Joaquin RTD's current transit system including the following: safety; security; bus, bus rapid transit, intercity, and commuter services; transit stations; and accessibility.	The EIR includes a discussion of these impacts in Section 4.~~11~~ 14, *Transportation*.
The District requests that the EIR include a discussion of equity pertaining to all modes of transportation and analyze any negative impacts concerning disproportionate impacts on communities.	Please refer to Chapter 5 and Appendix P of the RTP/SCS, for a discussion of identified communities of concern and impacts of the 2022 RTP/SCS on low-income populations, minority individuals and populations, and low mobility populations.
The District requests that all existing and planned intra and inter-county transportation systems, including rail (such as Altamont Corridor Express (ACE)) and express bus services such as San Joaquin RTD's Commuter Bus service should be evaluated for impacts pertaining to public access and service connections to important destinations for the travelling public.	The EIR includes a discussion of impacts to active transportation in Section ~~4.11~~ 4.14, *Transportation*.
The District requests that the EIR discuss future highway capacity projects, such as the I-205 managed lanes project, and include potential impacts to regional transit and opportunities for express bus lanes.	The EIR includes a list of proposed transportation projects in Section 2.0, *Project Description* and a discussion of transportation related impacts in Section ~~4.11~~ 4.14, *Transportation*.
Delta Protection Commission	
The Delta Protection Commission requests that the EIR consider the Commission's Land Use and Resource Management Plan and its policies when assessing the project's consistency with applicable land use plans, policies, and regulations and to discuss the Delta Trail in the recreation and transportation setting sections.	The EIR includes a discussion of applicable land use plans, policies, and regulations Section 4.9, *Land Use and Planning*. In addition, the EIR includes a discussion of impacts to recreational facilities in Section 4.14, *Effects Considered to be Less than Significant*.
Delta Stewardship Council	
The Delta Stewardship Council requests consultation as part of the process in developing the RTP/SCS.	This comment pertains to the preparation of the RTP/SCS and does not relate to the EIR. The Delta Stewardship Council will be afforded the opportunity to comment on the EIR during public review as required under the CEQA process.

1 Cont

Altamont Corridor Express (ACE) provides direct commuter rail service to Silicon Valley (with stops in Stockton, Lathrop, Manteca, and Tracy).

Regional public transit is provided by San Joaquin Regional Transit District (SJRTD) bus service. The SJRTD offers fixed-route buses, intercity buses, interregional buses, and dial-a-ride services. Transit operators provide local bus services in most of the local jurisdictions throughout the county. A variety of Class I-III bicycle routes in many areas provide additional transit alternatives.

3.4 EIR Baseline, Approach for Direct and Cumulative Analyses

3.4.1 Mitigation Approach

This EIR includes proposed mitigation measures to reduce impacts and identifies agencies for implementation of those mitigation measures. SJCOG has lead agency status; and therefore, authority to enforce mitigation measures for projects for which they have discretionary authority. However, SJCOG does not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, cities, transit agencies, etc.) that are responsible agencies for this 2022 RTP/SCS EIR, but for applicable, project specific review, those implementing agencies will be Lead Agency under CEQA/NEPA for future transportation and land use development projects. It is the responsibility of the lead agency implementing specific 2022 RTP/SCS projects to conduct environmental review consistent with CEQA and where applicable, incorporate mitigation measures provided herein and developed specifically for the project to reduce impacts. Project-specific environmental documents may adjust the mitigation measures identified in this EIR as necessary to respond to site-specific conditions.

1 Cont

3.4.2 EIR Baseline

Under CEQA, the impacts of a proposed project must be evaluated by comparing expected environmental conditions after project implementation to conditions at a point in time referred to as the baseline. State CEQA Guidelines Section 15125 states that an EIR should describe physical environmental conditions of the project as they exist at the time the Notice of Preparation (NOP) is published, or if no NOP is published, then at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

As the State CEQA Guidelines Section 15125 states, ordinarily the appropriate baseline will be the actual environmental conditions existing at the time of CEQA analysis, typically when the NOP is published. However, the CEQA Guidelines also contemplate times when a deviation from the use of the NOP date to establish the baseline is appropriate to present an accurate description of the expected environmental impacts of a proposed project.

This EIR evaluates impacts against existing conditions which are generally conditions existing at the time of the release of the NOP in December 2020. It was determined that a comparison to current, existing baseline conditions would provide the most relevant information for the public, responsible agencies and SJCOG decisionmakers. However, the release date of the NOP in December 2020 was during an unplanned global pandemic caused by the COVID-19 coronavirus. Beginning in March 2020, the SJCOG region was in varying stages of compliance with shelter-in-place orders directed by various county health officers. These orders modified commercial and office business operations,

SJCOG Draft 2022 RTP/SCS
Draft EIR, Chapter 4.14

Public Transit

The San Joaquin Regional Transit District (SJRTD) provides bus service throughout the County with the Hopper service. The Hopper provides fixed-route service to the cities of Stockton, Lathrop, and Manteca as well as to the community of French Camp. Additional intercity bus lines provide service to Tracy. SJRTD also offers dial-a-ride services for both the general public and for the elderly/disabled throughout the County. These dial-a-ride services provide transportation seven days a week during nontraditional bus hours in rural areas not served by fixed-route lines. The dial-a-ride programs provide connection services to fixed-route lines and to passenger rail (such as Altamont Corridor Express (ACE) and Amtrak).

SJRTD's Interregional Commuter Service offers bus service to passengers traveling to Alameda, Contra Costa, ~~Santa Clara,~~ and Sacramento counties, including feeder service to BART for employees working in San Francisco and the East Bay. The SJRTD intercity route 91 connects Ripon, Manteca, and Stockton and route 28 and 90 connect Tracy, Lathrop, French Camp, and Stockton. Route 93 ~~and 23~~ link Stockton to Lodi. The interregional service is designed to meet the needs of commuters who travel distances greater than 50 miles one way. Greyhound and Amtrak also provide interregional bus service.

Lodi's Grapeline, the Tracy Tracer, Manteca Transit, and smaller transit services in the cities of Escalon (eTrans) and Ripon (Blossom Express) also provide bus service. The combination of services supports local transit systems, bus rapid transit, intercity and interregional bus transit services, and needed services such as demand response for both those who need transit for medical purposes and those in the rural areas of the County.

1 Cont

Within the 2022 RTP/SCS, approximately $2.9 billion in passenger bus transit operations and $323.8 million in passenger bus transit capital investments are planned. Over half of these funds are targeted for expanding passenger bus service.

Rail

Rail lines in San Joaquin County are used for both passenger and freight services. Several major railways stretch through large portions of the County, including the Union Pacific and BNSF Railroads. Stockton serves as a hub for many of these railways and acts as a major distribution center for freight shipped to locations throughout California and the United States.

The Altamont Corridor Express (ACE), formerly the Altamont Commuter Express, is a commuter rail service in California connecting Stockton with San Jose. It is named for the Altamont Pass, an area through which it travels. The service commenced on October 19, 1998, with two trains daily in each direction (weekdays only). The frequency was increased in November 2009 to three trains daily in each direction and then increased to four trains daily in each direction in September 2012. There are 10 stops along its 86 miles route; present travel time is about 2 hours and 10 minutes from end-to-end. The tracks are owned by Union Pacific. The ACE transit service uses Bombardier Bi-Level Coaches and "MPI F40PH-3C" locomotives. It is managed by the San Joaquin Regional Rail Commission. ACE has planned to extend service south to Ripon, Ceres, Modesto, and Sacramento starting in 2023.

Within the 2022 RTP/SCS, approximately $604 million in passenger rail transit operations and $554.5 million in passenger rail transit capital investments are planned. Over half of these funds are targeted for expanding the current passenger rail system

Chapter 2 - Project Description
Table 2-1 - Planned & Programmed Projects

Comment 2-2

Project Title	Project Type	Description
RTD		
RTD-1: Bus Electrification / Power Distribution	Transit	Solar Energy System Phase I.
RTD-2: Bus Electrification / Power Distribution	Transit	Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer ($10M to build).
RTD-3: Bus Electrification / Power Distribution	Transit	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: $750K to 1M for on-site tank dispenser (1-5 buses) ; Hydrogen: $1.5M to 2M for Full service station (5-30 buses); Electric: $1M to 1.5M for Depot charger/Induction Charger 5 FCEB pilot at $1.5 Million per Bus.
RTD-4: Bus Electrification / Power Distribution	Transit	Hydrogen and Lease of the Trailer (5 Years @ $350K per Year)
RTD-5: Bus Electrification / Power Distribution	Transit	Battery Energy Storage Systems at Regional Transportation Center (RTC), County Transportation Center (CTC), and possibly Downtown Transit Center (DTC) for peak saving energy initiatives.
RTD-5: Bus Electrification / Power Distribution	Transit	Replace 2 existing 500kW overhead charger (DTC).
RTD-6: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (1) MCI D4500 (Commuter)
RTD-7: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace nine (14) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. ($1.2 M per Bus)
RTD-8: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace eight (13) GILLIG diesel-electric hybrid buses with zero-emission electric buses in BRT fleet.
RTD-9: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (2) Protera - EcoRide BE-35 (SMA)
RTD-10: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (2) MCI 34500 (Commuter)
RTD-11: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (6) Nova Hybrid LF Articulated (SMA)
RTD-12: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (6) Seacraft/Ford Transit 350 HD (VanGo)
RTD-13: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (22) Glaval Titan II LF (Hopper)
RTD-14: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (14) Glaval/Ford Transit 350 HD (VanGo)
RTD-15: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (6) ADA Cut-away gasoline (Replaces Item I9)
RTD-16: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace one (1) diesel bus over the-road coach with either a zero-emission electric bus or diesel bus in Commuter fleet.
RTD-17: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace 12 cutaway Buses used by United Cebral Palsy to transport individuals who would otherwise use SMA Paratransit.
RTD-18: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Bus component rebuild and parts.

Replace with new info

See revised two page RTD proj. update after this section.

2

Project Title	Project Type	Description
RTD-19: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Hybrid Electric Buses (5 new/additional buses)
RTD-20: Safety & Security	Transit	To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.
RTD-21: Safety & Security	Transit	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.
RTD-22: Safety & Security	Transit	Radios for security Guards to connect with dispatch and customer service
RTD-23: Safety & Security	Transit	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase
RTD-24: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	To purchase and install support equipment for bus and facilities, including Bus Video Standardization System, contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement.
RTD-25: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	RTD will hire consultant to provide plans for a new ERP System. Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)
RTD-26: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.
RTD-27: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase
RTD-28: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	Transit Vehicle Public Display Monitor System Project
RTD-29: Planning/Study/Training, Outreach and Research Projects	Transit	Zero-Emission Blueprint.
RTD-30: Planning/Study/Training, Outreach and Research Projects	Transit	TAM Upgrade.
RTD-31: Planning/Study/Training, Outreach and Research Projects	Transit	Hydrogen Fuel Cell Electric Bus training.
RTD-32: Planning/Study/Training, Outreach and Research Projects	Transit	Integrated Mobility Innovation Research Project.
RTD-33: Planning/Study/Training, Outreach and Research Projects	Transit	System Redesign Study / Service Equity Analysis. Perform an analysis of the service disruptions in the County Hoppers due to the shortage of drivers that was effective July 1, 2021.
RTD-34: Planning/Study/Training, Outreach and Research Projects	Transit	RTD's Title VI Procedure Upgrade and Service Equity Analysis

2

See revised RTD Project List

Project Title	Project Type	Description
RTD-35: Operating Costs	Transit	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO! Operations
RTD-36: Facilities Improvement and Upgrade	Transit	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.
RTD-37: Facilities Improvement and Upgrade	Transit	Install new BRT bus shelters and bus stop amenities (trash cans and benches) for the NEXTGEN route 49 recommendation.
RTD-38: Facilities Improvement and Upgrade	Transit	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-seal at CTC, bird netting at Regional Transportation Center (RTC), RTC Floor repair and other refurbishment improvement. with 5% annual increase
RTD-39: Facilities Improvement and Upgrade	Transit	Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.
RTD-40: Support Vehicles – Acquisition/Rehab/Renovation	Transit	To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12- non-revenue vehicles to replace in the next 5 years , with an average cost of $75K per vehicle.
RTD-41: Future Operations	Transit	Future Operations
RTD-42: Future Capital	Transit	Future Capital
San Joaquin County		
SJC-1: Howard Road	ST/RDS	Passing lanes and channelization from Tracy Boulevard to Matthews Road
SJC-2: Grant Line Road Corridor Improvements	ST/RDS	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements from Tracy City Limits to 11th Street
SJC-3: Tracy Boulevard	ST/RDS	Passing lanes and channelization from I-205 to Howard Road
SJC-4: Eleventh Street	ST/RDS	Operational and safety improvements along corridor and at intersections from Tracy City limits to I-5
SJC-5: Roth Road	ST/RDS	Widen from 2 to 4 lanes with shoulders from UPRR to Airport Way
SJC-6: Airport Way	ST/RDS	Widen from 2 to 4 lanes from Roth Road to French Camp Road
SJC-7: Escalon Bellota Road	ST/RDS	Widen from 2 to 4 lanes with shoulders from Escalon City limits to Mariposa Road
SJC-8: Mariposa Road	ST/RDS	Widen roadway from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes from Austin Road to Jack Tone Road

2

San Joaquin Regional Transit District (RTD) Cap/Ops Project List for the SJCOG 2022 RTP-SCS Constrained Project List

Note regarding project list revisions below - The highlighted cells are the ones that were changed or added and the stricken-out items are to be removed.

2

7/29/22

Project Information	Project Description	Project Limits (Enter Location)	ANNUAL COST FY23	FY24	FY25	FY26	FY27	Total Cost to Deliver	Estimated Completion Date
Bus Electrification/Power Distribution	Renewable energy solutions for facility and fleet energy consumption.	San Joaquin County	$ 3,375,000.00	$ 1,500,000.00	$ 1,500,000.00	$ 1,500,000.00		$ 7,875,000.00	10/30/2022
	~~Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer ($10M to build).~~	~~San Joaquin County~~	~~$ 10,000,000.00~~					~~$ 10,000,000.00~~	~~TBD~~
	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: $750K to 1M for on-site tank dispenser (1-5 buses) ; Hydrogen: $1.5M to 2M for Full service station (5-30 buses); Electric: $1M to 1.5M for Depot charger/Induction Charger 5 FCEB pilot at $1.5 Million per Bus.	San Joaquin County	$ 7,500,000.00					$ 7,500,000.00	TBD
	Hydrogen and Lease of the Trailer (5 Years @ $350K per Year)	San Joaquin County	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 1,750,000.00	6/30/2023
	Battery Energy Storage Systems	San Joaquin County		$ 1,936,000.00	$ 2,032,800.00	$ 2,134,440.00	$ 2,241,162.00	$ 8,344,402.00	TBD
Total	**Bus Electrification/Power Distribution**		**$ 21,225,000.00**	**$ 3,786,000.00**	**$ 3,882,800.00**	**$ 3,984,440.00**	**$ 2,591,162.00**	**$ 35,469,402.00**	
Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	~~Replace (1) MCI D4500 (Commuter)~~	~~San Joaquin County to Bay Area~~	~~$ 1,200,000.00~~					~~$ 1,200,000.00~~	~~6/30/2023~~
	~~Replace twenty-two (22) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. ($1.4 M per Bus)~~	~~Stockton Metropolitan Area~~			~~$ 30,800,000.00~~			~~$ 30,800,000.00~~	~~6/30/2026~~
	Replace fourteen (14) GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet.	Stockton Metropolitan Area	$ 11,200,000.00	$ 8,400,000.00				$ 19,600,000.00	TBD
	Replace (2) Protera - EcoRide BE-35 (SMA)	San Joaquin County			$ 2,800,000.00			$ 2,800,000.00	TBD
	Replace (2) MCI 34500 (Commuter)	San Joaquin County to Bay Area			$ 2,800,000.00			$ 2,800,000.00	TBD
	Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County				$ 9,600,000.00		$ 9,600,000.00	TBD
	Replace (6) Starcraft/Ford Transit 350 HD (VanGo)	San Joaquin County		$ 1,650,000.00				$ 1,650,000.00	TBD
	Replace (22) Glaval Titan II LF (Hopper)	San Joaquin County			$ 6,050,000.00			$ 6,050,000.00	TBD
	Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County		$ 3,850,000.00				$ 3,850,000.00	TBD
	Replace (6) ADA Cut-away gasoline (Replaces Item I9)	San Joaquin County				$ 1,650,000.00		$ 1,650,000.00	TBD
	~~Replace one (1) diesel bus over the road coach with either a zero-emission electric bus or diesel bus in Commuter fleet.~~	~~San Joaquin County to Bay Area~~	~~$ 1,200,000.00~~					~~$ 1,200,000.00~~	~~6/30/2023~~
	Replace 12 cutaway Buses used by United Cebral Palsy to transport individuals who would otherwise use SMA Paratransit.	San Joaquin County	$ 310,000.00	$ 620,000.00	$ 620,000.00	$ 310,000.00		$ 1,860,000.00	6/30/2027
	Provide infrastructure to accommodate future replacement of cutaway buses.	San Joaquin County	$866,000	$ 268,000.00	$ 294,800.00	$ 147,400.00		$ 1,576,200.00	6/30/2027
	Bus component rebuild and parts.	San Joaquin County	$ 250,000.00	$ 262,500.00	$ 275,625.00	$ 289,406.25	$ 303,876.56	$ 1,381,407.81	FY23-27
	Hybrid Electric Buses (5 new/additional buses).	San Joaquin County	$ 2,750,000.00					$ 2,750,000.00	TBD
Total	**Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild**		**$ 17,776,000.00**	**$ 15,050,500.00**	**$ 43,640,425.00**	**$ 11,996,806.25**	**$ 303,876.56**	**$ 88,767,607.81**	
Safety & Security	To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.	San Joaquin County	$ 157,500.00	$ 112,000.00	$ 150,000.00	$ 495,000.00	$ 150,000.00	$ 1,064,500.00	6/30/20258
	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.	San Joaquin County	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 50,000.00	$ 250,000.00	FY23-27
	Security Guard Radios		$ 18,000.00					$ 18,000.00	FY23
	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	$ 919,767.00	$ 965,755.35	$ 1,014,043.12	$ 1,064,745.27	$ 1,117,982.54	$ 5,082,293.28	FY23-27
Total	**Safety & Security**		**$ 1,145,267.00**	**$ 1,127,755.35**	**$ 1,214,043.12**	**$ 1,609,745.27**	**$ 1,317,982.54**	**$ 6,414,793.28**	
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	~~To purchase and install support equipment for bus and facilities, including~~ Bus Video Standardization System, ~~contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement.~~	San Joaquin County	$ 3,474,702.00	$ 1,025,702.00				$ 4,500,404.00	6/30/2024
	~~RTD will hire consultant to provide plans for a new~~ ERP System . Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)	San Joaquin County	$ 100,000.00					$ 100,000.00	6/30/2023
	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.	San Joaquin County	$ 320,000.00	$ 1,815,000.00	$ 2,000,000.00	$ 1,000,000.00		$ 5,135,000.00	6/30/2027

2

Comment 2-2 Cont.

Pg 1 of 2

	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase	San Joaquin County	$ 844,012.00	$ 886,212.60	$ 930,523.23	$ 977,049.39	$ 1,025,901.86	$ 4,663,699.08	TBD
	Transit Vehicle Public Display Monitor System Project	San Joaquin County		$ 750,000.00				$ 750,000.00	FY24
Total	**Communication System, Fare Collection (Mobile),Computer Software & Hardware, and Misc. Equipment**		**$ 4,738,714.00**	**$ 4,476,914.60**	**$ 2,930,523.23**	**$ 1,977,049.39**	**$ 1,025,901.86**	$ 15,149,103.08	
Planning/Study/Training, Outreach and Research Projects	~~Zero-Emission Blueprint.~~	~~San Joaquin County~~	~~$ 1,348,249.00~~					~~$ 1,348,249.00~~	~~TBD~~
	Transit Asset Management System Update	San Joaquin County	$ 28,000.00					$ 28,000.00	TBD
	Hydrogen Fuel Cell Electric Bus training.	San Joaquin County	$ 269,000.00					$ 269,000.00	TBD
	~~Integrated Mobility Innovation Research Project.~~	~~San Joaquin County~~	~~$ 350,000.00~~					~~$ 350,000.00~~	~~TBD~~
	Service Equity Analysis of the future changes including service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	$ 75,000.00					$ 75,000.00	TBD
	RTD's Title VI Program Update as required by FTA every four years	San Joaquin County	$ 100,000.00					$ 100,000.00	TBD
Total	**Planning/Study/Training, Outreach and Research Projects**		**$ 2,170,249.00**	**$ -**	**$ -**	**$ -**	**$ -**	$ 2,170,249.00	
Operating Costs	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!, Operations	Stockton Metropolitan Area, San Joaquin County, San Joaquin County to Bay Area	$ 48,691,252.00	$ 50,051,436.00	$ 51,628,482.00	$ 53,415,758.00	$ 55,068,472.00	$ 258,855,400.00	FY23-27
Total	**Operating Costs**		**$ 48,691,252.00**	**$ 50,051,436.00**	**$ 51,628,482.00**	**$ 53,415,758.00**	**$ 55,068,472.00**	**$ 258,855,400.00**	
Facilities Improvement and Upgrade	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.	San Joaquin County	$ 301,368.00	$ 316,436.40	$ 332,258.22	$ 348,871.13	$ 366,314.69	$ 1,665,248.44	FY23-27
	Install new benches, shelters, and other amenities in alignment to service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 350,000.00	$ 1,750,000.00	TBD
	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-seal at CTC, RTC Floor repair and other refurbishment improvement.	San Joaquin County	$ 2,000,000.00					$ 2,000,000.00	FY23
	Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.	San Joaquin County	$ 3,408,905.00	$ 3,408,905.00	$ 3,408,905.00	$ 3,408,905.00	$ 3,408,905.00	$ 17,044,525.00	FY23-27
Total	**Facilities Improvement and Upgrade**		**$ 6,060,273.00**	**$ 4,075,341.40**	**$ 4,091,163.22**	**$ 4,107,776.13**	**$ 4,125,219.69**	**$ 22,459,773.44**	
Support Vehicles - Acquisition/Rehab/Renovation	To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12- non-revenue vehicles to replace in the next 5 years , with an average cost of $75K per vehicle.	San Joaquin County	$ 300,000.00	$ 300,000.00	$ 300,000.00	$ 300,000.00	$ 300,000.00	$ 1,500,000.00	FY23-27
Total	**Support Vehicles - Acquisition/Rehab/Renovation**		**$ 300,000.00**					**$1,500,000.00**	

Comment 2-2 Cont.

pg 2 of 2

Letter 2

COMMENTER: Regional Transportation District (RTD)

DATE: 7/29/22

Response 2.1

The commenter has identified text corrections to the text in the Draft EIR on the following pages:

- ES-38
- 1-6
- 2-24
- 3-4
- 4.14-3

These edits are to update the acronym being used to identify the Regional Transportation District to RTD from SJRTD, and correcting section and bus route references. These edits have been completed and are shown in Chapter 3 of this FEIR. These revisions do not alter the analysis or conclusions in the Draft EIR.

Response 2.2

RTD has identified requested changes to Table 2-1 in the Draft EIR for transit projects listed under RTD found on pages 2-25 and 2-26. RTD provided an updated project list to replace what is currently in Table 2-1. This section of the table, projects under the RTD heading, has been updated to reflect the list of RTD projects found in the final version of the 2022 RTP/SCS. These edits are shown in Chapter 3 of this FEIR. These revisions do not alter the analysis or conclusions in the Draft EIR.

3 Amendments to the Draft EIR

This section provides a summary record of all text amendments to the Draft EIR. Most amendments are the result of comments received during the public review period, and directly respond to those comments, or correct typographical errors within the Draft EIR. None of the changes would warrant recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5. The amendments serve to clarify and strengthen the content of the EIR, but do not introduce significant new information.

Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underline font) where text is added. Other minor clarifications and corrections to typographical errors are also shown as corrected in this format, including corrections not based on responses to comments.

Below are the corrections made to the text of the Draft EIR included as amendments in this FEIR.

Executive Summary

Page ES-38

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact
Transportation
Impact T-2. The proposed 2022 RTP/SCS would result in an overall increase in regional VMT above baseline (2016) conditions. The proposed 2022 RTP/SCS would result in an increase in VMT per capita below the above baseline (2016) conditions. Regional VMT and VMT per capita impacts from implementation of the proposed 2022 RTP/SCS would be significant and unavoidable. The induced travel impact at the regional level would be less than significant.

Section 1.5, Environmental Impact Report Background

Page 1-6

Table 1-1 NOP Comments and EIR Response

Comment/Request	How and Where it was Addressed
San Joaquin Regional Transit District	
The District requests that the EIR include an analysis and discussion pertaining to any potential impacts on San Joaquin RTD's current transit system including the following: safety; security; bus, bus rapid transit, intercity, and commuter services; transit stations; and accessibility.	The EIR includes a discussion of these impacts in Section ~~4.11~~ 4.14, *Transportation*.
The District requests that all existing and planned intra and inter-county transportation systems, including rail (such as Altamont Corridor Express (ACE)) and express bus services such as San Joaquin RTD's Commuter Bus service should be evaluated for impacts pertaining to public access and service connections to important destinations for the travelling public.	The EIR includes a discussion of impacts to active transportation in Section ~~4.11~~ 4.14, *Transportation*.

Comment/Request	How and Where it was Addressed
The District requests that the EIR discuss future highway capacity projects, such as the I-205 managed lanes project, and include potential impacts to regional transit and opportunities for express bus lanes.	The EIR includes a list of proposed transportation projects in Section 2.0, *Project Description* and a discussion of transportation related impacts in Section ~~4.11~~ 4.14, *Transportation*.

Section 2.4.3 Action Element

Page 2-24

Table 2-1 The 2022 RTP/SCS Planned and Programmed Projects

Project Title	Project Type	Description
RTD		
RTD-1: Bus Electrification / Power Distribution	Transit	~~Solar Energy System Phase I.~~ Renewable energy solutions for facility & fleet energy consumption
RTD-2: Bus Electrification / Power Distribution	Transit	~~Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer ($10M to build).~~ Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost.
RTD-3: Bus Electrification / Power Distribution	Transit	~~Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: $750K to 1M for on-site tank dispenser (1-5 buses) ; Hydrogen: $1.5M to 2M for Full service station (5-30 buses); Electric: $1M to 1.5M for Depot charger/Induction Charger 5 FCEB pilot at $1.5 Million per Bus.~~ Hydrogen and lease of the trailer
RTD-4: Bus Electrification / Power Distribution	Transit	~~Hydrogen and Lease of the Trailer (5 Years @ $350K per Year)~~ Battery energy storage systems
RTD-5: ~~Bus Electrification / Power Distribution~~ Bus Rolling Stock – Buy/Replacement/Rehab/Rebuild	Transit	~~Battery Energy Storage Systems at Regional Transportation Center (RTC), County Transportation Center (CTC), and possibly Downtown Transit Center (DTC) for peak saving energy initiatives.~~ Replace 14 GILLIG diesel-electric hybrid buses with zero-emission - electric buses in BRT fleet
~~RTD-5: Bus Electrification / Power Distribution~~ RTD-6: Bus Rolling Stock – Buy/Replacement/Rehab/Rebuild	Transit	~~Replace 2 existing 500kW overhead charger (DTC).~~ Replace 2 Protera – EcoRide BE-35 (SMA)
~~RTD-6:~~ RTD-7: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (1) MCI D4500 (Commuter)~~ Replace 2 MCI 34500 (Commuter)

Project Title	Project Type	Description
~~RTD-7:~~ RTD-8:~~-~~Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace nine (14) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. ($1.2 M per Bus)~~ Replace 6 Nova Hybrid LF Articulated (SMA)
~~RTD-8:~~ RTD-9: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace eight (13) GILLIG diesel-electric hybrid buses with zero-emission electric buses in BRT fleet.~~ Replace 6 Starcarft/Ford Transit 350 HD (Van Go)
~~RTD-9:~~ RTD-10: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (2) Protera - EcoRide BE-35 (SMA)~~ Replace 22 Glabel Titan II LF (Hopper)
~~RTD-10:~~RTD-11: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (2) MCI 34500 (Commuter)~~ Replace 14 Glaval/Ford Transit 350 HD (Van Go)
~~RTD-11:~~ RTD-12: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (6) Nova Hybrid LF Articulated (SMA)~~ Replace 6 ADA cut-away gasoline
~~RTD-12:~~ RTD-13: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (6) Seacraft/Ford Transit 350 HD (VanGo)~~ Replace 12 cutaway buses used by United Cebral Palsy to transport individuals who would otherwise use SMA paratransit
~~RTD-13:~~ RTD-14: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (22) Glaval Titan II LF (Hopper)~~ Provide infrastructure to accommodate future replacement of cutaway buses
~~RTD-14:~~ RTD-15: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (14) Glaval/Ford Transit 350 HD (VanGo)~~ Bus component rebuild and parts
~~RTD-15:~~ RTD-16: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	~~Replace (6) ADA Cut-away gasoline (Replaces Item I9)~~ Hybrid electric buses (r new/additional buses)
~~RTD-16: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild~~ RTD-17: Safety and Security	Transit	~~Replace one (1) diesel bus over the-road coach with either a zero-emission electric bus or diesel bus in Commuter fleet.~~ To upgrade surveillance/security camera system at RTD's facilities and bus station/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security
~~RTD-17: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild~~ RTD-18: Safety and Security	Transit	~~Replace 12 cutaway Buses used by United Cebral Palsy to transport individuals who would otherwise use SMA Paratransit.~~ Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment
~~RTD-18: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild~~ RTD-19: Safety and Security	Transit	~~Bus component rebuild and parts.~~ Security guard radios

Page 2-25

Table 2-1 The 2022 RTP/SCS Planned and Programmed Projects

Project Title	Project Type	Description
~~RTD-19: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild~~ RTD-20: Safety and Security	Transit	~~Hybrid Electric Buses (5 new/additional buses)~~ Pedestrian collision and avoidance detection system and other safety/security related project with 5% annual increase
~~RTD-20: Safety & Security~~ RTD-21: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	~~To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.~~ Bus video standardization system
~~RTD-21: Safety & Security~~ RTD-22: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	~~Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.~~ Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution
~~RTD-22: Safety & Security~~ RTD-23: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	~~Radios for security Guards to connect with dispatch and customer service~~ To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment
~~RTD-23: Safety & Security~~ RTD-24: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	~~Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase~~ Computer, printer, scanner, camera, video, smartphone, office furniture. Transit vehicle public display monitor system, non-revenue vehicle GPS and other misc. items 5% annual increase
~~RTD-24~~RTD-25: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	~~To purchase and install support equipment for bus and facilities, including Bus Video Standardization System, contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement.~~ Transit vehicle public display monitor system project
~~RTD-25: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment~~ RTD-26: Planning/Study/Training, Outreach and Research Projects	Transit	~~RTD will hire consultant to provide plans for a new ERP System. Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)~~ Transit asset management system update
~~RTD-26: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment~~ RTD-27: Planning/Study/Training, Outreach and Research Projects	Transit	~~To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.~~ Hydrogen fuel cell electric bus training

Project Title	Project Type	Description
~~RTD-27: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment~~ RTD-28: Planning/Study/Training, Outreach and Research Projects	Transit	~~Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase~~ Service equity analysis of the future changes including service restoration and expansions for Fixed Route in Stockton Metropolitan Area and Intercity
~~RTD-28: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment~~ RTD-29: Planning/Study/Training, Outreach and Research Projects	Transit	~~Transit Vehicle Public Display Monitor System Project~~ RTD's Title VI Program update as required by FTA every 4 years
~~RTD-29: Planning/Study/Training, Outreach and Research Projects~~ RTD-30: Operating Costs	Transit	~~Zero-Emission Blueprint.~~ Costs associated with BRT, SMA, Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO!, Operations
~~RTD-30: Planning/Study/Training, Outreach and Research Projects~~ RTD-31: Facilities Improvement and Update	Transit	~~TAM Upgrade.~~ Bus stations/stops/terminals
~~RTD-31: Planning/Study/Training, Outreach and Research Projects~~ RTD-32: Facilities Improvement and Update	Transit	~~Hydrogen Fuel Cell Electric Bus training.~~ Install new benches, shelters, and other amenities
~~RTD-32: Planning/Study/Training, Outreach and Research Projects~~ RTD-33: Facilities Improvement and Update	Transit	~~Integrated Mobility Innovation Research Project.~~ Costs associated with capital improvement and upgrade at RTD's admin and maintenance facilities
~~RTD-33: Planning/Study/Training, Outreach and Research Projects~~ RTD-34: Support Vehicles – Acquisition/Rehab/Renovation	Transit	~~System Redesign Study / Service Equity Analysis. Perform an analysis of the service disruptions in the County Hoppers due to the shortage of drivers that was effective July 1, 2021.~~ To purchase, refurb and rehab support vehicles for RTD's admin/maintenance
~~RTD-34: Planning/Study/Training, Outreach and Research Projects~~ RTD-35: Future Operations	Transit	~~RTD's Title VI Procedure Upgrade and Service Equity Analysis~~ Future Operations

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Table 2-1 The 2022 RTP/SCS Planned and Programmed Projects

Project Title	Project Type	Description
~~RTD-35: Operating Costs~~ RTD-36: Future Capital	Transit	~~Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO! Operations~~ Future Capital
~~RTD-36: Facilities Improvement and Upgrade~~	~~Transit~~	~~Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus~~

Project Title	Project Type	Description
		~~shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.~~
RTD-37: Facilities Improvement and-Update ~~Upgrade~~	~~Transit~~	~~Install new BRT bus shelters and bus stop amenities (trash cans and benches) for the NEXTGEN route 49 recommendation.~~ Projection for the next 5 year rehabilitation/renovations at RTD's admin and maintenance facilities
~~RTD-38: Facilities Improvement and Upgrade~~	~~Transit~~	~~Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-seal at CTC, bird netting at Regional Transportation Center (RTC), RTC Floor repair and other refurbishment improvement. with 5% annual increase~~
~~RTD-39: Facilities Improvement and Upgrade~~	~~Transit~~	~~Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.~~
~~RTD-40: Support Vehicles – Acquisition/Rehab/Renovation~~	~~Transit~~	~~To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12- non-revenue vehicles to replace in the next 5 years , with an average cost of $75K per vehicle.~~
~~RTD-41: Future Operations~~	~~Transit~~	~~Future Operations~~
~~RTD-42: Future Capital~~	~~Transit~~	~~Future Capital~~

Section 3.3.1 San Joaquin County

Page 3-4

Regional public transit is provided by San Joaquin Regional Transit District (~~SJ~~RTD) bus service. The ~~SJ~~RTD offers fixed-route buses, intercity buses, interregional buses, and dial-a-ride services. Transit operators provide local bus services in most of the local jurisdictions throughout the county. A variety of Class I-III bicycle routes in many areas provide additional transit alternatives.

Section 4.14.1 Setting

Page 4.14-3

Public Transit

The San Joaquin Regional Transit District (~~SJ~~RTD) provides bus service throughout the County with the Hopper service. The Hopper provides fixed-route service to the cities of

Stockton, Lathrop, and Manteca as well as to the community of French Camp. Additional intercity bus lines provide service to Tracy. ~~SJ~~RTD also offers dial-a-ride services for both the general public and for the elderly/disabled throughout the County. These dial-a-ride services provide transportation seven days a week during nontraditional bus hours in rural areas not served by fixed-route lines. The dial- a-ride programs provide connection services to fixed-route lines and to passenger rail (such as Altamont Corridor Express (ACE) and Amtrak).

~~SJ~~RTD's Interregional Commuter Service offers bus service to passengers traveling to Alameda, Contra Costa, ~~Santa Clara,~~ and Sacramento counties, including feeder service to BART for employees working in San Francisco and the East Bay. The ~~SJ~~RTD intercity route 91 connects Ripon, Manteca, and Stockton and route~~s 26 and~~ 90 connect<u>s</u> Tracy, Lathrop, French Camp, and Stockton. Route~~s~~ 93 ~~and 23~~ link<u>s</u> Stockton to Lodi. The interregional service is designed to meet the needs of commuters who travel distances greater than 50 miles one way. Greyhound and Amtrak also provide interregional bus service.

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4 Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
Visual Resources				
AES-1 (a) Tree Protection and Replacement				
The implementing agency for new roadways, extensions and widenings of existing roadways, trails and facility improvement projects shall, or can and should, avoid the removal of existing mature trees to the extent possible consistent with adopted local City and County policies as applicable. The implementing agency of a particular proposed 2022 RTP/SCS project shall replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible, or as required by local or County requirements. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.	Grading and site plans shall avoid the removal of existing mature trees to the extent possible. Place conditions of approval on project to require tree replacement at a minimum 2:1 ratio. Maintain replacement trees to ensure their success.	During project permitting and environmental review for roadway extensions and widening projects.	Site Plan Review and during construction.	Implementing agencies/ project sponsor.
AES-1 (b) Discouragement of Architectural Features that Block Scenic Views				
Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents, and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features.	Ensure that architectural features compliment with surrounding natural forms and development. Implement mitigation measures for potential noise impacts.	During project permitting and environmental review.	Site Plan Review and during construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
AES-2 Design Measures for Visual Compatibility				
The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include: ▪ Siting or designing projects to minimize their intrusion into important viewsheds; ▪ Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; ▪ Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade; ▪ Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); ▪ Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities; and ▪ Designing new structures to be compatible in scale, mass, character, and architecture with existing structures.	Confirm that structures minimize contrast in scale and massing between the project and surrounding natural forms and development. Confirm structures and walls are constructed consistent with plans.	During project permitting and environmental review.	Site Plan Review and during construction.	Implementing agencies/ project sponsor.
AES-3 (a) Roadway Lighting				
Implementing agencies shall, or can and should, minimize roadway lighting to the extent possible, consistent with safety and security objectives, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of back shields, hoods, low intensity lighting, and using as few lights as necessary to achieve the goals of the project.	Confirm that site plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on site plans.	During project permitting and environmental review.	Once during plan review. Once at completion of construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
AES-3 (b) Lighting Design Measures				
As part of planning, design, and engineering for projects, project sponsors shall, or can and should, ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following: ▪ Lighting shall consist of cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used. ▪ Lighting shall be directed away from habitat and open space areas adjacent to the project site. ▪ Light mountings shall be downcast, and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes. ▪ Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.	Confirm that development and building plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on plans.	During project permitting and environmental review.	Once during plan review. Once at completion of construction.	Implementing agencies/ project sponsor.
AES-3(c) Glare Reduction Measures				
Implementing agencies shall, or can and should, minimize and control glare from transportation and land use projects near glare-sensitive uses through the adoption of project design features such as: ▪ Creating tree wells in existing sidewalks; ▪ Planting trees along transportation corridors to reduce glare from the sun; ▪ Adding trees in new curb extensions and traffic circles;	Confirm that development and building plans satisfy the lighting requirements listed in the mitigation measure. Confirm lights are installed as described and shown on plans.	During project permitting and environmental review.	Once during plan review. Once at completion of construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Adding trees to public parks and greenways; ▪ Landscaping off-street parking areas, loading areas, and service areas; ▪ Limiting the use of reflective materials, such as metal; ▪ Using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry; ▪ Screening parking areas by using vegetation or trees; ▪ Using low-reflective glass; ▪ Complying with applicable general plan policies, municipal code regulations, city or local controls related to glare; and ▪ Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.				
Agriculture and Forestry Resources				
AG-1 Impact Avoidance and Minimization				
Project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations that include but are not limited to those identified below. ▪ Require project relocation or corridor realignment, where feasible, to avoid Important Farmland; ▪ Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land adjacent to project sites. Managing project construction may include washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures.	Require project relocation or corridor realignment into project-specific design plans or environmental review. Require use of BMPs to minimize invasive species introduction during construction. Require the use of design features to protect surrounding agriculture. Require acquisition of conservation easements at a minimum 1:1 ratio.	During project permitting and environmental review.	Once	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the RTP/SCS; ▪ Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; and/or ▪ Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Important Farmland.				
Air Quality				
AQ-2 (a) Application of SJVAPCD Feasible Mitigation Measures				
For all projects, the implementing agency shall incorporate the most recent SJVAPCD feasible construction mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Additional and/or modified measures may be adopted by SJVAPCD prior to implementation of individual projects under the proposed 2022 RTP/SCS; therefore, the most current list of feasible mitigation measures at the time of project implementation shall be used. The current SJVAPCD feasible mitigation measures include the following (SJVAPCD 2015b): ▪ All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.	Construction plans shall show SJVAPCD standard dust control measures; implementing agency shall ensure implementation.	During project permitting and environmental review. Prior to issuance of grading permits; during construction	Once during plan review; periodically during construction	Implementing agencies/ project sponsor

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, tarp cover, or other suitable cover or vegetative ground cover. ▪ When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. ▪ Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. ▪ An owner/operator of any site with 150 or more vehicle trips per day, or 20 or more vehicle trips per day by vehicles with three or more axles shall implement measures to prevent carryout and trackout. ▪ Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.				
AQ-2 (b) Diesel Equipment Emissions Standards				
The implementing agency shall ensure, to the maximum extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used. These measures shall be noted on all construction plans, and the	Construction plans shall ensure that that construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards or at least Tier 2 standards with retrofitted Level 3 VDECS, if available; and perform periodic site inspections.	During project permitting and environmental review. Prior to issuance of grading permits; during construction.	Once during project plan review; periodically during construction	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
implementing agency shall perform periodic site inspections.				
AQ-2 (c) Electric Construction Equipment				
The implementing agency shall ensure that to the extent feasible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.	Construction plans shall ensure that electricity from power poles is used to the extent possible.	During project permitting and environmental review. Prior to issuance of grading permits; during construction	Once during project plan review; periodically during construction	Implementing agencies/ project sponsor.
AQ-3 Long-term Regional Operational Emissions				
Implementing agencies can and should implement long-term operational emissions reduction measures. Such reduction measures include the following: ▪ Require that all interior and exterior architectural coatings for all developments utilize coatings following SJVAPCD Rule 4601, *Architectural Coatings*. ▪ Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use. ▪ Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development. ▪ Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. ▪ Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following: ▫ Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to indoor reduce pollution exposure for residents and other sensitive populations in buildings that	Require coatings compliant with SJVAPCD Rule 4601.	During project permitting and environmental review. Periodically during operation.	Once during project-level environmental review; periodically during operation.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
are close to transportation network improvement projects. ▫ Use air filtration devices rated MERV-13 or higher. ▪ Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy Install higher efficacy public street and exterior lighting. ▪ Use daylight as an integral part of lighting systems in buildings. ▪ Use passive solar designs to take advantage of solar heating and natural cooling. ▪ Install light colored "cool" roofs, cool pavements. ▪ Install solar and tankless hot water heaters. ▪ Exclude wood-burning fireplaces and stoves. ▪ Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities. ▪ Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
AQ-4 Health Risk Reduction Measures				
Transportation project sponsor agencies shall implement the following measures for projects that could facilitate an increase in vehicle trips: ▪ During project-specific design and CEQA review, the potential localized particulate (PM_{10} and $PM_{2.5}$) impacts and their health risks shall be evaluated for individual projects. Localized particulate matter concentrations shall be estimated using procedures and guidelines consistent with U.S. EPA 2015's *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*. If required based on the project-level hotspot analysis, project-specific mitigation shall be added to the project design concept or scope to ensure that local particulate (PM_{10} and $PM_{2.5}$) emissions would not reach a concentration at any location that would cause estimated cancer risk to exceed the SJVAPCD threshold of 20 in one million. Per the U.S. EPA guidance (2015), potential mitigation measures to be considered may include but shall not be limited to: providing a retrofit program for older higher emitting vehicles, anti-idling requirements or policies, controlling fugitive dust, routing traffic away from populated zones and replacing older buses with cleaner buses. These measures can and should be implemented to reduce localized particulate impacts as needed. ▪ For projects that do not meet screening criteria, retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby residents to TAC concentrations. ▪ If impacts result in increased risks to sensitive receptors above significance thresholds, plant trees and/or vegetation suited to trapping TACs and/or	Retain air quality consultant to conduct project-level hot spot analysis. Ensure a project-level HRA is prepared by a qualified air quality consultant. Ensure project-level environmental review and site plans incorporate the measures to reduce particulate impacts, as listed in this mitigation measure	During project permitting and environmental review; during construction as applicable; during operation.	Once during project-level environmental review; periodically during construction; following construction, during operation.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
sound walls between sensitive receptors and the pollution source. In addition, consistent with the general guidance contained in CARB's *Air Quality and Land Use Handbook* (2005) and Technical Advisory *on Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (2017), cities and counties shall incorporate appropriate and feasible measures into project building design for land use projects including residential, school and other sensitive uses located within 500 feet (or other appropriate distance as determined by the lead agency) of freeways, heavily travelled arterials, railways and other sources of diesel particulate matter, including roadways experiencing significant vehicle delays. The appropriate measures shall include one or more of the following methods, as appliable and as determined by a qualified professional. The implementing agency shall incorporate health risk reduction measures based on an analysis of individual sites and project circumstances. These measures may include: ▪ Avoid siting new sensitive land uses within 500 feet of a freeway or railway. ▪ Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers. ▪ Do not locate sensitive receptors near the entry and exit points of a distribution center. ▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents primarily on the side of the building away from nearby high volume roadways or other pollution source. As feasible, incorporate dense, tiered vegetation that regains				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
foliage year-round and has a long life span between the pollution source and the project. ▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). ▪ Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system should include the following features: ▫ Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. ▫ Use of either HEPA filters or ASHRAE 85 percent supply filters. ▫ Completion of ongoing maintenance. ▪ Retain a qualified HV consultant or Home Energy Rating Systems rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. ▪ Maintain positive pressure within the building. ▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. ▪ Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized. ▪ Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway/freeway exhaust emissions.				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
Biological Resources				
BIO-1 (a) Biological Resources Screening and Assessment				
On a project-by-project basis, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment (BRA) to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The biological resources assessment shall evaluate the potential for impacts to all biological resources including, but not limited to: special-status species, nesting birds, wildlife movement, sensitive plant communities, critical habitat, Essential Fish Habitat, and other resources judged to be sensitive by local, state, and/or federal agencies. In addition, the assessment shall document potential modifications to existing infrastructure suitable for wildlife movement (e.g., culvert, underpass, etc.) Pending the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. If the project cannot be designed without complete avoidance, the sponsor agency shall coordinate with the appropriate regulatory agency (i.e., USFWS, NMFS, CDFW, USACE) to obtain regulatory permits and implement project - specific mitigation prior to any construction activities. The following mitigation measures [BIO-1(b) through BIO-1(j)] shall be incorporated only as applicable into the BRA for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be	Ensure preliminary biological resource screening to determine whether the project has any potential to impact biological resources and incorporate measures listed in this mitigation measure if impacts are found. Retain a qualified biologist to conduct a biological resources assessment (BRA) if the project would have potential to impact biological resources.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
completed as part of the biological resources assessment where suitable habitat is present. The results of the biological resources screening and assessment shall be provided to the implementing agency for review and approval.				
BIO-1(b) Special-Status Plant Species Surveys				
If completion of the project-specific biological resources assessment determines that special-status plant species have potential to occur on-site, surveys for special-status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species identified in the project-specific BRA. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than two years prior to project implementation. All special-status plant species identified on-site shall be mapped onto a site-specific aerial photograph or topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CNPS, CDFW, and/or USFWS. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, mitigation measure BIO-1(c) shall apply.	If there is a potential for special-status plant species to occur on site, surveys for special status plants shall be completed. Ensure a report of the survey is provided to the implementing agency for review.	During project permitting and environmental review; prior to construction but no earlier than one year before construction commences.	Once.	Implementing agencies/ project sponsor.
BIO-1(c) Special-Status Plant Species Avoidance, Minimization, and Mitigation				
If state or federally listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to mitigation measure BIO-1(b)], then the project shall be re-designed to avoid impacting these plant species to the maximum extent feasible. Occurrences of these species that are not within the immediate disturbance footprint but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent, or other distance as approved by a qualified biologist, to protect	Ensure redesign of the project to avoid impacting rare plant species if state or federally listed and/or CRPR 1 and 2 species are found. Ensure biologist evaluates CRPR 3 and 4 species to determine whether special-status. If avoidance is not possible, mitigation to fully offset project impacts shall be required pursuant to a qualified biologist.	During project permitting and environmental review; prior to issuance of project construction permits and approvals.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
them from harm. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply. If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2022 RTP/SCS, all impacts shall be mitigated at a minimum ratio of 1:1 (number of acres or individuals restored to number of acres or individuals impacted) for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to SJCOG, and/or the local jurisdiction overseeing the project for approval. The restoration plan shall include, at a minimum, the following components. ▪ Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type); ▪ Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved]; ▪ Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values); ▪ Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan); ▪ Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule); ▪ Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be	Ensure a restoration plan be developed for the project.			

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
established, restored, enhanced, and/or preserved, annual monitoring reports); ▪ Success criteria based on the goals and measurable objectives; said criteria to include numeric criteria to be selected based on the scale of the restoration effort and the restoration technique used: ▫ At least 80 percent survival of container plants, and/or ▫ Successful establishment the required number of individuals planted from seed to meet required replacement ratios; and/or ▫ Sampling-based recruitment/survival criteria to achieve vegetative cover or total number of surviving individuals equal to at least 70 percent of the equivalent metric in reference sites for the same habitat type; sampling-based criteria must use a scientifically valid vegetation sampling method; ▪ An adaptive management program and remedial measures to address any shortcomings in meeting success criteria; ▪ Notification of completion of compensatory mitigation and agency confirmation; and ▪ Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).				
BIO-1(d) Endangered/Threatened Animal Species Habitat Assessment and Protocol Surveys				
Specific habitat assessment and survey protocol surveys are established for several federally and/or state endangered or threatened species. If the results of the biological resources assessment determine that suitable habitat may be present for any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.	If suitable habitat for federally and/or state endangered or threatened animal species exists, protocol habitat assessments/ surveys shall be completed in accordance with CDFW and/or USFWS/MNFS protocols.	During project permitting and environmental review; prior to commencement of project construction.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation, and permitting, as applicable. If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure BIO-1(e) shall apply.				
BIO-1 (e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation				
If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall re-design the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the maximum extent feasible. Disturbance limits shall have bright orange protective fencing installed at least 50 feet beyond their extent, or other distance as approved by a qualified biologist, to protect the habitat. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, and/or CDFW approved conservation bank and/or establish conservation easements or funds for acquisition of conservation easements as compensatory mitigation to offset impacts to federal and/or state listed species habitat. Compensatory mitigation shall be provided at the following ratios for permanent impacts in accordance with the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP 2000) of not less than 1:1 (area mitigated: area impacted) for agricultural habitat lands and 3:1 for natural lands (non-wetland). Compensatory mitigation may be combined/nested with special-status plant species and	If habitat is occupied by federal and/or state listed species, implementing agency shall require project plans include project-specific mitigation measures to avoid and minimize impacts to habitat for endangered or threatened species. If avoidance is not possible, credits shall be purchased according to the mitigation measure, and a qualified biologist must provide a HMMP.	During project permitting and environmental review; prior to issuance of construction permits and approvals.	In accordance with project HMMP, as applicable.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions. If the implementing agency establishes conservation easement(s) (on- and/or off-site) to serve as compensatory mitigation for federal and/or state listed species habitat impacts, compensatory mitigation areas shall have a restrictive covenant prohibiting future development/disturbance and shall be managed in perpetuity to encourage persistence and enhancement of the preserved target species. Compensatory mitigation lands cannot be located on land that is currently held publicly for resource protection. The compensatory mitigation areas shall be managed by a conservation lands management entity or other qualified easement holder. In addition, the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques, and success criteria, and shall determine if the conservation site requires restoration to function as a suitable mitigation site. If restoration is required on the conservation site, the HMMP shall contain the restoration components outlined under the Restoration Plan listed in measure BIO-1(c). The HMMP shall be submitted to the implementing agency for approval.				
BIO-1(f) Endangered/Threatened Species Avoidance and Minimization				
The following measures shall be applied to aquatic and terrestrial species, where appropriate. Project sponsors shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence, and the results of the biological resources screening and assessment (measure BIO-1[a]).	If applicable, project plans shall include project-specific mitigation measures to avoid and minimize impacts to endangered or threatened species.	During project permitting and environmental review; prior to and ongoing throughout project construction.	Periodically through construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Preconstruction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction. ▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing. ▪ All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species. ▪ All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented.	Implement the plans preconstruction and during construction of the project, and post construction monitoring as required.			

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS. ▪ If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system. ▪ If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. ▪ All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. ▪ No equipment shall be permitted to enter wetted portions of any affected drainage channel. ▪ All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access. ▪ At the end of each workday, excavations shall be secured with a cover, or a ramp shall be provided to prevent wildlife entrapment. ▪ All trenches, pipes, culverts, or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
BIO-1(g) Non-Listed Special-status Animal Species Avoidance and Minimization				
Depending on the species identified in the BRA, measures shall be selected from among the following to reduce the potential for impacts to non-listed special-status animal species: ▪ Preconstruction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 100-foot buffer and shall identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site either through direct capture or through passive exclusion. A report of the preconstruction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction. ▪ A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities. ▪ Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the preconstruction survey results. ▪ If special-status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special-status bats, in consultation with the CDFW, where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step.	If applicable, project plans shall include project-specific mitigation measures to reduce impacts to non-listed special status species.	During project permitting and environmental review; prior to, during and after project construction.	During all initial ground disturbance, as applicable.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▫ If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately. ▫ If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW. ▫ If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site.				
BIO-1(h) Preconstruction Surveys for Nesting Birds				
For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the MBTA, and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist no more than 14 days prior to vegetation removal activities. A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles, shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.	If applicable, a survey for nesting birds shall be completed; if necessary, a buffer shall be created.	During project permitting and environmental review; prior to construction activities; during construction activities if required. ornithologist determines a given nest has failed.	Once prior to construction; as needed during construction activities.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 50 to 300 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. The objective of the buffer shall be to reduce disturbance of nesting birds. All buffers shall be marked using high-visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the young have fledged from the nest or the nest fails. For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing, and duration of the expected disturbance. The buffer shall be established between February 1 and September 15; however, buffers may be relaxed earlier than September 15 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged, and the nest is no longer in use. A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.				
BIO-1 (i) Fence and Signpost Restriction				
Any fencing posts or signs installed temporarily or permanently throughout the course of the project shall have the top three post holes covered or filled with screws or bolts to prevent the entrapment of wildlife, specifically the talons of birds of prey. Also, fencing shall incorporate wildlife friendly design elements, such as smooth wires and having a 6-inch or greater gap above grade. Fencing shall also be designed to be wildlife	Appropriate fencing posts and signage shall be utilized.	Prior to start of construction and as new construction staff start working on project.	Once prior to construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
friendly (e.g., smooth top wire, smooth bottom wire at 6 inches above grade, etc.).				
BIO-1 (j) Worker Environmental Awareness Program (WEAP)				
Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special-status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them.	Construction personnel shall attend WEAP training prior to working on the project and receive a fact sheet. Fact sheet to be made available at the project site.	Prior to start of construction and as new construction staff start working on project.	Once prior to construction.	Implementing agencies/ project sponsor.
BIO-2(a) Aquatic Resources Jurisdictional Delineation and Impact Avoidance				
If the results of measure BIO-1(a) indicates projects implemented under the 2022 RTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, and RWQCB, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through	If applicable, a jurisdictional delineation shall be completed and submitted to the applicable agencies listed in this mitigation measure.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
implementation of the avoidance and minimization identified in measure BIO-2(f). If jurisdictional areas are expected to be impacted, then the RWQCB would require a Waste Discharge Requirements (WDR) permit and/or Section 401 Water Quality Certification (depending upon whether the feature falls under federal jurisdiction). If CDFW asserts its jurisdictional authority, then a Streambed Alteration Agreement pursuant to Section 1600 et seq. of the CFGC would also be required prior to construction within the areas of CDFW jurisdiction. If the USACE asserts its authority, then a permit pursuant to Section 404 of the Clean Water Act would likely be required.				
BIO-2(b) Wetland, Drainages, and Riparian Habitat Restoration				
Impacts to jurisdictional drainages, wetlands and riparian habitat shall be mitigated in accordance with the SJMSCP at a minimum ratio of 2:1 preservation plus 1:1 creation for vernal pools within the *Vernal Pool Zone*, as mapped by the SJMSCP Zone Map, and at least 1:1 creation plus 2:1 preservation for wetlands other than vernal pools (acres of habitat restored to acres impacted) and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist in accordance with the restoration plan component requirements in mitigation measure BIO-1(c) above and shall be implemented for no less than five years after construction of the segment, or until the implementing agency and/or the permitting authority (e.g., CDFW or USACE) has determined that restoration has been successful. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.	Ensure, if applicable, project plans mitigate impacts to jurisdictional wetlands and riparian habitats at a ratio to fully offset project impacts, as determined by a qualified biologist. Ensure a mitigation and monitoring plan is developed be developed by a qualified biologist.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
BIO-2(c) Landscaping Plan				
If landscaping is proposed for a specific project, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List, and/or California Invasive Plant Council Inventory as moderate to highly invasive species shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.	Retain a qualified biologist/landscape architect, if applicable, to prepare a landscaping plan that includes all requirements in this mitigation measure; species shall be regionally appropriate native species found in adjacent native habitats.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.
BIO-2(d) Sensitive Natural Community Avoidance and Mitigation				
If the results of measure BIO-1(a) indicates projects implemented under the 2022 RTP/SCS would impact sensitive vegetation communities, impacts to sensitive communities shall be avoided through final project design modifications. Bright orange construction fencing shall be placed a minimum of 30 feet outside the edge of areas of sensitive communities that will be retained prior to any initiation of ground disturbance activities and shall remain in place until construction is complete. No vehicles, person, materials, or equipment shall be allowed in protected areas. If the implementing agency determines that sensitive communities cannot be avoided, impacts shall be mitigated on-site or offsite at a ratio of 1:1 for permanently impacted sensitive communities (habitat restored for habitat lost). Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist. The restoration plan shall be implemented for a period of not less than five years. Off-site habitat acquisition and off-site restoration and/or enhancement may be considered if onsite restoration is determined as	If applicable, project plans shall include final project design modifications shall be developed to avoid impacts to sensitive vegetation communities. If avoidance is not possible, impacts shall be mitigated at a ratio to fully offset project impacts, as determined by a qualified biologist. Ensure temporarily impacted areas are restored to pre-project conditions. Ensure a qualified biologist develops a Restoration Plan.	During project permitting and environmental review.	Once following construction and then, when applicable, in accordance with the Restoration Plan.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
unachievable, as long as the off-site proposals result in equal compensatory value. Replacement ratios for off-site mitigation may be different than those required for onsite mitigation. The plan shall include, at a minimum, the same components in accordance with the restoration plan component requirements in mitigation measure BIO-1(c) above.				
BIO-2(e) Invasive Weed Prevention and Management Program				
Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication. The plan, which shall be implemented by the project sponsor, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species: ▪ During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species. ▪ To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal. ▪ All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed. ▪ Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or	Retain a qualified biologist to develop an Invasive Weed Prevention and Management Program if project is in or next to native habitats.	During project permitting and environmental review; prior to construction activities; during construction activities.	Once prior to construction; ongoing during construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
landscaping plant palettes associated with the proposed project. ▪ All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan.				
BIO-2(f) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction				
The following best management practices shall be required for development within or adjacent to wetlands, drainages, or riparian habitat: ▪ Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas. ▪ To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project. ▪ Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies. ▪ During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site. ▪ Raw cement, concrete, or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from	If applicable, ensure project plans incorporate the best management practices listed in this mitigation measure.	During project permitting and environmental review; prior to construction activities; during construction activities.	Once prior to construction; ongoing during construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
contaminating the soil and/or entering wetlands, drainages, or riparian habitat. ▪ All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.				
BIO-3(a) Project Design for Wildlife Connectivity				
The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as: ▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals; ▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; ▪ If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level; ▪ If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate; and	Project plans for projects with fencing and lighting shall be designed to minimize impacts to wildlife. Project plans shall incorporate wildlife crossing structures when a crossing is applicable.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).				
BIO-3 (b) Maintain Connectivity in Drainages				
No permanent structures shall be placed within any drainage or river that would impede wildlife movement (i.e., no hardened caps or other structures in the stream channel perpendicular to stream flow be left exposed or at depth with moderate to high risk for exposure as a result of natural bed scour during high flow events and thereby potentially create impediments to passage). In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete. If water is to be diverted around work sites, a diversion plan shall be submitted to SJCOG and/or local jurisdiction for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.	Ensure construction plans and building plans avoid placement of permanent structures in drainages or rivers such that wildlife movement would be impeded. Ensure temporary impacts to stream channels are restored. If applicable, ensure a diversion plan is provided for the project.	During project permitting and environmental review. Ensure temporary impacts to stream channels are restored after construction is completed.	Once.	Implementing agencies/ project sponsor.
BIO-3 (c) Construction Best Management Practices to Minimize Disruption to Wildlife				
The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption of wildlife, which could hinder wildlife movement: ▪ Daily construction work schedules shall be limited to daylight hours only.Designation of a 20 mile per hour speed limit in all construction areas. ▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.	Ensure construction plans incorporate best management practices to minimize disruption to wildlife.	During project permitting and environmental review; prior to issuance of grading and construction permits.	Periodically during construction	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week. ▪ No pets are permitted on project site during construction.				
Cultural Resources				
CR-1 Built Environment Historical Resources Impact Minimization				
Prior to the issuance of an individual project permit, the implementing agency of a 2022 RTP/SCS project involving a building or structure over 45 years of age shall prepare a map defining the project area. This map shall indicate the areas of disturbance associated with construction and operation of the facility and will help in determining whether known and potential historical resources are located within the project area. If a building or structure greater than 45 years in age is within the identified impact zone, a survey and evaluation of the building(s) and/or structure(s) to determine their eligibility for recognition under State, federal, or local historic resource designation criteria shall be conducted. The evaluation shall be prepared by an architectural historian or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards (PQS) as defined in 36 CFR Part 61. All buildings and structures 45 years of age or older within the project area shall be evaluated in their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the implementing agency for review and concurrence. If historical resources are identified within the project area of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be	Prepare a map defining the Area of Potential Effects. Retain an architectural historian, or historical architect, to determine eligibility of structure for recognition under state, federal, or local historic preservation criteria, if applicable.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the implementing agency for review. To the greatest extent possible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the implementing agency for review and concurrence. If significant historical resources are identified on a development site and compliance with the Standards and/or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey-Like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
or historian who meets the PQS and submitted to the implementing agency prior to issuance of any permits for demolition or alteration of the historical resource. Copies of the report shall be provided to a local library and/or other appropriate repositories.				
CR-2(a) Archaeological Resources Impact Minimization				
Before construction activities, implementing agencies shall retain a qualified archaeologist to conduct a record search at the Central California Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place, and/or data recovery if avoidance is not feasible. Recommended mitigation measures shall be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.	Retain a qualified archaeologist to conduct a record search to determine whether the project area has been previously surveyed and whether resources were identified. Implement recommendations identified in the survey. Project construction plans shall include required components to stop work if archaeological resources are uncovered.	During project permitting and environmental review; prior to construction activities; during construction activities.	Ongoing throughout construction.	Implementing agencies/ project sponsor.
CR-2(b) Unanticipated Discoveries During Construction				
During construction activities, implementing agencies shall, or can and should, implement the following measures. If evidence of any prehistoric or historic-era subsurface archaeological features, deposits or tribal cultural resources are discovered during construction-	Place conditions of approval on project to ensure that if archaeological resources are uncovered work is halted until the procedures described in this mitigation measure have been completed.	During project permitting and environmental review; prior to construction	Ongoing throughout construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity proximate to the discovery shall be halted until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work could continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.		activities; during construction activities.		

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
Geology and Soils				
GEO -5 Paleontological Resources Mitigation and Monitoring Program				
The implementing agency of a proposed 2022 RTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or could be considered a unique geologic feature, the following measures shall apply: ▪ **Avoidance.** Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot be implemented, the following measures shall apply. ▪ **Retention of a Qualified Paleontologist.** A Qualified Paleontologist shall be retained to create a Paleontological Resources Monitoring and Mitigation Program (PRMMP) to direct all mitigation measures related to paleontological resources. The Qualified Paleontologist shall meet the qualifications for a Qualified Professional Paleontologist, which is defined by the SVP as an individual, preferably with an M.S. or Ph.D. in paleontology or geology, who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological	Retain a qualified paleontologist to conduct a PRA. Place conditions of approval on project to ensure procedures described in this mitigation measure are completed before and throughout construction, if the project area is underlying high sensitivity or unique geologic features.	During project permitting and environmental review; prior to construction activities; during construction activities.	Ongoing throughout construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
mitigation project supervisor for a least two years (SVP 2010). ▪ **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. ▪ **Paleontological Monitoring.** Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ **Fossil Salvage**. If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. ▪ **Preparation and Curation of Recovered Fossils**. Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection along with all pertinent field notes, photos, data, and maps. ▪ **Final Paleontological Mitigation and Monitoring Report**. Upon completion of ground disturbing activity (and curation of fossils, if necessary) the Qualified Paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The report shall be submitted to the sponsor agency. If the monitoring efforts recovered fossils, then a copy of the report shall also be submitted to the designated museum repository				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
Greenhouse Gas Emissions and Climate Change				
GHG –1 Construction GHG Reduction Measures.				
The project sponsor shall incorporate the most recent GHG emission reduction measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans, and the implementing agency shall perform periodic site inspections. Current GHG-reducing measures include the following: ▪ Use of diesel construction equipment meeting CARB's Tier 4 certified engines wherever feasible for off-road heavy-duty diesel engines and comply with the State Off-Road Regulation. Where the use of Tier 4 engines is not feasible, Tier 3 certified engines shall be used; where the use of Tier 3 engines are not feasible, Tier 2 certified engines shall be used; ▪ Use of on-road heavy-duty trucks that meet CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; ▪ Minimizing idling time (e.g., five-minute maximum). Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit; ▪ Use of electric-powered equipment in place of diesel-powered equipment when feasible; ▪ Use of alternatively fueled or catalyst-equipped diesel construction equipment when feasible, to the extent electric powered equipment is not feasible; ▪ Substitute gasoline-powered in place of diesel-powered equipment, when neither electric-powered equipment or alternatively fueled or catalyst-equipped diesel equipment is feasible; and ▪ Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site.	Ensure construction plans specify construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards; or at least Tier 2 standards; and perform periodic site inspections. Ensure periodic site inspections are conducted.	During project permitting and environmental review	Once during project plan review; periodically during construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Incentives for construction workers to carpool and/or use electric vehicles to commute to and from the project site.				
GHG-2 Land Use Project Energy Consumption and Water Use Reduction Measures				
For land use projects under their jurisdiction, cities and the County can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions. These measures include, but are not limited to: ▪ Require new residential and commercial construction to install solar energy systems or be solar-ready ▪ Require new residential and commercial development to install low flow water fixtures ▪ Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch ▪ Require new development to exceed the applicable Title 24 energy-efficiency requirements ▪ Require new development to be fully electric ▪ Require new residential and commercial development to offer information on recycling, composting, and disposal of household hazardous waste and e-waste ▪ Require new development to implement circulation design elements in parking lots for non-residential uses to reduce vehicle queuing and improve the pedestrian environment	Use project-level analysis of energy consumption, solid waste generation, and water use and incorporate mitigation measures as needed to specifications described in measure. Place conditions of approval on the project requiring energy- and water-saving measures.	During project permitting and environmental review.	Once during project-level environmental review and discretionary approval decisions for land use projects. Once prior to issuance of an occupancy permit.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
GHG-4 Transportation-Related GHG Reduction Measures				
The implementing agency shall incorporate the most recent GHG emission reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. Current GHG-reducing measures include the following: ▪ Installation of electric vehicle charging stations beyond those required by State and local codes ▪ Utilization of electric vehicles and/or alternatively fueled vehicles in company fleet ▪ Provision of dedicated parking for carpools, vanpool, and clean air vehicles ▪ Provision of vanpool and/or shuttle service for employees ▪ Implementation of reduced parking minimum requirements ▪ Implementation of maximum parking limits ▪ Provision of bicycle parking facilities beyond those required by State and local codes ▪ Provision of a bicycle-share program ▪ Expansion of bicycle routes/lanes along the project site frontage ▪ Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting) if project site is located along an existing transit route ▪ Expansion of existing transit routes ▪ Provision of transit subsidies ▪ Expansion of sidewalk infrastructure along the project site frontage ▪ Provision of safe, pedestrian-friendly, and interconnected sidewalks and streetscapes ▪ Provision of employee lockers and showers	Place conditions of approval on the requirement of implementation of GHG and/or VMT reduction measures described in this mitigation.	During project permitting and environmental review.	Once during project-level environmental review and discretionary approval decisions for land use projects	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services) ▪ Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules), for employees ▪ Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options				
Hazards and Hazardous Materials				
HAZ-3 Site Remediation				
If an individual project included in the 2022 RTP/SCS is located on or near a hazardous material and/or waste site pursuant to Government Code Section 65962.5 or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and	Where applicable, prepare a Phase I ESA meeting the specifications of this mitigation measure. Place conditions of approval on project requiring incorporation of recommendations of the Phase I ESA, and if applicable, Phase II ESA.	During project permitting and environmental review.	Once prior to issuing grading or demolitions permits; periodically during construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
development of a health and safety plan for construction workers. For any project located on or near sites that are not listed and do not have the potential for residual hazardous materials as a result of historic land uses, no action is required unless unknown hazards are discovered during development. In that case, the implementing agency shall discontinue development until DTSC, RWQCB, SJVAPCD, and/or other responsible agency issues a determination, which would likely require a Phase I ESA as part of the assessment.				
Hydrology and Water Quality				
HYD -2(a) Construction Dust Suppression Water Supply				
For all proposed 2022 RTP/SCS projects, where feasible, reclaimed and/or recycled water shall be used for dust suppression during construction activities. This includes use of such reclaimed water in water trucks utilized for project construction occurring outside developed areas and away from water infrastructure which would otherwise provide such reclaimed water. It should be noted that use of reclaimed water in water trucks is generally no different than use of potable water, and therefore use of reclaimed water in projects that will require the use of water trucks should be given extra consideration as a measure which can enable use of reclaimed water in areas where it would otherwise be impossible due to lack of infrastructure. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.	Place conditions of approval of individual projects on the implementation of mitigation detailed in this measure.	During project permitting and environmental review; during construction.	Ongoing throughout construction.	Implementing agencies/ project sponsor.
HYD -2(b) Landscape Watering				
In jurisdictions that do not already have an appropriate local regulatory program related to landscape watering, or for proposed 2022 RTP/SCS projects that are not required to comply with AB 1881, projects that include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant	If applicable, place conditions of approval on the inclusion of landscaping features described in this mitigation.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed water when feasible. If reclaimed water could feasibly be utilized for project landscape watering due to proximity of reclaimed water sources but is unavailable due to lack of connecting infrastructure, local agencies or transportation sponsors shall conduct an analysis of the upgrades needed to provide such infrastructure, which will include the potential for new connections to existing reclaimed water systems to provide reclaimed water to other nearby sources besides the proposed project in the analysis, and shall perform such steps as necessary to utilize available reclaimed water if feasible.				
Noise				
N -1 Construction Noise Reduction				
To reduce construction noise levels to achieve applicable standards, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary. a. **Compliance with local Construction Noise Regulations.** Implementing agencies shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites without pile driving, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise. b. **Noise Complaint and Enforcement Manager.** Designate an on-site construction complaint and enforcement manager for projects within 800 feet of sensitive receivers. Implementing agencies shall post	Ensure consistency with local noise ordinance requirements relating to construction for sensitive uses. Place conditions of approval on project to require construction noise reduction measures detailed in this mitigation.	During project permitting and environmental review; prior to construction; during construction activities.	Ongoing throughout construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem. c. **Pile Driving.** For any project within 3,200 feet of sensitive receptors that requires pilings, the implementing agency shall require caisson drilling or sonic pile driving as opposed to pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review. d. **Construction Equipment Noise Control.** Implementing agencies shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). e. **Impact Equipment Noise Control.** Implementing agencies shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation. f. **Construction Activity Timing Restrictions.** The following timing restrictions shall apply to proposed 2022 RTP/SCS activates creating noise levels at or above 65 dBA at a nearby dwelling unit, except where timing restrictions are already established in				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
local codes or policies. Construction activities shall be limited to: ▪ Monday through Friday: 7 a.m. to 6 p.m. ▪ Saturday: 9 a.m. to 5 p.m. g. **Placement of Stationary Noise Sources.** Locate stationary noise sources as far from noise-sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be equipped with the best available mufflers				
N -2 Noise Assessment and Control for Mobile and Point Source Reduction				
Implementing agencies for 2022 RTP/SCS projects shall complete detailed noise assessments using applicable guidelines (e.g., Caltrans Traffic Noise Analysis Protocol) for roadway projects that may impact noise sensitive receptors. The implementing agency shall ensure that a noise survey is conducted that, at minimum: ▪ Determines existing and projected noise levels ▪ Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards ▪ Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas ▪ If warranted, recommends methods for mitigating noise impacts, including: ▪ Appropriate setbacks ▫ Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials ▫ Use of sound barriers (earthen berms, sound walls, or some combination of the two) ▫ Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations	Prior to issuance of grading or building permits, ensure noise assessments have been completed. Place conditions of approval to require implementation of recommendations in project-specific noise assessments.	During project permitting and environmental review.	Once	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
away from sensitive receptors to the maximum extent feasible.				
Where new or expanded roadways or transit are found to expose receptors to noise exceeding normally acceptable levels, the individual project lead agency shall implement techniques as recommended in the project-specific noise assessments. The preferred methods for mitigating noise impacts shall include the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences may be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls may be provided. Whenever possible, a combination of elements shall be used, including open grade paving, solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or "quiet pavement" shall be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards				
N-3 (a) Vibration Mitigation for Construction of Transportation Projects				
Where local vibration and groundborne noise standards do not apply, implementing agencies of proposed 2022 RTP/SCS projects utilizing heavy construction equipment shall estimate vibration levels generated by construction activities and use the Caltrans vibration damage potential threshold criteria to screen for and screen out projects as to their potential to damage buildings on site or near a project.	If applicable, place conditions of approval on project to require construction noise reduction measures detailed in this mitigation.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
If construction equipment would generate vibration levels exceeding acceptable levels as established by Caltrans, implementing agencies of the proposed 2022 RTP/SCS shall, or can and should, complete the following tasks: ▪ Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer. ▪ Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure. ▪ To minimize disturbance withing 550 feet of pile-driving activities, implement “quiet” pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and				

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
conditions as defined as part of the geotechnical testing if testing was feasible. ▪ Use cushion blocks to dampen noise from pile driving. ▪ Phase operations of construction equipment to avoid simultaneous vibration sources				
N-3(b) Vibration Mitigation for Operation of Transportation Projects				
Where local vibration and groundborne noise standards do not apply, implementing agencies of proposed 2022 RTP/SCS projects shall comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with guidance provided by the FTA in Transit Noise and Vibration Impact Assessment (FTA 2018) to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that can be implemented to reduce vibration and groundborne noise impacts include, but are not limited to: ▪ Bus and Truck Traffic ▫ Constructing of noise barriers ▫ Use noise reducing tires and wheel construction on bus wheels ▫ Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels	Prior to issuance of grading or building permits, ensure noise assessments have been completed. Place conditions of approval to require implementation of recommendations in project-specific noise assessments.	During project permitting and environmental review	Once.	Implementing agencies/ project sponsor.
N-4 Noise Mitigation for Land Uses				
If a 2022 RTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency shall ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce	Comply with all applicable local and/or FTA vibration and groundborne noise standards.	During project permitting and environmental review.	Open during project operation.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set in applicable State and/or local standards. Such measures may include but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.				
Transportation				
T -2(a) Regional VMT Reduction Programs				
Implementing agencies shall require implementation of VMT reduction strategies through TDM programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. Modifications may include but are not limited to: ▪ Provide car-sharing, vanpool, bike sharing, and ride-sharing programs ▪ Implement or provide access to commute reduction programs ▪ Provide a bus rapid transit system ▪ Improve pedestrian or bicycle networks, or transit service ▪ Provide transit passes ▪ Encourage telecommute programs	Require the inclusion VMT reduction strategies included in this mitigation measure at a program and project-level.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Incorporate affordable housing into the project ▪ Provide incentives to purchase electric vehicles ▪ Construct intelligent transportation system management/intelligent transportation system (TSM/ITS) measures such as ramp metering, signalization of intersections, and changeable message signs ▪ Provide a VMT mitigation bank or exchange program ▪ Increase density ▪ Increase mixed uses within the project area ▪ Incorporate improved pedestrian connections within the project/neighborhood ▪ Incentivize development in low VMT communities ▪ Incentivize housing near commercial and offices ▪ Increase access to goods and services, such as groceries, schools, and daycare ▪ Incorporate neighborhood electric vehicle network ▪ Orient the project toward transit, bicycle, and pedestrian facilities ▪ Provide traffic calming ▪ Provide bicycle parking ▪ Limit parking ▪ Separate out parking costs ▪ Provide parking cash-out programs				
Tribal Cultural Resources				
TRC-1(a) Identified Tribal Cultural Resources Impact Minimization				
Transportation project sponsor agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to	Ensure compliance with AB 52; and when applicable, implement measures identified in this mitigation measure.	During project permitting and environmental review. Additional measures listed should be implemented prior to and during construction.	Ongoing throughout project construction.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
avoid or minimize the project-specific significant adverse impacts: ▪ Avoidance and preservation of the resources in place, including, but not limited to: designing and building the project to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria. ▪ Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values, and meaning of the resource, including, but not limited to, the following: ▫ Protecting the cultural character and integrity of the resource ▫ Protecting the traditional use of the resource ▫ Protecting the confidentiality of the resource ▪ Establishment of permanent conservation easements or other culturally appropriate property management criteria for the purposes of preserving or utilizing the resources or places. ▪ Native American monitoring by the appropriate tribe during soil disturbance for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources.				
TRC-1(b) Unanticipated Tribal Cultural Resources Impact Minimization				
If unanticipated potential tribal cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find. If, in consultation with the implementing agency, the archaeologist and/or	Ensure that all construction activities come to a halt and appropriate agencies/representatives are contacted; implement mitigation plan.	During project permitting and environmental review.	Open during project operation.	Implementing agencies/ project sponsor.

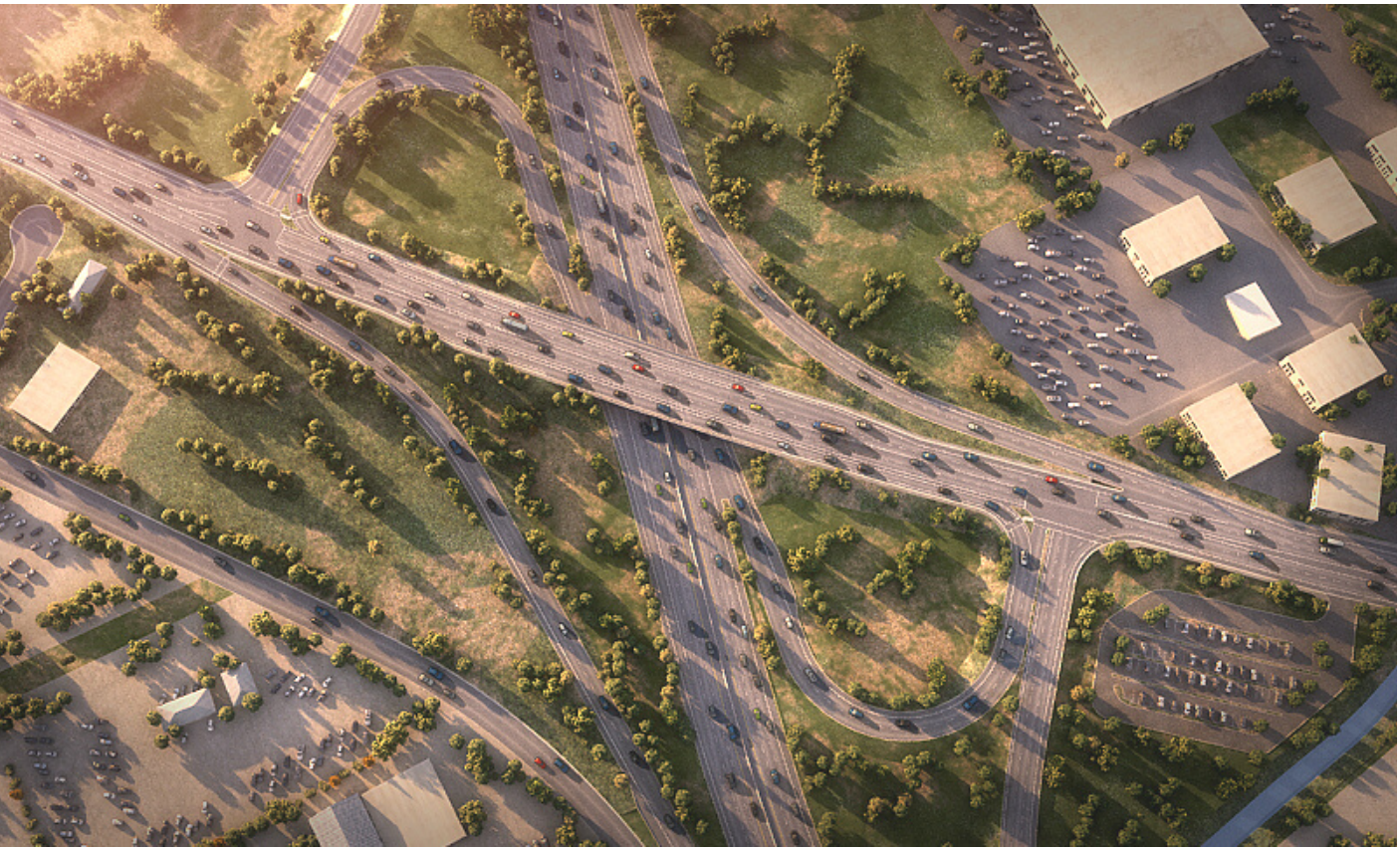
Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
tribal representative determines the discovery to be a tribal cultural resource and thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with tribal representatives. If the resource cannot be avoided, a mitigation plan shall be developed to address tribal concerns.				
Wildfire				
WF-1 (a) Wildfire Risk Reduction				
If an individual transportation or land use project included in proposed 2022 RTP/SCS is located within or less than two miles from an SRA or very high fire hazard severity zones, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to: ▪ Require the use of fire-resistant vegetation native to San Joaquin County and/or the local microclimate of the project site and discourage the use of fire-prone species especially nonnative, invasive species. ▪ Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. ▪ Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. ▪ Require adherence to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments. ▪ Ensure sufficient emergency water supply.	If a project is within two miles of an SRA or VHFHSZ, implement mitigation described in this measure, such as maintaining and enforcing defensible space.	During project permitting and environmental review	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
▪ Encourage the use of fire-resistant vegetation native to San Joaquin County and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species. ▪ Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project. ▪ Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings. ▪ Require fire extinguishers to be onsite during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher. ▪ Smoking and open fires shall be prohibited at individual transportation or land use projects sites included in the proposed 2022 RTP/SCS during construction and operations. A copy of the notification to all contractors regarding prohibiting smoking and burning shall be provided to the County.				
WF -1 (b) Fire Protection Plan				
Individual transportation or land use projects included in the 2022 RTP/SCS shall prepare a Fire Protection Plan that meets Fire Prevention Bureau of San Joaquin	If a project is within two miles of an SRA or VHFHSZ, implement mitigation described in this measure, such as a fire watch with appropriate firefighting equipment.	During project permitting and environmental review.	Once.	Implementing agencies/ project sponsor.

Mitigation Measure	Action Required	Timing	Monitoring Requirements	Responsible Agency
County requirements. The plan shall contain (but not be limited to) the following provisions: ▪ All construction equipment shall be equipped with appropriate spark arrestors and carry fire extinguishers. ▪ A fire watch with appropriate firefighting equipment shall be available at the Project site at all times when welding activities are taking place. Welding shall not occur when sustained winds exceed that set forth by the Fire Prevention Bureau of San Joaquin County unless a Fire Prevention Bureau of San Joaquin County -approved wind shield is on site. ▪ A vegetation management plan shall be prepared to address vegetation clearance around all Wind Turbine Generators (WTGs) and a regularly scheduled brush clearance of vegetation on and adjacent to all access roads, power lines, and other facilities. ▪ Operational fire water tanks shall be installed prior to construction. ▪ Provisions for fire/emergency services access if roadway blockage occurs due to large loads during construction and operation ▪ Cleared, maintained parking areas shall be designated; no parking shall be allowed in non-designated areas. ▪ The need for and/or use of dedicated repeaters for emergency services. ▪ Appropriate Hot work permits (such as cutting and welding permits) shall be obtained from the jurisdictional fire agency. ▪ Compliance with California PRC 4291, 4442, and 4443				

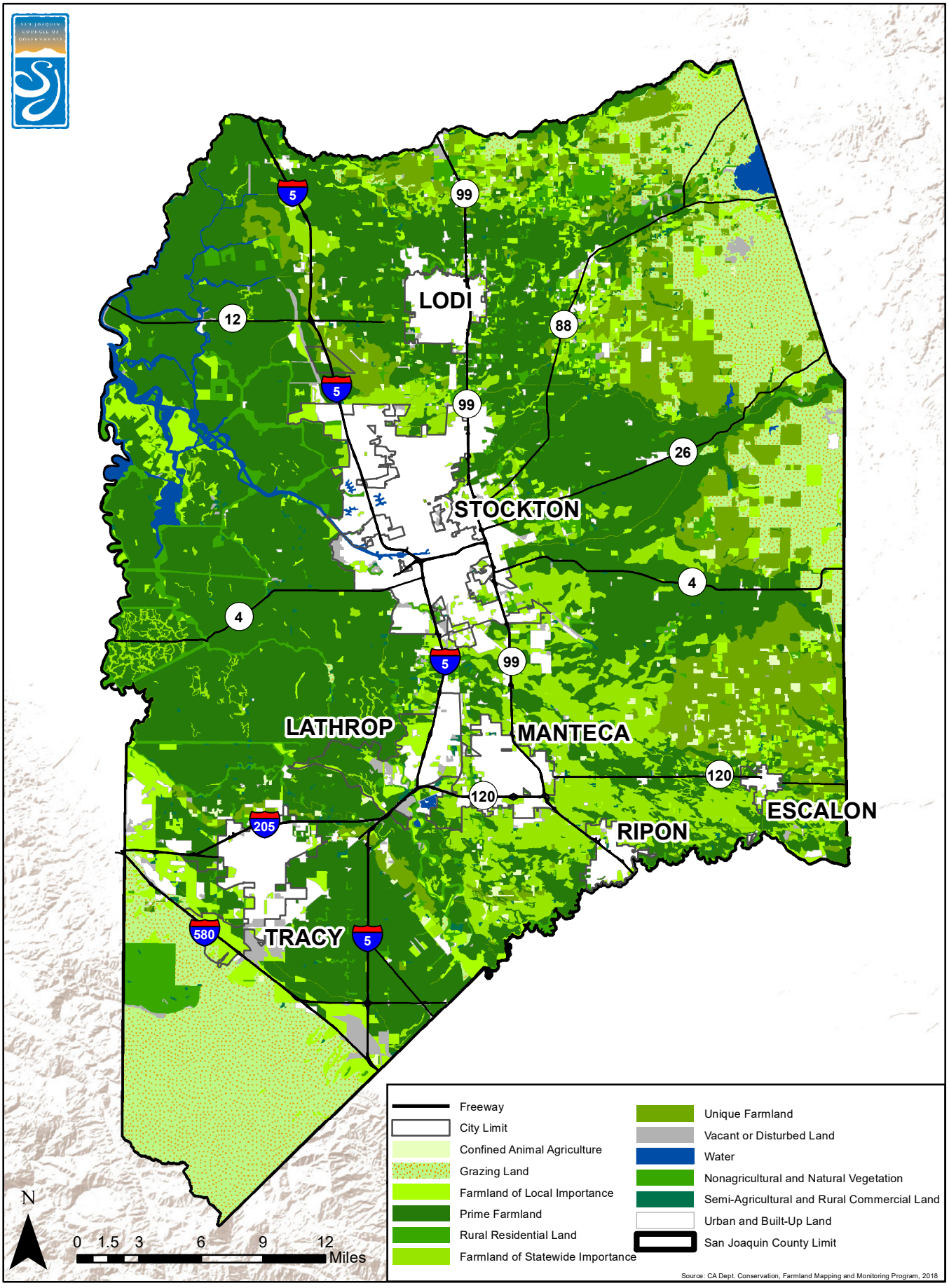
APPENDIX W

Statutory Mapping

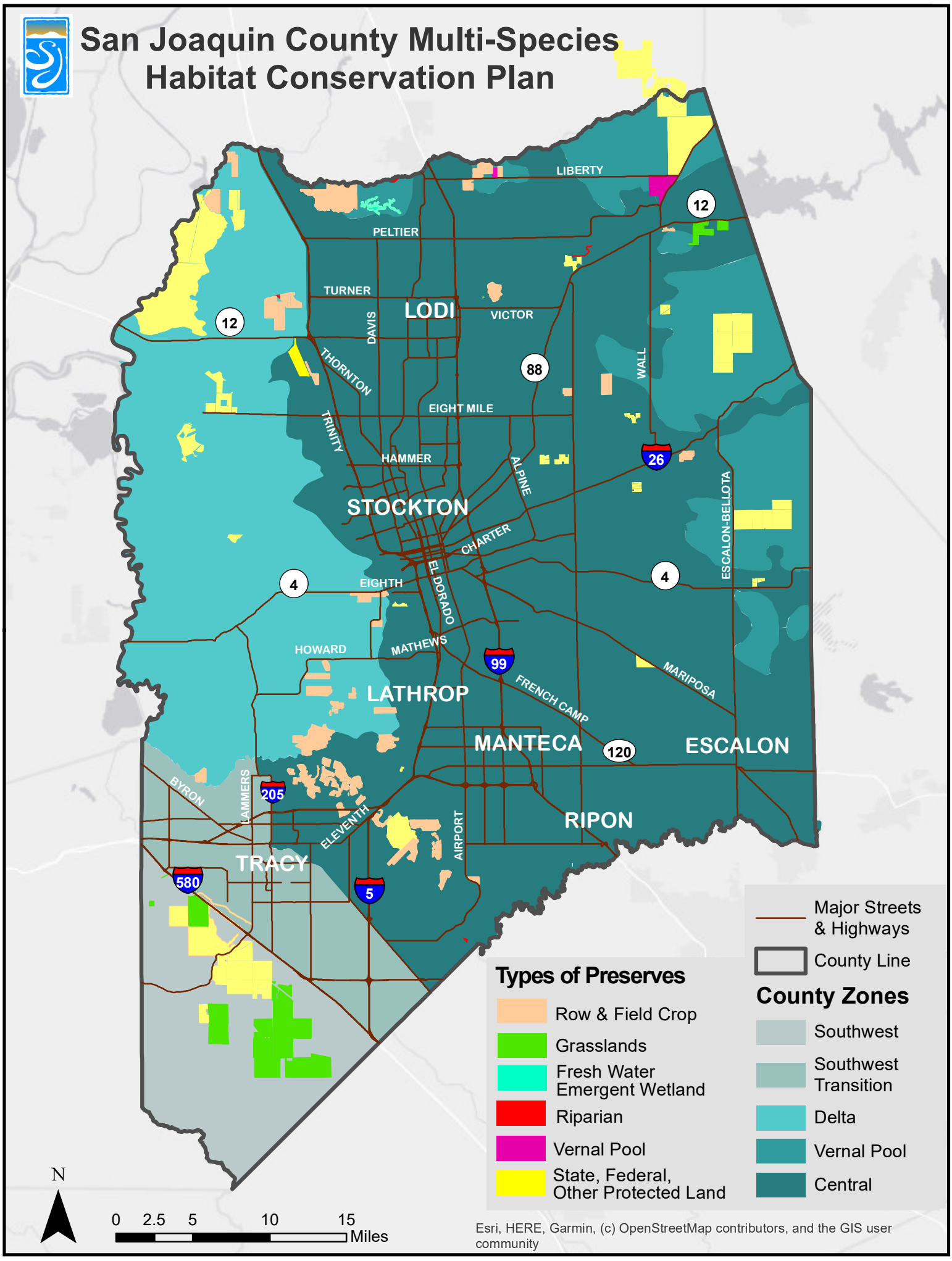


REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

San Joaquin County Farmland Mapping

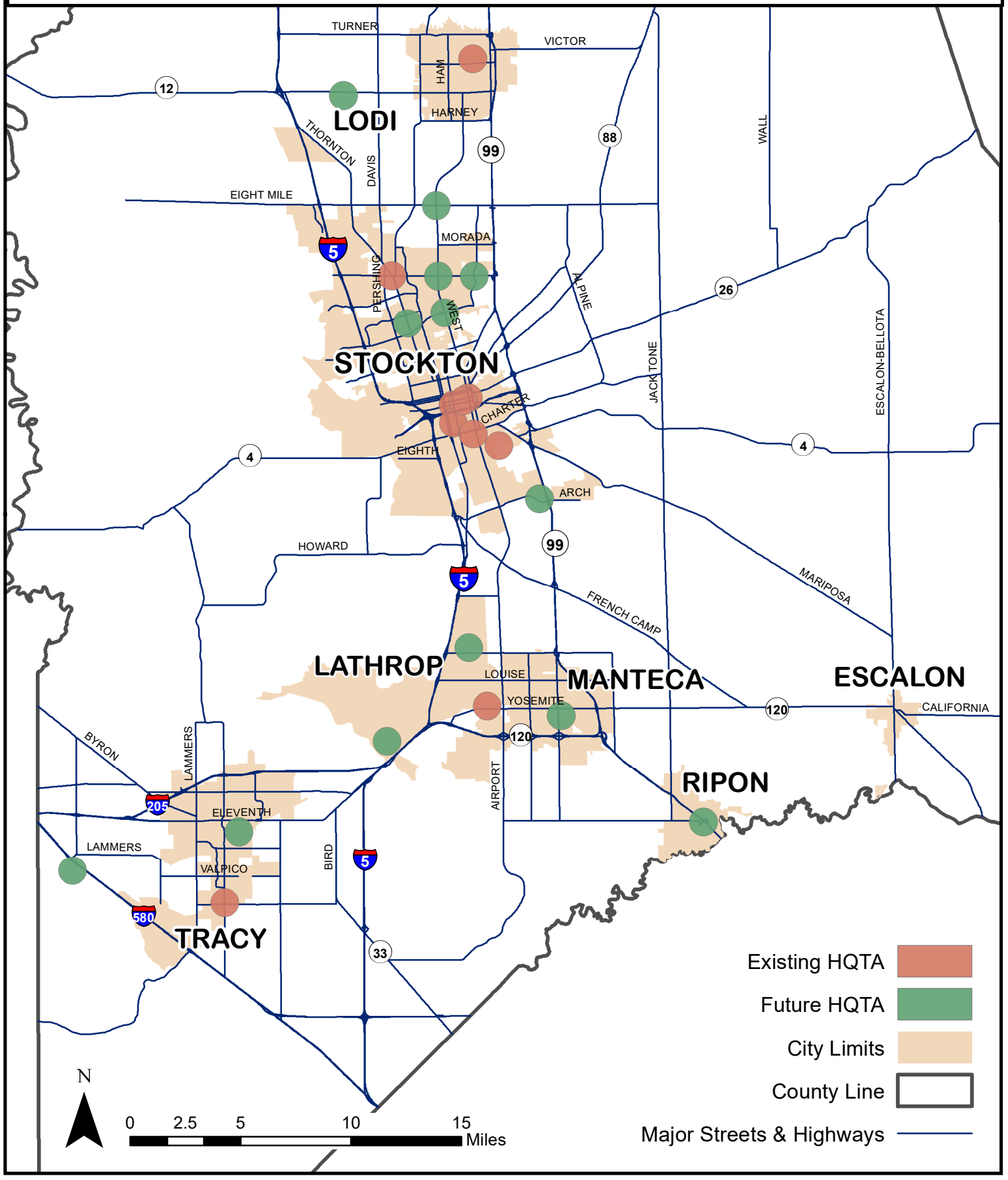


San Joaquin County Multi-Species Habitat Conservation Plan

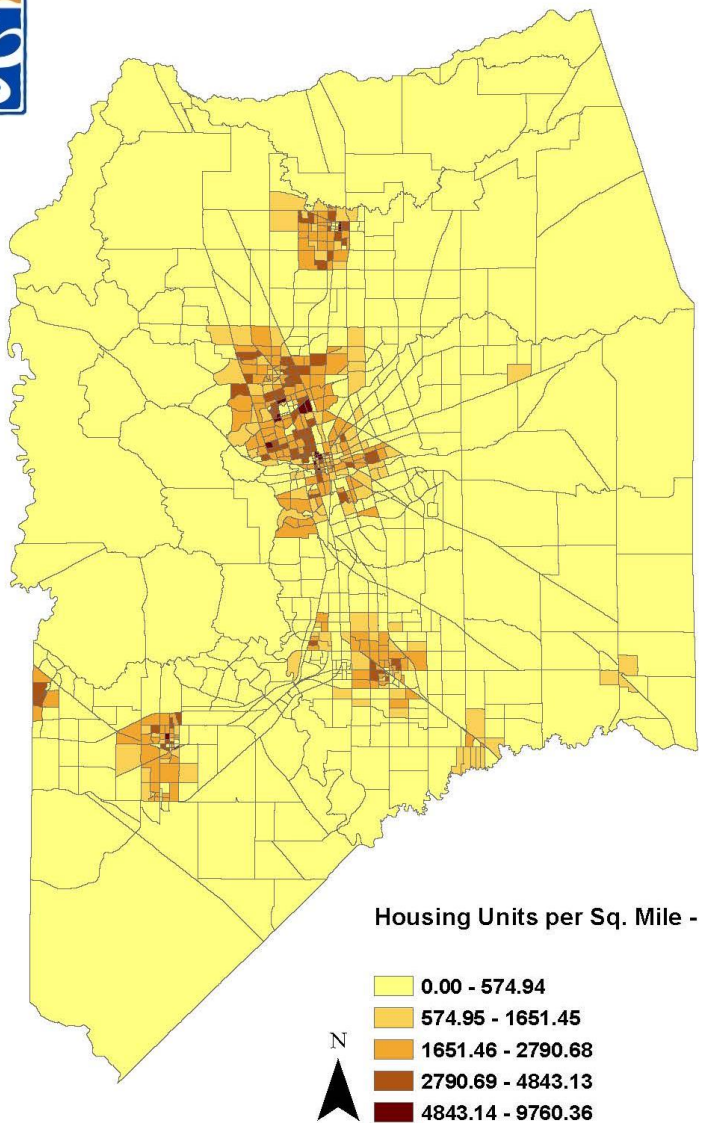


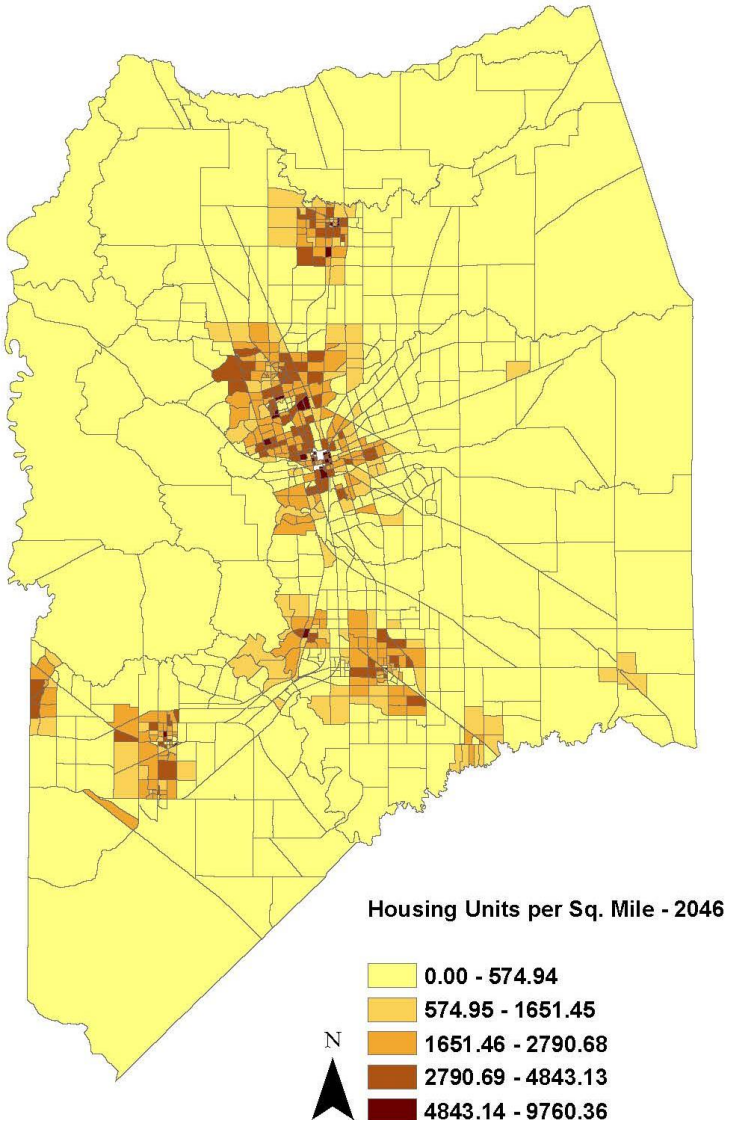
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

High Quality Transit Areas (HQTAs) in San Joaquin County

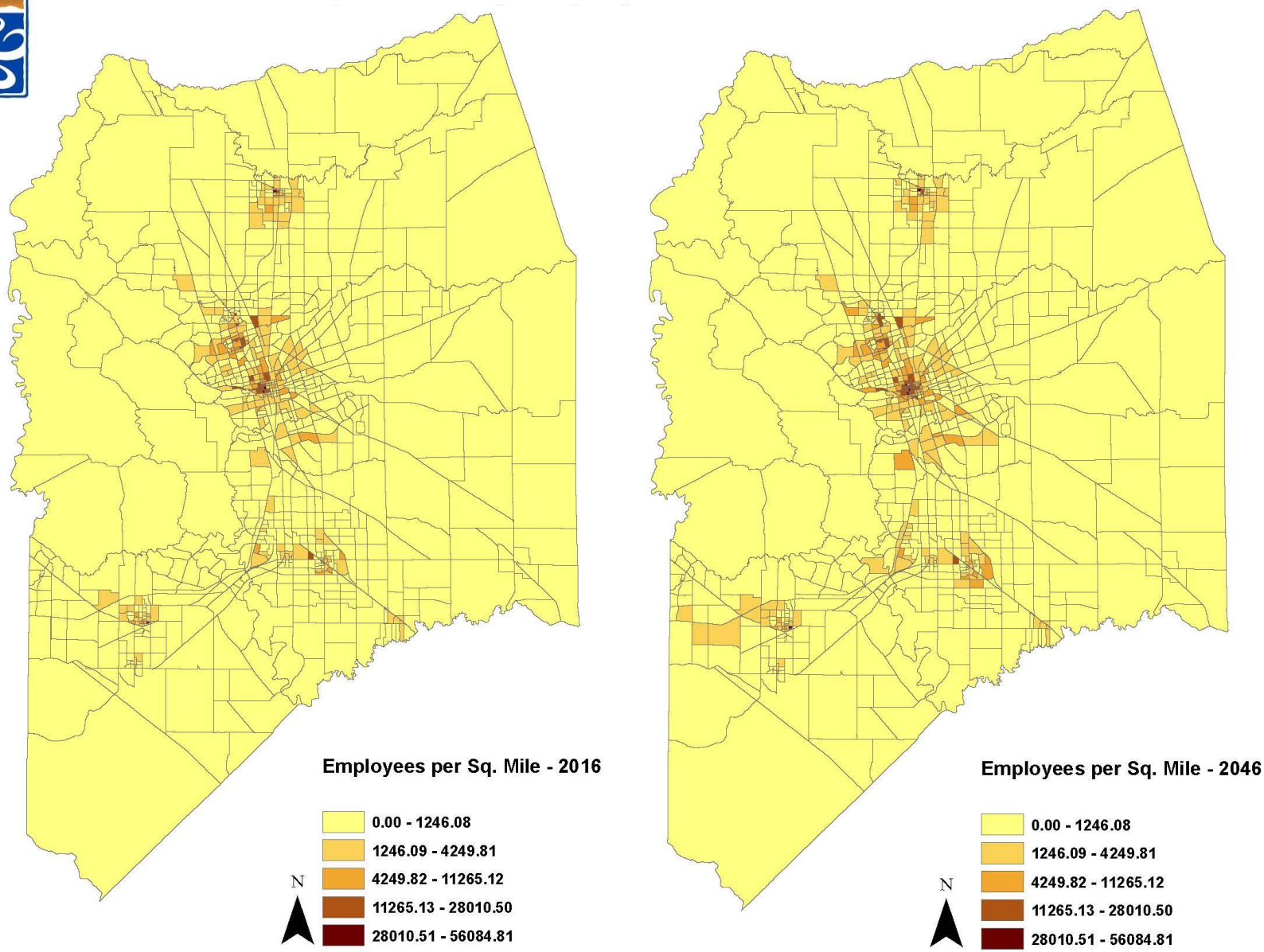


San Joaquin County Housing Growth 2016-2046

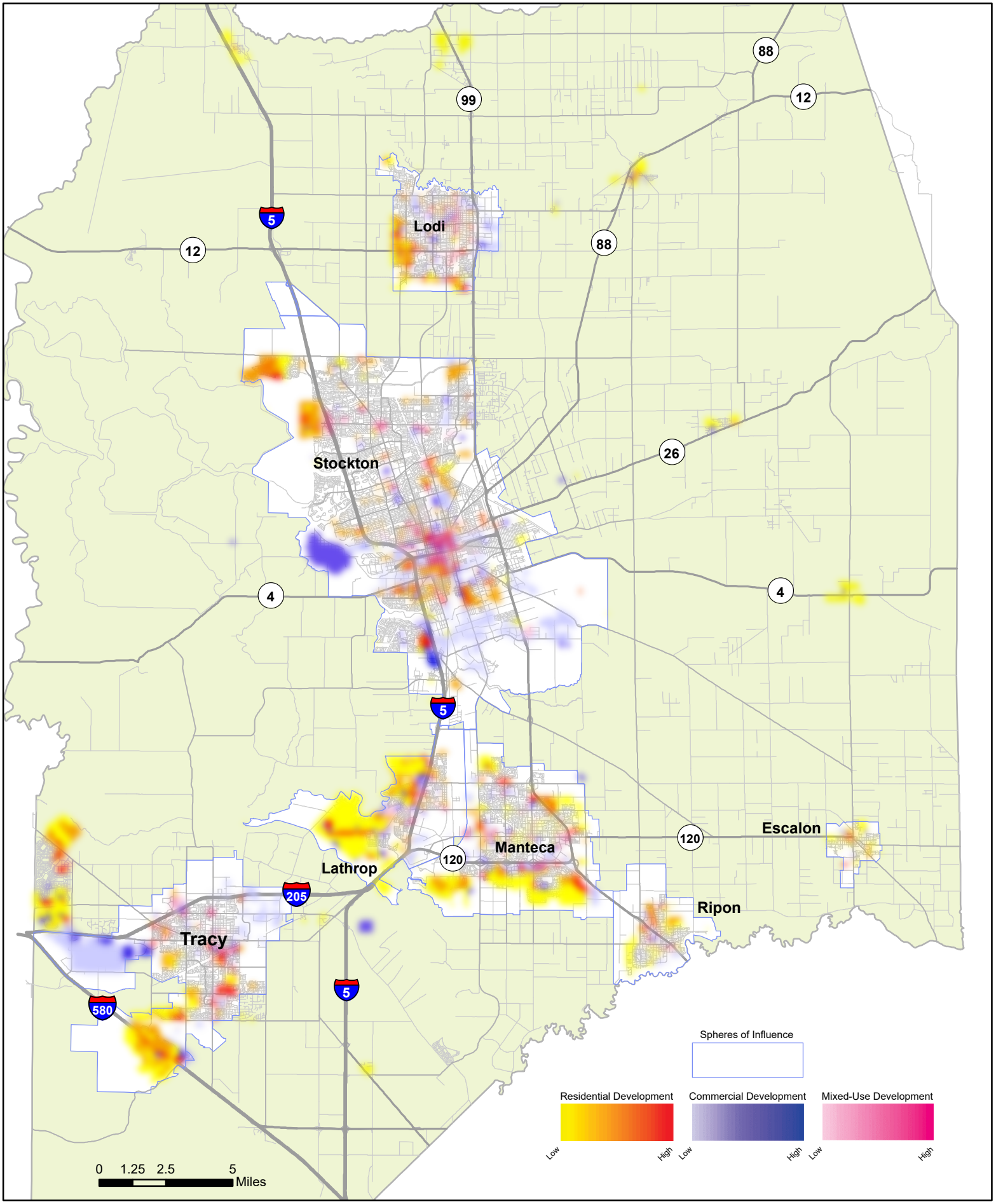




San Joaquin County Employment Growth 2016-2046

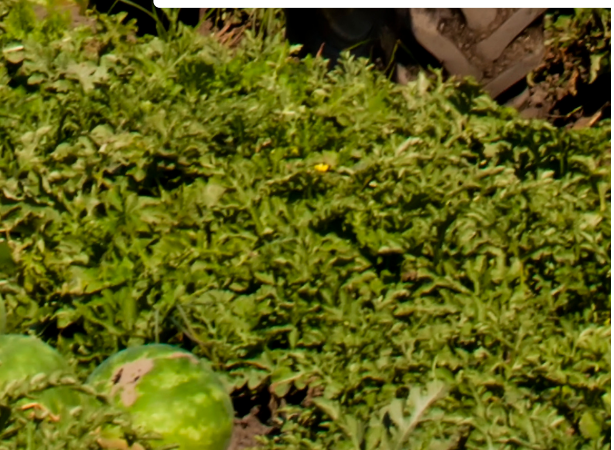


SB 375: Land Use, Location & Density
New Growth, 2046



APPENDIX X

Technical Methodology Memorandum



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

SAN JOAQUIN COUNCIL OF GOVERNMENTS TECHNICAL METHODOLOGY TO ESTIMATE GREENHOUSE GAS

INTRODUCTION

This document describes the general approach to estimating greenhouse gas emissions which the San Joaquin Council of Governments (SJCOG) followed in its forthcoming Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) update.

SB 375 provides:

> Prior to starting the public participation process adopted pursuant to subparagraph (F) of paragraph (2) of subdivision (b) of Section 65080, the MPO shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.
>
> Government Code Section 65080(b)(2)(J)(i).

The approach described in this document is based on SJCOG's current work program and SJCOG staff's current understanding of available tools and information. Tools and technical information were still under development when the needed analytical and policy pre-RTP work began with the Envision 2050 project. This technical methodology includes documentation of those efforts, as well as the tools used for greenhouse gas reduction calculations.

In line with the other regions located within the San Joaquin Valley Air Basin, SJCOG had a target date for adoption of the 2022 RTP/SCS Update of August 2022. In keeping with this schedule, regional travel demand model updates had been completed, and scenario development and testing began in July 2021. The public process for the RTP began in late September 2021 with the completion of the Envision 2050 project. The full RTP was released for public review in June 2022 and the final adopted by the SJCOG Board in August 2022.

CARB set new greenhouse gas (GHG) emission reduction targets for regions statewide in October 2017. The SJCOG GHG emission reduction targets are shown in the table below.

SJCOG Region GHG Emissions Reductions per Capita Targets:

- 12% reduction in GHG per capita by the year 2020
- 16% reduction in GHG per capita by the year 2035

SJCOG has reviewed CARB's evaluation of the GHG quantification for the 2018 RTP/SCS and the recommendations for additional analysis in the 2022 RTP/SCS (SJCOG's third round SCS). Analysis years for the SCS are shown in Table 1. SJCOG staff worked to incorporate those

recommendations and consulted with CARB staff when draft results were released. Testing based on early versions of growth scenarios showed a downward trend in per capita GHG production between the plan base year and target year 2035 for scenarios based on updating of established land use and transportation investment strategies sufficient to approach the target of -16%. The SJCOG Board provided input as land-use scenario, strategies, programs, and project lists were developed, and ultimately provided direction for staff to rely on a set of assumptions that would both builds on the successes of previous RTP/SCS rounds and further improve the region's ability to achieve the -16% target, even as downward population projections made achieving the target more difficult.

Table 1 – Analysis Years Considered in SJCOG's RTP/SCS

Year	Purpose
2005	Base year for SB 375 GHG Emission Reduction Target Setting
2015	MIP2 Model Validation Year
2016	Base year for 2022 RTP/SCS
2035	SB 375 GHG Emission Reduction Target
2046	Horizon Year for 2022 RTP/SCS

OVERVIEW OF EXISTING CONDITIONS

The 2022 RTP/SCS was influenced by the recent COVID-19 pandemic with respect to telecommute option as a source of VMT reduction. The density goals envisioned by the region's various general plans are coming to fruition in the form of higher housing density and mix of uses from recent development proposals which is also no doubt in response in part to SB 743 VMT CEQA analysis requirements. Aside from the profound, and ongoing, effects of the COVID-19 pandemic, changes to the regional planning context since the previous RTP/SCS update in 2018 have been incremental.

POPULATION AND EMPLOYMENT GROWTH FORECASTS

A vital input to the SCS development process is an updated forecast of population, housing, and jobs. SJCOG developed a new forecast for this RTP/SCS based on the most comprehensive and up-to-date regional forecasts and projections available. This forecast, completed in September 2020, was the first completed with a state-of the-art econometric regional forecast model by Regional Economic Models, Inc. (REMI). The use of the REMI model allowed for integration of the dynamic relationship between local employment conditions and the migration of households in and out of the region. The forecasts were adjusted to account for Covid-19 effects, then newly released 2019 employment data, local employment changes attributable to the pandemic induced recession, and adjustments to account for known large projects then under development in the county. The detailed forecast report can be found as Appendix Q in the 2022 RTP/SCS. The forecast informs both the RTP/SCS scenario development process and the Regional Housing Needs Allocation (RHNA) to maintain required consistency between the two. Both the forecast and RHNA were completed with the assistance of the University of the Pacific Center for Business and Policy Research (CBPR).

San Joaquin County has historically exhibited growth rates well above those for the state and

nation. While this is still true, projected growth rates continue to drop. Table 2 below illustrates the trend using the year 2040 as an example.

Table 2 – Historic RTP Forecast Comparison

Forecast Series	2040 Population	Absolute Difference	Percentage Difference
2012 (2014 RTP)	1,070,486		
2016 (2018 RTP)	1,020,862	49,624	-4.64%
2020 (2022 RTP)	951,985	68,887	-6.75%

Milestone year demographics are presented below:

Table 3 – Population, Household, and Employment Data

Year	Population	Households	PPH	Employment	JPH
2016	732,185	227,784	3.21	319,545	1.40
2035	917,811	282,251	3.25	363,483	1.29
2046	994,257	304,665	3.12	390,469	1.28

A lower growth forecast restrains the opportunity to substantially change the overall land-use pattern in San Joaquin County. However, the current RTP/SCS presents a possible land-use pattern that could be achieved within the bounds existing general plans, and further make feasible additional opportunities for infill, mixed-use, and adaptive reuse development to increase the uptake of active transportation, electric vehicle, telecommute, and micro-transit to move toward a clean transportation system.

Draft 2022 RTP/SCS Scenario Descriptions

Unlike previous scenario development processes, where discrete scenarios of land-use density and intensity, combined with subtle shifts in funding allocation, were developed based on identified goals and strategies, this RTP reversed that process. Groups of goals and strategies were developed based on a variety of long-term and potentially disruptive technological, demographic, and environmental factors, then tested for their effect on a variety of metrics in multiple possible futures. This approach allowed strategies and goals to be intentionally tested and ranked before land-use scenarios were developed. Then, integrated land-use and transportation scenarios were developed, benchmarked and presented for consideration by the public and policymakers. Ultimately, one of these scenarios was prioritized and integrated into the existing RTP/SCS to build on previous success, while pushing the region further forward in meeting greenhouse emissions reductions and other important state and regional goals.

Unlike the two previous rounds of SCS development, a “trend” scenario is not included. The intention with this decision is to recognize that scenario development should be comparing the efficacy of a variety of possible solutions to identified future issue areas, not a “no change” trend

that wasn't reflective of the currently adopted RTP/SCS. Scenario themes were also guided by a general assertion of the location of growth within the region. To accomplish this prior to land use allocation, the SJCOG region was divided into a series of four Priority Growth Areas (PGAs): "Established Neighborhoods and Centers," "Urban Arterials," "High Quality Transit Areas," and "New Growth Areas." Describing scenario themes in terms of which PGAs would see the most growth, helped explain and differentiate scenario themes.

Of note is that each scenario included additional guiding datasets when land-use was developed or "painted." These include priority growth areas described above, areas of opportunity as defined California Tax Credit Allocation Committee (TCAC), areas of low VMT as estimated by the UrbanFootprint transport model, jobs-housing balance (placing jobs and housing together), and high-quality transit areas.

Stay the Course:
In this scenario, the region does not change course and makes investments based on the last regional plan. Some growth occurs in new growth areas identified in the region's General or Specific Plans, with no new identified infill develop over the last plan. Larger transportation investments are more heavily focused in managed lanes, ACE Rail, enhanced bus rapid transit.

This scenario performs best in a future with high AV adoption because it already includes many transportation investments that will help to manage broad AV use. These include managed lanes and expansion of the roadway network.

Remake Centers and Corridors:
Traditional employment centers and aging commercial corridors are remade into residentially focused neighborhoods. Growth is focused on urban arterials, existing neighborhoods, and job centers. Transportation focus investments in transit and bike/ped for infill locations along existing arterials, improvements/maintenance to local arterials to facilitate new types of development.

Scenario B was envisioned to best address climate migration and e-economy futures. With respect to climate migration, this scenario would provide more housing in transit-rich areas, making it more advantageous if large numbers of lower income households move to the region. If telecommuting continues, scenario B would also make good use of underutilized commercial lands in the region's commercial corridors. *20-Minute Neighborhoods:*

Planned new growth areas are redesigned to accommodate a greater mix of uses and modes. Commercial uses develop in traditionally residential areas. This scenario provides a broader range of daily destinations close to home and prioritizes transportation investments in transit and bike/ped for new growth locations that furthers internal circulation in these neighborhoods.

This scenario would likely perform best in a future with high telecommuting and learn-from-home rates. This is due to its relatively large unit sizes and re-imagined specific plan areas to include a broader range of services.

Commuter Villages:
Household and employment growth is incentivized in urban arterials near existing and planned

regional rail stations and near existing and planned high quality transit hubs. Transportation priorities will reinforce transit-oriented development by focusing on first mile/last mile connections to transit hubs (rail and bus transfer hubs).

Scenario D would perform best in a future with high AV adoption because by locating development near high quality transit, it provides a viable alternative to auto commutes. Similarly, it would perform worse in a future with high rates of telecommuting because it assumes continued interregional commuting.

More information on the scenario development process, including descriptions of all technical tools and datasets can be found in Appendix S of the 2022 RTP/SCS.

QUANTIFICATION APPROACHES

Table 3 – Strategy Quantification Approaches

RTP/SCS Strategy	Quantification Approach
Targeted infill/increase density in transit priority areas	Land-Use Model/Travel Demand Model
Enhanced Transit	Travel Demand Model
Enhanced Active Transportation	Off-Model
Van Pool Program	Off-Model
Rule 9410	Off-Model
Electric Vehicle Charge Program	Off-Model
Telecommute Program	Off-Model
TSM-ITS	Off-Model
Micro-Transit	Off-Model

LAND USE/TRAVEL DEMAND MODELING

SJCOG utilized the following tools to estimate GHG emissions for the 2022 RTP/SCS, each of which are described in more detail below:

(1) Scenario Planning/Land Use Model
(2) UrbanFootprint / TrendLab+
(3) MIP Travel Model
(4) EMFAC 2014 Emissions Factor Model
(5) Off-Model Adjustments

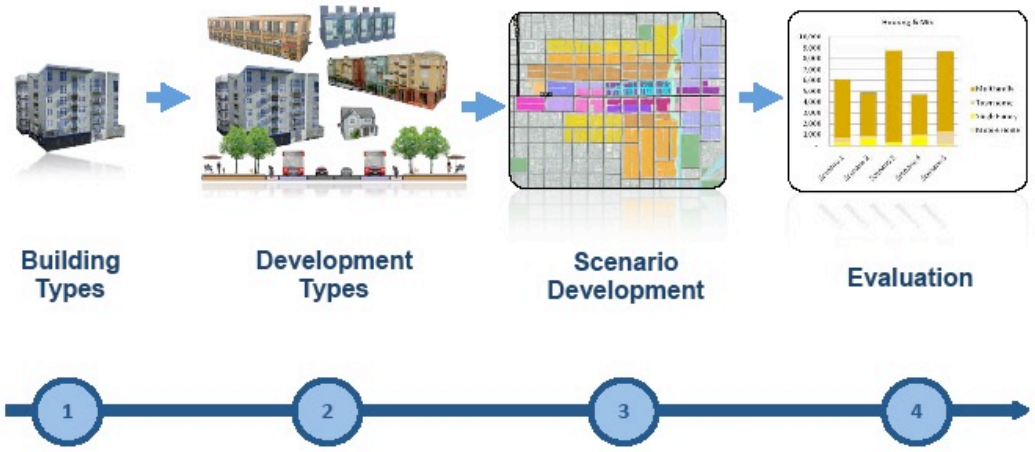
Scenario Planning/ Land Use Model

Scenario modeling allows evaluation of the impacts of the RTP/SCS policies on regional land use. In particular, the scenario planning approach is a way to explore what it would take to achieve the revised SB 375 per capita emissions targets. Scenario modeling tools use building blocks that describe the different types of land uses that exist within the metropolitan area or are planned for the future. The output of the scenario modeling tools forms the fundamental input to the MIP

transportation model, as well as stand-alone metrics of the comparative impact of policy and strategy tools.

Envision Tomorrow

Figure 1 – Envision Tomorrow



Envision Tomorrow is a suite of scenario planning tools that tests different land-use and transportation options. It consists of two primary tools: a Prototype Builder and a Scenario Builder, which work in unison to develop scenarios.

The Prototype Builder is a "return on investment" (ROI) spreadsheet tool that can be used to determine the physical and financial feasibility of development. This tool allows the user to examine land use regulations in relation to the current development market and consider the impact of various factors, such as parking, height requirements, construction costs, rents and subsidies. The Prototype Builder also considers inputs such as physical building characteristics, parking layout and costs, and other development costs such as landscaping, site acquisition, etc. Stakeholder input is utilized to create building types and development types so that the scenarios reflect existing conditions as well as possible future conditions. Building and development types can be created to represent the development aspirations of the community.

The Scenario Builder is a Geographic Information Systems (GIS) based application that lets the user "paint the landscape" by allocating various, created development types across a study area to create unique land use scenarios. The tool then allows real-time evaluation of each scenario through a set of user-defined indicators. The indicators measure such things as the scenario's impact on land use, housing, sustainability, transportation and economic conditions. General plans, specific plans, community plans, zoning maps, Assessor's parcel data information, and environmental constraints, if any, are all inputs into the Scenario Builder tool. The growth forecast is allocated—by the user— to locations as desired in this tool.

Once the coordinated land use/transportation scenario is developed the output of that process is converted into transportation model inputs and run through the MPO MIP travel demand model to estimate vehicle miles traveled attributable to the MPO scenarios.

It is important to note that the output of the scenario planning tool does not yield VMT estimates in the same way that the travel demand model does. The TrendLab+ tool produces strategy evaluation metrics that demonstrate the relative impact of future strategies under varying future, and largely uncertain, conditions. These metrics include VMT, Transit Ridership, GHG Emissions, and Housing Costs. However, these are relatively crude measures designed strictly to quickly provide strategy comparisons for scenario development. They are not intended to replace standardized measures produced by more robust and widely accepted travel demand and air quality conformity models.

As described in the MIP Travel Model section below, the MIP process created standardized land-use input categories across all eight San Joaquin Valley MPOs. These standardized categories ensure consistent transportation modeling of household and employment types across all eight MPOs that yields a consistent process to estimate vehicle miles traveled (VMT).

Model Improvement Program (MIP) Travel Model:

Model Development

Beginning in 2010, the eight MPOs began a joint process to improve their travel demand modeling capabilities to help meet SB 375 requirements. This process, known as the San Joaquin Valley Model Improvement Program (MIP) was funded by a $2.5 million Strategic Growth Council Proposition 84 grant. Between 2010 and 2012, staff from each of the eight MPOs participated in monthly meetings with a team of technical consultants to upgrade the models and modeling processes. To enhance coordination efforts, staff from the Air Resources Board and the University of California Berkeley listened in on the monthly MIP meetings of the MPOs and technical consultants.

The MIP effort resulted in the delivery of substantially upgraded and standardized travel demand models to the MPOs in the summer of 2012. The new travel models were designed to better evaluate the types of land-use and transportation policies likely to be considered in the RTP/SCSs. Sensitivity to changes in land use and travel estimates was enhanced compared to previous models by – (i) refining each models' traffic analysis zone (TAZ) system to better capture mixed-use and transit oriented development; (ii) incorporating additional socioeconomic variables such as housing units by building type, household income, housing density, employee by detailed sector, and employment density; and (iii) adding a vehicle ownership component and improved sensitivity to travel characteristics.

In addition, the MIP resulted in the standardization of model software, inputs, and methodologies between the eight MPOs. The new models employ a common software package called CUBE, which will enhance the MPOs' ability to share data and resources with each other, as well as coordinate on model improvement and training efforts.

Improvements made to the model input data and each of the key components of the travel demand models (see Figure 2) include: vehicle ownership, trip generation, trip distribution, mode choice, and trip assignment, are discussed in more detail in the following section.

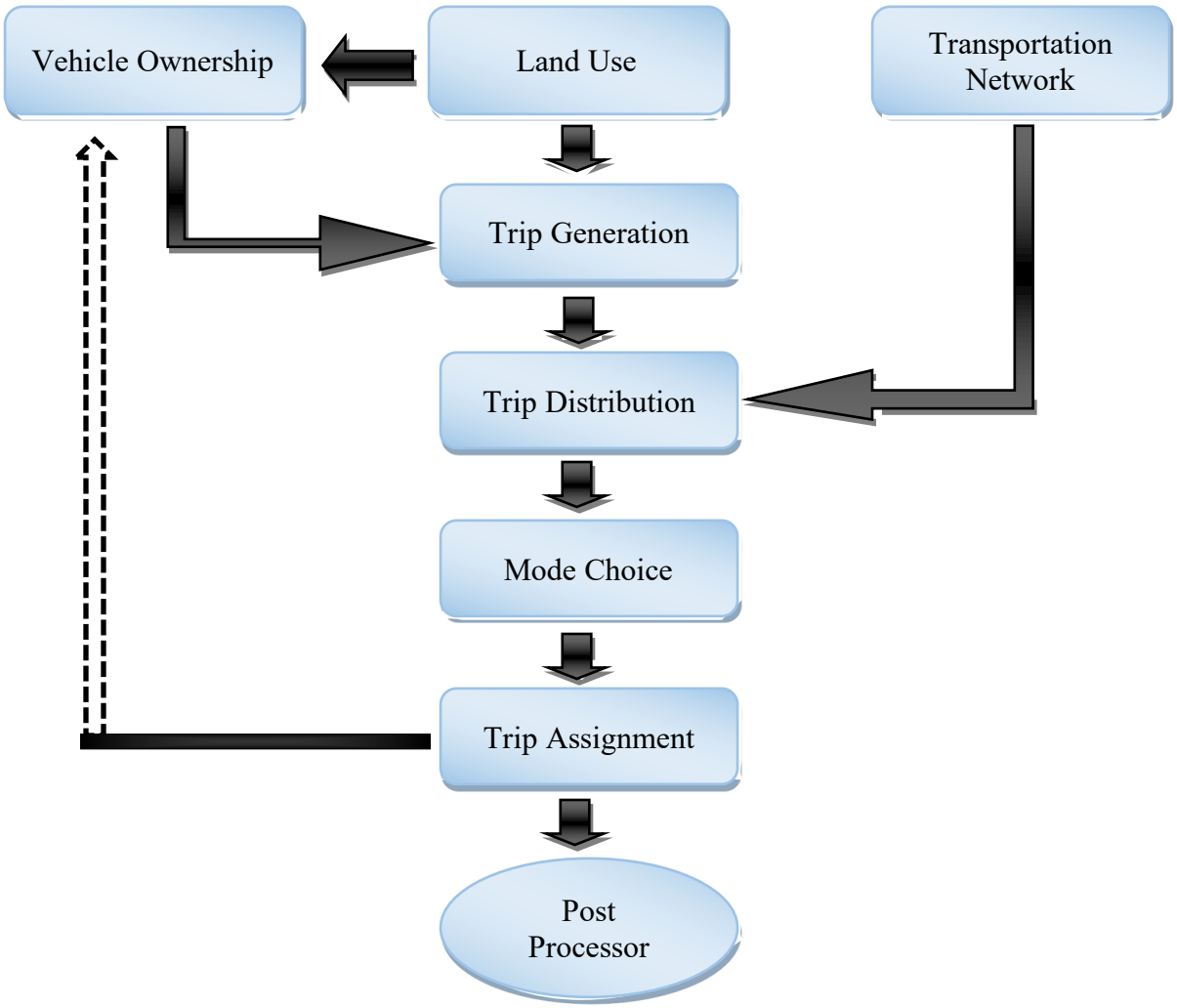
Subsequently, in 2014, a minor update to the models developed in 2012 began, known as VMIP 2. VMIP2 takes advantage of the 2010 Census, the most recent American Community Survey, the 2012-2013 California Household Travel Survey data, and enhances the model structure developed as part of the VMIP1. In addition to the updated data, VMIP2 implements changes to the model structure based on ARB feedback received. Model improvements that specifically address ARB's comments include the following:

- Auto ownership was updated to account for land use accessibility (auto, transit, walk, bike) and commute cost as a percentage of household income.
- Trip generation rates were revised depending on area type and accounting for the accessibility of land uses. Area type is recalculated with each model run to account for land use changes between scenarios.
- Trip distribution was updated to include correlation between household income and job salary for home-work trips.
- Mode choice was updated based on demographics from the latest household travel survey data (household size, income, autos owned) and incorporates average vehicle occupancy by purpose.
- In addition to counts and VMT, the model peak period contested locations was compared to observed NPMRDS data provided by FHWA.

Other key enhancements to model sensitivity and usability include:

- Land Use: simplified residential and employment categories
- Socio-economic: employee salary and household income relationship for home-work trips
- Interregional Travel: updated based on the newly released California Statewide Transportation Demand Model, and based on place and purpose, rather than having internal and interregional travel combined and distributed based on time\cost of travel
- Modified Assumptions: adjustments to employment density, intersection density, and access to jobs and houses

Figure 2 – San Joaquin Valley Model Improvement Program: Model Components



Data Input: The MIP models feature improved TAZ systems, socioeconomic data, land use and travel network characteristics. Improvements to the TAZ systems are designed to help capture more detailed travel movements throughout the region, which allows for more precise analysis of land use and smart growth effects. An updated version of the trip based Caltrans statewide traffic model was developed to help forecast interregional and intraregional trips. Improvements to socioeconomic, land use and transportation network data in the models better account for differences in vehicle ownership and trip generation factors, as well as standardize categories across the eight SJV MPOs.

Vehicle Ownership: The MIP model calculates the number of motor vehicles in a region based on demographic characteristics, auto operating cost, and accessibility. The output of this component is a critical input to the trip generation step, helping to capture the economic characteristics of each household. For VMIP 2, the vehicle operating cost was updated to include maintenance and operations costs based on feedback from ARB.

Trip Generation: The trip generation component estimates the number of person-trips for each activity, such as traveling to-and-from work, school, shops, and social/recreational events. The new models estimate person trips based on demographic and employment characteristics, increasing their capability to analyze the effect of socioeconomic factors on trip rates. Further, the new models increase the number of trip purposes from the typical three or five to eleven[1]. This change allows to distinguish the potential for alternative modes such as school and college trips. The new models also improve the trip generation step by allowing trip rates to vary by income, household size, the number of workers in a household, drivers, and vehicle ownership. This provides better information about regional travel patterns. For VMIP2, trip generation factors were updated to reflect the built environment and area type factors, and home-work trips were grouped by income range.

Trip Distribution: Trip distribution estimates the number of trips from one travel zone to each of the other travel zones in the county. The new models improve the sensitivity of changes to land use on trip distribution by better reflecting the attributes that influence a person's decision to travel. The MIP model provides the capability to consider additional factors such as trip purpose, person travel time by all modes, travel cost, congestion, and vehicle ownership. For VMIP2, trip distribution was updated to match household income and job salary and to better reflect interregional travel at a local scale.

Mode Choice: The MIP has an inbuilt mode choice model. This component is used to predict the probability of selecting a travel mode (e.g., auto, transit, bike and walk) for each trip in the region based on the income of the trip maker, the travel cost, time and accessibility of other modes, and improves the travel models' responsiveness to socioeconomic characteristics, land use, pricing and parking strategies. The mode choice model includes seven travel modes with a separate mode choice for walk and bike.

Trip Assignment: The trip assignment component estimates traffic volumes and travel times for each roadway in the network. The new models enhance the trip assignment component by including a new feedback mechanism between the trip assignment and the number of autos to enhance the ability to address induced travel demand. The feedback mechanism inputs congested travel times into the model, which helps to account for travelers who change their travel route and mode in response to congestion.

Model Calibration and Validation: In model calibration, each component of the model is calibrated to ensure that it produces accurate forecasts. Calibration is an iterative process where model settings are adjusted so the output of the model matches observed travel patterns.

Static validation is that process where the model is tested to ensure that the model output matches available traffic counts and roadway speeds. As part of the static validation process, elements of trip generation, trip distribution and traffic assignment modules may be adjusted.

Dynamic model validation tests the model to determine how well it responds to change. Dynamic testing includes testing the changes to the following:

[1] The additional trip purposes includes home-based K-12, home-based college, highway commercial, trucks-small, trucks-medium, and truck-heavy.

- Household location, density, diversity and other household attributes
- Employment location
- Roadway network
- Transit service

The MPOs performed calibration for each component of the model following the Federal Highway Administration and Caltrans guidelines, to ensure that the models produce reasonable forecasts. Model validation, a critical step in the development of any regional travel demand model, establishes the credibility of the model to predict future travel behavior. The MPOs performed both static and dynamic validation on the new models as recommended by Federal Highway Administration guidelines. Static validation includes – (i) trip generation rates, (ii) trip length frequency by purpose, (iii) average travel time by purpose, (iv) mode split by purpose, (v) traffic assignment by facility, and (vi) transit ridership. Dynamic validation included changing socioeconomic (household size, income, age distribution), land use (density, household location) and travel cost (auto operating cost and parking price) inputs.

Modeling Interregional Trips

The California Statewide Travel Demand Model (Statewide Model) was designed to capture the interactions of land use plans all across the State as they affect interregional travel. The model operates at a scale coarser than the SJV-MIP models. Its value is in placing local and regional travel in the context of total statewide activity. For the VMIP 2 update, interregional travel was updated to reflect the 2010 Statewide Model version. However, due to timing of the Statewide Model update, it does not incorporate the latest land-use from 2014 SJV RTPs.

For the VMIP2 model, AirSage data was used to evaluate county-to-county traffic volumes for the 8 SJV MPOs and aggregated volumes for counties outside of the San Joaquin Valley focusing exclusively on long distance trips. The Statewide Model was used to compare the magnitude of county-to-county traffic flows to AirSage. Once the magnitudes were determined to be comparable, the Statewide Model was used to develop through trips and station weights by purpose for each gateway. A process of interpolating or extrapolating, as appropriate, was implemented using the base and future year from the Statewide Model for multiple years. The Statewide Model was also used to determine the weighted average trip distance for external gateways to represent travel beyond the model area.

For the purpose of preparing the GHG emissions analysis for the 2018 RTP/SCSs, all emissions from through trips (trips without an origin and a destination in the MPO region) are excluded. In addition, the portion of VMT attributable to trips that either begin or end within the region but travel to/from neighboring regions (IX/XI) has been included for all portions of the trip within the MPO region.

Accounting for interregional travel, or travel that crosses MPO boundaries, continues to be a key issue for SB-375 implementation across the state. The issue is especially important when considering the area covered by SJV MPOs, which in aggregate experience a higher proportion of through traffic relative to other regions (as a percent of total vehicle miles traveled). Statewide

discussions to determine how to account for interregional travel across the state should continue.

It is vitally important that the current update to the Caltrans statewide model be fully completed in order for interregional trips to continue statewide conversations regarding interregional travel statewide. In addition, incorporation of SJV long-term transportation planning elements into the Statewide model is highly desired for the next update.

Base Year Updates

The update of the VMIP2's base year was discussed in the previous *Socio-Economic Data* section of this document. Data sources for the distribution of households and employment were:

- 2010 U.S. Census Block Level Data for Total Households
- 2015 5yr U.S. Census American Community Survey (ACS) Block Group Level Data for Housing Type Distribution
- 2013 5yr U.S. Census ACS Block Group Level Data for Near Term Household Growth Areas
- 2011 to 2015 1yr ACS for Trends in Countywide Household Growth
- 2015 Census Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) Block Level Data for Employment Data by NAICS sector

As part of the 2022 RTP/SCS, SJCOG makes use of the same SB 375 base year (2005) as used in the 2018 RTP/SCS. It was created as a "back-cast" of the prior base year to 2005. When this process was originally completed, the depth of and recovery from the recession was speculative, thus appropriate growth rates to use for the back-cast by TAZ were difficult to determine. When updating the base year, full availability of 2010 block level Census data and 2015 ACS data at the block group level greatly enhanced the 2016 base year over the previous 2008 base year. For this reason, SJCOG took the step to examine available 2005 Census ACS and LEHD data sets for 2005 to construct a 2005 set based on historical data as opposed to the back-cast methodology previously employed. While this change in methodology does not significantly change overall county totals for households and employment, it does affect the distribution of socio-economic data to the TAZs, and thus VMT calculations. Moreover, technical corrections to the new 2005 SB375 base year revealed that modeled 2005 VMT was closer to the 2005 HPMS VMT. Data sources for the distribution 2005 households and employment were as follows:

- 2010 U.S. Census Block Level Data for Households (Overall & Units in Structure)
- 2000 U.S. Census Block Group Level Data for Households (Overall & Units in Structure)
- 2005 to 2009 1yr ACS data for Tends in Countywide Household Growth
- 2005 LEHD/LODES Block Level Data for Employment by NAICS sector

Emissions Modeling

SJCOG is using the latest version of ARB's emissions modeling software EMFAC2014 to complete GHG emissions estimates for the SCS scenario and the alternatives.

The latest EMFAC update includes an "SB 375 Emission Analysis" mode that estimates and reports CO2 emissions in tons per day from appropriate light-duty vehicle classes (LDA,

LDT1, LDT2 and MDV). In order to ensure a coordinated approach and reduce potential for user errors, EMFAC2014 modeling instructions and EMFAC output post-processing worksheet have been developed for the SJV MPOs in consultation with ARB. The approach uses Transportation Data Templates that convert VMIP2 travel model outputs into EMFAC2014 inputs including VMT and speed distributions specific to the region. Per RTAC recommendation, the VMT modeled for SB 375 purposes does not include through trips. The EMFAC output post-processing worksheet calculates per capita CO_2 reductions from 2005 base year for 2020, 2035, and RTP horizon year 2042 using CO_2 emissions modeled with EMFAC2014 and the latest population projections for the region.

Induced Demand from RTP/SCS Projects

SJCOG utilized Fehr & Peers – SB743 Transportation Project – Induced Travel and VMT Testing Tool (Appendix A) to determine the amount of induced demand (VMT) captured by the travel demand model as compared to the VMT estimated by the NCST VMT Calculator. The Fehr & Peers method compares the following No Project Alternative (Stay the Course/SCS Scenario A), Remake Centers and Corridors (SCS Scenario B), and the , SCS Scenario to determine VMT increase attributed to growth (population and employment) vs VMT increase attributed to transportation projects. Test results showed that the SJCOG travel demand model is capable of capturing short-range induced demand from a change in lane miles. Long-range changes in the development pattern were also captured through SJCOG's modeling framework. SJCOG has used several iterations of feedback between models over successive RTP/SCS's in an effort to improve land use and transportation accessibility and efficiency. For the 2022 RTP/SCS further manual adjustments to the land use pattern were made using Envision Tomorrow to increase densities and compact the development pattern consistent with RTP/SCS goals and objectives.

The 2022 RTP/SCS impressively coordinates land use and transportation projects through the 2046 horizon year. The SCS is intended to identify a land use strategy that supports the objectives of SB 375 to achieve, among other things: increased roadway optimization, increased modes of travel other than single occupancy automobiles, increased access to jobs and amenities, minimized increases in VMT and reduced GHG emissions. Among the strategies to meet these goals is a mix of land uses balanced to minimize VMT and maximize the ability for residents and visitors of the region to conduct everyday activities without the need to travel by car. As a consequence, the associated transportation system performance results discussed in this analysis capture the effects of land use changes on overall travel demand in the region. Although the SJCOG Model does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2002), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

Off-Model Adjustments

Off-model strategies for the 2022 RTP/SCS are being evaluated and quantification methods developed in conjunction with modeling/air quality consultants. SJCOG will work closely with CARB to obtain consensus on quantification assumptions, methods, and resultant estimates. Early 2022 RTP/SCS discussions have included van pool, Rule 9410, and electric vehicle charging programs.

Off-model calculations were done in accordance with CARB recommended methodologies and in consultation with CARB Staff. SJCOG utilized the SJ Valley Off-Model Strategy Analysis Tool developed by Trinity Consultants for use in 2022 RTP/SCS development (Appendix B).

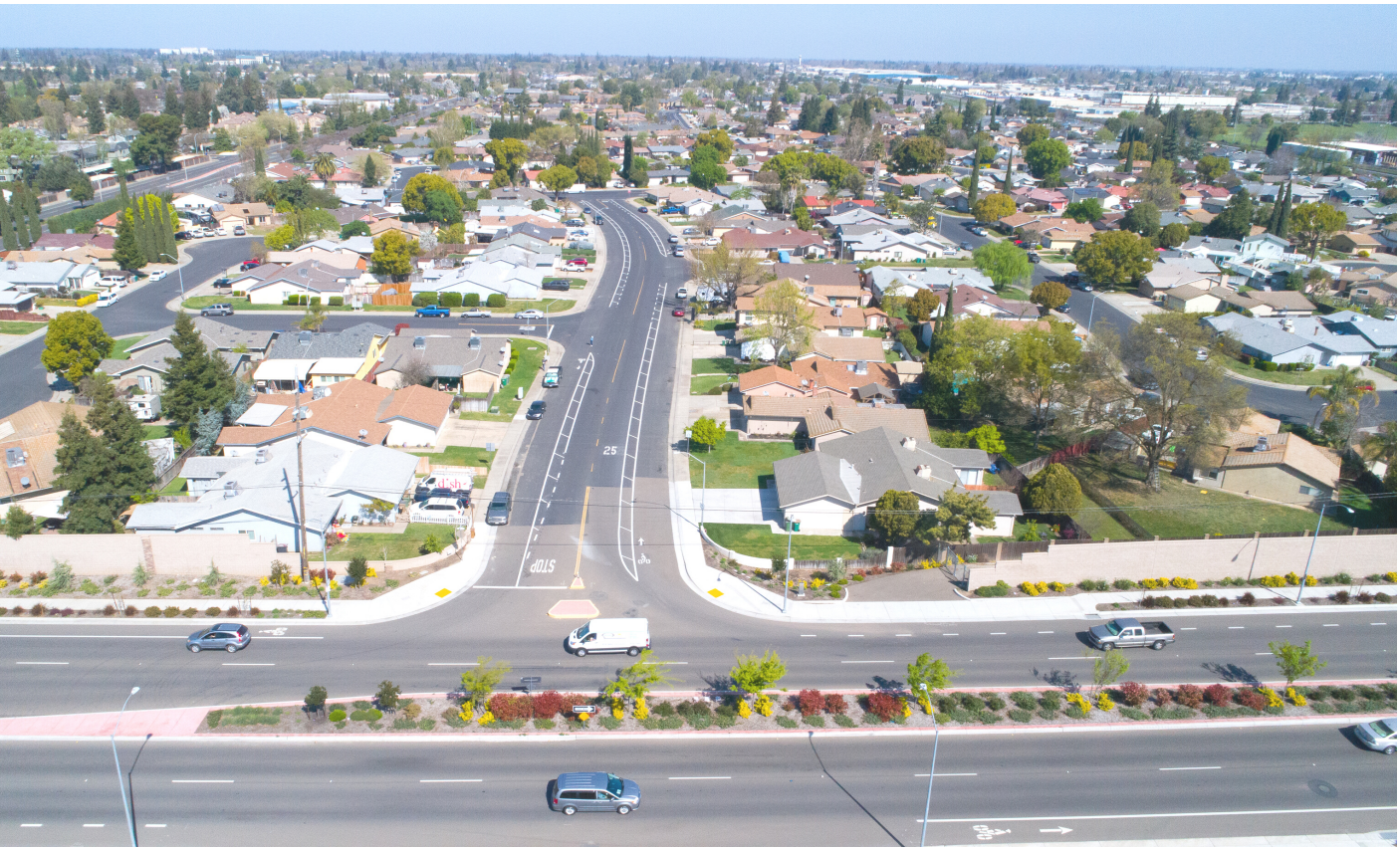
1. Electric Vehicle Charging
2. Vanpool program expansion
3. Rule 9410 Employer Trip Reduction

CARB NOTE ON THE TECHNICAL METHODOLOGY

CARB understands MPOs are Board-driven agencies and RTP/SCS scenarios are developed through a robust public process. Upon submission of the Technical Methodology, CARB will receive the level of detail available at time of submission with more detail forthcoming as the Technical Methodology is developed through the RTP/SCS process. CARB staff will continue to work closely with the MPOs as preferred scenarios and assumptions are developed to ensure GHG emission reduction methodologies are clearly understood. (SJCOG acknowledges and appreciates this note.)

APPENDIX Y

Regional Housing Needs Allocation



REGIONAL TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

REGIONAL HOUSING NEEDS PLAN (RHNP)

6th Cycle Regional Housing Needs Allocation
2023-2031

SAN JOAQUIN COUNTY RHNP

Adopted September XX, 2022

San Joaquin Council of Governments
555 East Weber Avenue Stockton, CA 95202
Phone: (209) 235-0600. Fax: (209) 235-0438
Website: https://www.sjcog.org/

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Acronyms

AB	Assembly Bill
ACS	American Community Survey
AFFH	Affirmatively Furthering Fair Housing
AMHI	Area Median Household Income
CARB	California Air Resources Board
CBPR	Center for Business and Policy Research
CDFI	Community Development Financial Institutions
CEQA	California Environmental Quality Act
COG	Council of Governments
DOF	California Department of Finance
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
HCD	California Department of Housing and Community Development
LEHD	Longitudinal Employer-Household Dynamics
MFAV	Maximum Factor Adjustment Value
MPO	Metropolitan Planning Organization
RHNA	Regional Housing Needs Allocation
RHND	Regional Housing Needs Determination
RHNP	Regional Housing Needs Plan
RTP	Regional Transportation Plan
RTP/SCS	Envision 2050: The 2022 Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCS	Sustainable Communities Strategy
SJCOG	San Joaquin Council of Governments

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RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-22-XX

RESOLUTION ADOPTING THE FINAL REGIONAL HOUSING NEEDS PLAN FOR THE SIXTH CYCLE (2023-2031) OF THE REGIONAL HOUSING NEEDS ALLOCATION FOR THE SAN JOAQUIN COUNTY REGION

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a joint-powers authority formed pursuant to California Government Code § 6500, *et seq.* and the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. § 134(d) for the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop; and,

WHEREAS, pursuant to the Housing Element Law ("Act") of California Government Code § 65580, *et seq.*, each Council of Governments (COG) and the California Department of Housing and Community Development (HCD) are required to determine the existing and projected housing needs in the COG's region; and,

WHEREAS, under the Act, SJCOG determines each local jurisdiction's share of the regional housing need, as determined by HCD, through the Regional Housing Needs Allocation (RHNA) process; and,

WHEREAS, on December 21, 2021, HCD provided SJCOG with the countywide housing need target number of 52,719 units distributed by the four income categories based on the regional percentages of very-low (25.2%), low (15.8%), moderate (17.5%) and above-moderate (41.4%) median family housing income thresholds derived from the 2020 Census, American Community Survey; and,

WHEREAS, SJCOG is required by state law to allocate the countywide RHNA targets by jurisdiction and by individualized family income category; and,

WHEREAS, in the development of a RHNA methodology, SJCOG considered best practices in sixth (6th) Cycle Methodologies developed throughout the state, assistance from an ad hoc advisory committee comprised of community development staff from each of the cities and the county, and input during a comment period window for the Draft RHNA Methodology from February 2, 2022, through March 4, 2022, and during a public hearing on the draft RHNA Methodology at a meeting on February 24, 2022, including one public comment at its public hearing and one written comment within the public comment window; and,

WHEREAS, SJCOG, with the assistance of the ad hod advisory committee and input from stakeholders, developed an SJCOG Board-approved methodology for allocating the region's housing needs by jurisdiction and family income category; and,

WHEREAS, the methodology, as outlined in the Regional Housing Needs Plan (RHNP) and prior reports, is consistent with the RHNA objectives and takes into consideration the RHNA factors, local jurisdiction land-use plans, housing market demand, public facilities, suitable sites, travel patterns, employment projections, percentage of lower-income households, and other local planning and demographic factors and principles; and,

WHEREAS, the methodology ensures that the distribution of the housing units does not disproportionately concentrate lower-income households in jurisdictions that already have high proportions of lower-income households; and,

WHEREAS, the Act requires that SJCOG develop and adopt a RHNP prior to the due date for each housing element cycle; and,

WHEREAS, in developing the 2022 RHNP, SJCOG has followed all steps and requirements of California Government Code § 65584, as applicable; and,

WHEREAS, SJCOG has received no request for further revisions from member jurisdictions or members of the public for the 2022 RHNP; and,

WHEREAS, the RHNP was developed in conjunction with the 2050 Regional Transportation Plan and accompanying Sustainable Communities Strategy (RTP/SCS), also known as Envision 2050, to support the connection between planning and transportation, land-use, and housing to assist in meeting the region's greenhouse gas (GHG) reduction targets set by the California Air Resources Board as required by Senate Bill 375 (SB 375); and,

WHEREAS, the RTP/SCS growth forecast dated September 10, 2021, is the foundation for the RTP/SCS land-use patterns and the RHNA allocation for the sixth housing element cycle, which helps ensure consistency between these two planning efforts, including with regard to development patterns; and,

WHEREAS, the RHNP allocates both "projected need" and "existing need" in a manner that is consistent with the development pattern and aligned with the strategies and policies of the RTP/SCS; and,

WHEREAS, the RHNP specifically furthers the objectives in California Government Code § 65584, subdivision (d), and HCD completed its review of the methodology on May 19, 2022, and similarly found that it furthers the statutory objectives described in Government Code 65584, subdivision d; and,

WHEREAS, the intent of the RHNP and the resulting allocations to the individual jurisdictions will assist the region in meeting its housing needs in the four family income categories, meeting its GHG targets, addressing the transportation needs identified in Envision 2050, and helping reduce vehicle miles traveled; and,

WHEREAS, in accordance with Government Code § 65584.05(g), 1) SJCOG must adopt the RHNP at a public hearing, 2) notice of the public hearing regarding SJCOG's consideration of the adoption of the RHNP was properly posted on or about XX, 2022, and 3) SJCOG held the required public hearing on XX, 2022; and,

NOW, THEREFORE BE IT RESOLVED that the SJCOG Board of Directors hereby adopts the final RHNP for the sixth housing element cycle (2023-2031).

PASSED AND ADOPTED this XX day of June 2022 by the following vote of the San Joaquin Council of Governments, to wit;

AYES:

NOES:

ABSENT:

_____

LEO ZUBER
Chair

EXECUTIVE SUMMARY

The Regional Housing Needs Allocation (RHNA) sets forth the total number of housing units that each city and the unincorporated county must plan for during the specified planning period. This document, the Regional Housing Needs Plan (RHNP), is the official assignment of unit totals to the jurisdictions in San Joaquin County. Each jurisdiction is responsible for updating the housing element of their respective general plans to demonstrate the manner in which they will meet the allocated housing unit growth. For this cycle, the sixth (6th) for San Joaquin County, the allocation covers the projection period beginning June 30, 2023, and ending December 31, 2031.

Preparation of the RHNA is mandated by California Government Code § 65584. The law requires that the California Department of Housing and Community Development (HCD) project housing construction needs at the county level. SJCOG is responsible for developing a methodology to sub-allocate the county-level projection. The law requires, as the initial step in the RHNA process, that HCD project overall housing unit needs at the regional level for the planning period, then further divide the housing need into four income categories. This division is intended to ensure adequate affordable housing for all income levels in the region. To accomplish this, HCD utilized population and employment projections from the SJCOG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and the most recent projections by the California Department of Finance (DOF) as the basis of their housing need determination for the San Joaquin County region. In addition, HCD uses the most recent Census data to distribute housing units among the income levels of very-low, low, moderate, and above-moderate, calculated as a percent of median income.

In consultation with SJCOG staff, HCD determined that San Joaquin must plan for 52,719 housing units across four income categories over the Housing Element planning period from December 31, 2023, through December 31, 2031. HCD considered all the information specified in state housing law (Government Code § 65584.01(c)). As a result of recent changes in state law, HCD applied a vacancy adjustment, an overcrowding adjustment, a replacement adjustment, and a cost-burden adjustment, which resulted in a higher total regional housing need. SJCOG received the final regional allocation by family income category on December 21, 2021. The Regional Housing Need Determination (RHND) for the region for the period of June 30, 2023, through December 31, 2031, is as follows:

Table 1:Final HCD RHNA Determination for San Joaquin COG

Income Category	Income Limits	Percent	Housing Unit Need	Broad Income Category	Income Limits	Percent	Housing Unit Need
Very-Low	<50% AMHI	25.2%	13,293	Lower-Income	<80% AMHI	41.0%	21,637
Low	50%-80% AMHI	15.8%	8,344				
Moderate	80%-120% AMHI	17.5%	9,231	Higher-Income	>80% AMHI	59.0%	31,082
Above-Moderate	>120% AMHI	41.4%	21,851				
Total		**100.0%**	**52,719**			**100.0%**	**52,719**

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

As noted, SJCOG is mandated to develop a methodology to distribute the regional allocation of 52,719 housing units to the incorporated cities and the unincorporated area within the San Joaquin region. In addition, SJCOG must maintain these family income percentages and the corresponding number of units on a countywide basis as it allocates units to each of the eight (8) local jurisdictions.

The housing units to be allocated as part of SJCOG's RHNP are not a forecast of building or housing permits, nor are local agencies responsible for constructing housing. However, state law requires local jurisdictions to affirmatively further fair housing and to adequately plan to meet the identified housing needs. In accordance with Government Code § 65584, local jurisdictions "should undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate the entire regional housing need, and reasonable actions should be taken by local and regional governments to ensure that future housing production meets, at a minimum, the regional housing need established for planning purposes." Additionally, Government Code § 65584 calls on jurisdictions to take "meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws." Further, in accordance with § 65583(c)(3), Housing Elements must "Address and, where appropriate and legally possible, remove governmental and nongovernmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities." Senate Bill 375, passed in 2008, requires housing allocations to the jurisdictions to be consistent with the land-use development pattern in the RTP/SCS.

In the development of this methodology, SJCOG considered best practices in the 6th Cycle Methodologies developed throughout the state. Additionally, an ad hoc advisory committee comprised of community development staff from each of the cities and the county met a total of four times in 2021 to provide input on the development of the 6th Cycle Methodology. After considering comments regarding the methodology and responding accordingly, the resulting jurisdictional allocations, by income level, are as follows:

Table 2: Factor Adjusted RHNA Housing Unit Determination

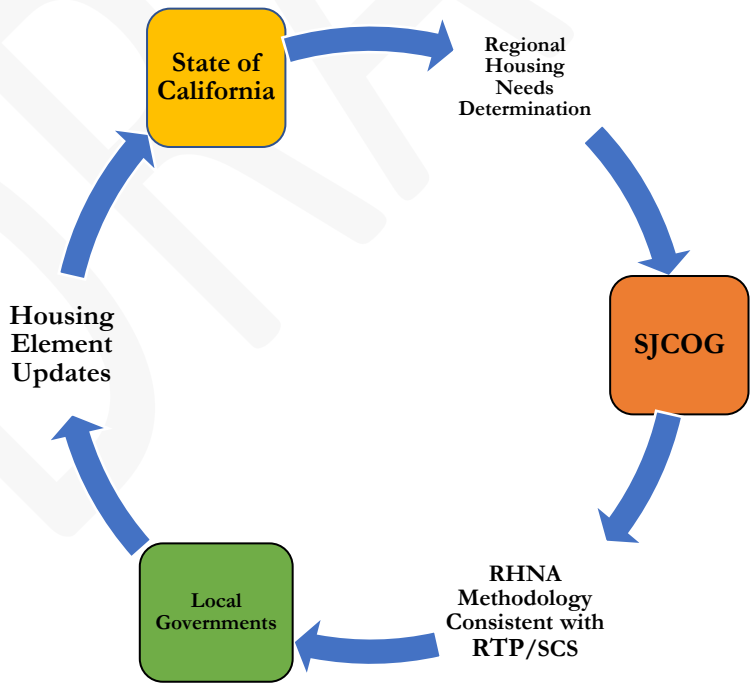
Jurisdiction	Total RHNA Allocation	Very-Low Income Units	Low-Income Units	Lower-Income (Very-Low & Low-Income)	Moderate Income Units	Above-Moderate-Income Units	Higher-Income (Moderate & Above-Moderate-Income)
Escalon	**367**	92	54	146	80	142	221
Lathrop	**8,402**	2,149	1,735	3,884	1,360	3,158	4,518
Lodi	**3,909**	916	617	1,533	753	1,623	2,377
Manteca	**8,306**	2,148	1,507	3,654	1,465	3,186	4,651
Ripon	**1,423**	311	254	565	263	596	859
Stockton	**12,673**	2,465	1,548	4,014	2,587	6,072	8,660
Tracy	**8,830**	2,567	2,306	4,873	1,454	2,504	3,957
Unincorporated County Areas	**8,808**	1,837	1,132	2,969	1,757	4,082	5,839
Total San Joaquin County	**52,719**	**12,484**	**9,153**	**21,637**	**9,719**	**21,363**	**31,082**

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

I. INTRODUCTION AND BACKGROUND

Beginning with the 1969 passage of California's first requirement for local jurisdictions to prepare a housing element, then following from various changes in state law over time, the State of California requires each jurisdiction to plan for housing its existing and projected population and to demonstrate that the plan can provide a mix of housing for people at various income levels. Legislation passed in 1970 required HCD to prepare a statewide housing element, while 1971 legislation began requiring local jurisdictions to follow HCD guidelines for the preparation of housing elements. In 1980, new state law required local jurisdictions to review and update their local housing elements every five years, and the law deemed HCD guidelines as advisory but required the local jurisdictions to consider comments from HCD prior to the adoption of a local housing element. Furthermore, in the 1980s, HCD began assigning regional housing goals based on population projections from the California Department of Finance (DOF), and the first two mandated RHNA cycles occurred in 1981 and 1984-1986.[1] The RHNA period covering 1990-1997 was called the Fair Share Housing Plan. Changes in the law in the mid-1990s exempted Councils of Governments (COGs) from preparing an allocation for the mid-1990s cycle. The law was amended to establish a new due date and a staggered four-year preparation cycle for regions around the state. Senate Bill (SB) 375 changed the timing of the RHNA again by linking the process to the adoption of the RTP/SCS. Although RHNA now typically covers an eight-year period, the fifth cycle of the process covered a ten-year period to better align it with the RTP/SCS update cycle. This is now the region's sixth (6th) RHNA Cycle, which again covers an eight-year period.

Figure 1: RHNA Process Overview



[1] Lewis, P. (2003), California's Housing Element Law: The Issue of Local Noncompliance, Public Policy Institute of California. Available online at https://www.ppic.org/wp-content/uploads/content/pubs/report/R_203PLR.pdf.

The law requires that HCD project housing construction needs at the county level, then SJCOG is responsible for developing a methodology to suballocate the county-level projection. Thus, the allocation consists of two main steps:

1) HCD determines the total housing need, the RHND, for each region in California.
2) As the COG for San Joaquin County, SJCOG is responsible for distributing this housing need to local governments.

SJCOG received a draft of its regional determination for this 6th RHNA Cycle (2023 – 2031) from HCD in fall 2021 (see **Attachment A: HCD Determination Letter**). Through the consultation process with HCD, SJCOG staff provided additional data on comparable regions experiencing overcrowding and was able to reduce the overall regional determination from 53,640 to 52,719 units. HCD provided SJCOG with its final RHND of 52,719 units on December 21, 2021.

SJCOG developed the proposed RHNA methodology to allocate the RHND among member jurisdictions. The RHNA methodology includes four steps:

1) Determine each jurisdiction's total RHNA before it is divided by income categories. This is determined by multiplying the total RHND by the proportion of household growth attributed to each jurisdiction in the forecast for the RTP/SCS between 2023 and 2031.
2) Determine jurisdictional allocations by income category according to those specified in the RHND.
3) Apply three adjustment factors (jobs-housing fit factor, regional income parity factor, and affirmatively furthering fair housing factor) to each jurisdictions' lower-income units according to their respective factor weights and then use the sum of those factors to increase or decrease the jurisdictions' total lower-income units.
4) Realign the jurisdictional factor adjusted housing unit allocations to those specified in the RHND.

It is important to note that the methodology has incorporated a Maximum Factor Adjustment Value (MFAV), which limits any factor adjustment to a doubling of the jurisdiction's increase or decrease in lower-income housing unit allocation.

Preparation of the RHNA is mandated by California Government Code § 65584 (see **Housing Element and RHNA Law**). The RHNA must be consistent with the forecasted development pattern from the RTP/SCS (e.g., see Government Code § 65584.04(m)) and must meet the following statutory objectives identified in California Housing Element Law (Government Code §§ 65580-65589.11).

1) Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very-low-income households.
2) Promoting infill development and socio-economic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reduction targets provided by the State Air Resources Board pursuant to Section 65080.
3) Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

4) Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.
5) Affirmatively furthering fair housing.

The RHNA methodology allows for some discretion. However, state laws, such as in Government Code § 65584(d) and Government Code § 65584.04(e), require SJCOG to further the aforementioned objectives and to consider and include several additional factors to the extent that sufficient data is available. So long as either the factor is specifically listed in 65584.04(e) or 1) SJCOG specifies which objective(s) from § 65584(d) each additional factor is necessary to further or 2) none of the factors undermine the objectives in § 65584(d), the factors are applied equally across all income levels. SJCOG then makes a finding that any factors not already listed in 65584.04(e) are necessary to address significant health and safety conditions. These additional factors from Government Code § 65584.04(e) are further described below.[2]

FACTOR 1. JOBS HOUSING RELATIONSHIP

This factor requires a review of each jurisdiction's existing and projected jobs and housing relationship. This includes readily available data on the number of low-wage jobs within the jurisdiction and how many housing units within the jurisdiction are affordable to low-wage workers. Where estimates are available, projected jurisdictional job growth and projected household growth by income level during the planning period should also be considered.

FACTOR 2. OPPORTUNITIES AND CONSTRAINTS TO THE DEVELOPMENT OF HOUSING

The following jurisdictional specific issues may be considered:

Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that precludes the jurisdiction from providing the necessary infrastructure for additional development during the planning period.

Availability of underutilized land or land suitable for urban development or for conversion to residential use, as well as opportunities for infill development and increased residential densities. Consideration must include the potential for increased residential development under alternative zoning ordinances and land-use restrictions. However, available land suitable for urban development may exclude land where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.

Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

County policies to preserve prime agricultural land within an unincorporated area and land within an unincorporated area zoned or designated for agricultural protection or preservation. As long as it was approved by the voters of that jurisdiction and prohibits or restricts conversion to nonagricultural uses.

[2] Descriptions are taken from: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65584.04. on 9/7/2021.

FACTOR 3. HOUSEHOLD GROWTH AND TRANSPORTATION INFRASTRUCTURE

Jurisdictions' distribution of household growth during the RTP/SCS planning cycle may be considered along with opportunities to maximize the use of public transportation and existing transportation infrastructure.

FACTOR 4. INFILL DEVELOPMENT AGREEMENTS

Allows for consideration of agreements, approved by local voters, between a county and its cities that direct growth toward incorporated areas and prohibits or restricts land for agricultural protection or preservation from conversion to nonagricultural uses.

FACTOR 5. ASSISTED HOUSING DEVELOPMENTS

Considers a jurisdictions' loss of units contained in assisted housing developments as a result of mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

FACTOR 6. COST-BURDENED RENTALS

Jurisdictions' share of cost-burdened households may be considered under this factor. These households are defined as cost-burdened, those paying 30 to 50 percent of their income in rent, and severely cost-burdened, those paying more than 50 percent of their income in rent.

FACTOR 7. OVERCROWDING

This factor reflects the jurisdictions' rate of overcrowding. The overcrowding rate is the percent of housing units with more than one resident per room in each room of a dwelling.

FACTOR 8. FARMWORKERS

This factor considers the housing needs of farmworkers.

FACTOR 9. HIGHER EDUCATION INSTITUTIONS

This factor considers the housing needs generated by the presence of an institution of higher education in a jurisdiction.

FACTOR 10. HOMELESS INDIVIDUALS AND FAMILIES

This factor considers the housing needs of individuals and families experiencing homelessness.

FACTOR 11. EMERGENCY HOUSING NEEDS

This factor considers jurisdictions' housing needs resulting from units lost during a state of emergency that occurred in the preceding planning period and that have yet to be rebuilt or replaced.

FACTOR 12. GREENHOUSE GAS EMISSION TARGETS

This factor considers the region's greenhouse gas emissions (GHG) targets in its allocation of housing units to jurisdictions.

FACTOR 13. OTHER COUNCIL OF GOVERNMENTS OBJECTIVES

Considers other factors adopted by the council of governments, which further the RHNA objectives described above and specified in Government Code § 65584(d). The council of governments may include additional factors unrelated to furthering the RHNA objectives as long as 1) the additional factors do not undermine the RHNA objectives, 2) they are applied equally across all household income levels, and 3) they are necessary to address significant health and safety conditions.

Factors 6, 7, 10, 11, and 12, as well as the clause in factor 1 calling for special consideration of the balance between low-wage jobs and affordable housing, are some of the new requirements for this RHNA cycle. HCD completed its review of the methodology on May 19, 2022, and found that it furthers the statutory objectives described in Government Code 65584(d) (see **Attachment B: RHNA Methodology Consistency Determination from HCD**). Thus, as outlined throughout this RHNP, the RHNA Methodology for the sixth RHNA Cycle furthers the five statutory objectives while considering the other factors as well. As part of the RHNA Methodology, all jurisdictions were provided the opportunity to review the objectives in Government Code § 65584 and factors in § 65584.04 to consider any opportunities and constraints to the development of additional housing in each member jurisdiction. Results from a related survey, including common issues, strategies, opportunities, constraints, actions, and best practices from the jurisdictions, were reviewed for the development of the RHNA Methodology and are compiled, revised, and shared herein (See **Report on the Jurisdictional Survey of the Housing Environment**).

This document, the RHNP, utilizes the RHNA process to date and is the official assignment of unit totals to the jurisdictions in San Joaquin County. Each jurisdiction is responsible for updating the Housing Element of their respective General Plans to demonstrate the manner in which they will meet the allocated housing unit growth. For this cycle, the allocation covers the Housing Element planning period of December 31, 2023, through December 31, 2031. The last time a housing needs allocation plan was adopted by the SJCOG Board was in August 2014; it allocated 40,360 units and covered the planning period from January 1, 2014, through December 31, 2023. As a result of recent changes in state law, HCD applied a vacancy adjustment, an overcrowding adjustment, a replacement adjustment, and a cost-burden adjustment, which resulted in a higher total regional housing need for this 6th Cycle than in the previous RHNA cycles (a need for 12,359 more housing units).

When local jurisdictions update their General Plan Housing Elements, they must demonstrate sufficient zoning capacity to meet the estimated housing need in each income category. For the low and very-low-income categories, this generally requires the housing element to identify sites zoned for multi-family density ranges. The housing units to be allocated as part of SJCOG's RHNP are not a forecast of building or housing permits, nor are local agencies responsible for constructing housing. In other words, HCD recognizes that future housing production may not equal the regional housing need established for planning purposes. Instead of mandating the construction of units, the Housing Element law is designed to ensure that jurisdictions do not impede the construction of housing in any one income category. It is recognized that housing construction is subject to market forces and other factors that may be outside of a jurisdiction's control.

II. RHNA PROCESS AND PREPARATION SCHEDULE

Table 3: RHNA Schedule

Date	Estimated Deliverable Dates
January 2021 – February 2022	**Preparation of Methodology:** • Convening an ad hoc advisory committee with representation from each jurisdiction to assist SJCOG staff with the development of a proposed methodology • Outreach to local jurisdictions, including a survey to members regarding RHNA factors and affirmatively furthering fair housing • Receive Regional Housing Needs Determination from HCD (December 21, 2022) • Consultations with HCD staff on the overall RHNA determination and the methodology to allocate total housing need to each jurisdiction in the county • Hosting a virtual stakeholders workshop to provide information to interested parties about the proposed methodology and to invite discussion on regional housing solutions (January 12, 2022) • Review and discussion of the proposed methodology by SJCOG Board (January 27, 2022) • Issuance of the proposed methodology for public review and comments (February 2, 2022)
February 2022 – June 2022	**Review and Adoption of Methodology:** • Public Comment Period (February 2, 2022, through March 4, 2022) • Regional Housing Symposium (February 22-23, 2022) • Public Hearing about the Proposed Methodology (February 24, 2022) • 60-day review of draft methodology by HCD (March 23, 2022, through May 22, 2022) • SJCOG adopts final RHNA methodology and publishes the adopted methodology, along with its resolution and any adopted written findings, on SJCOG website (June 2022)
June 2022 – July 2022	**Preparation and Adoption of RHNP and RTP/SCS:** • SJCOG issues draft RHNA allocation in RHNP to local jurisdictions before the completion of the RTP/SCS update (June 2022) • SJCOG/MPO releases Final RTP w/SCS accommodating RHNA and adopts the RTP/SCS 18 months prior to the Housing Element update (August 2022) • 45-day window for local jurisdictions to appeal draft RHNA allocation (August 8, 2022) • If no appeals or revisions received by August 8, SJCOG holds public hearing and adopts final RHNP and submits final RHNP within 3 days of adoption to HCD for review within 30 days of receipt (September 22, 2022)

III. REVIEW AND APPROVAL OF THE REGIONAL HOUSING NEEDS PLAN

As mentioned in the schedule above, prior to the approval of the RHNP, specific plan reviews and appeals must be considered. At the very minimum, a 45-day public review period as outlined in subsection (b) of Government Code § 65584.05 will be provided to local governments. If any local government disagrees with the RHNA allocation as determined by SJCOG, a revision of its share may be considered, which will then trigger the following actions within the time periods outlined below.

Revision Request (45 days)—A jurisdiction may propose to revise the determination of its share of the regional housing need in accordance with the considerations set forth in Government Code § 65584.05 (a) within 45 days of receiving the draft allocation. The proposed revised share shall be based upon available data and accepted planning methodology and supported by adequate documentation. Any proposed revision to a jurisdiction's housing need will require a compensating adjustment to one or more of the other jurisdiction's housings needs to maintain the total housing need within the region. Within this period, a copy of the Draft RHNA may be submitted to HCD requesting a review for consistency with the statewide housing need which may result in revisions to the Draft RHNA to obtain consistency.

SJCOG Action on Revision Requests—Within 45 days of receiving a timely request for revision to the Draft RHNA, SJCOG shall either accept the proposed revision and modify the Draft RHNA or indicate, based upon available data and accepted planning methodology, why the proposed revision is inconsistent with the regional housing need.

Appeal Request and Public Hearing—A jurisdiction shall have the right to appeal SJCOG's denial of a revision request within 45 days of the date established by SJCOG to file a timely appeal. No later than 30 days after the close of the comment period, and after providing all local governments at least 21 days prior notice, the SJCOG shall conduct one public hearing to consider all appeals filed pursuant to subdivision (b) and all comments received pursuant to subdivision (c) of Code § 65584.05. The appealing jurisdiction shall be notified by certified mail, return receipt requested, of at least one public hearing on its appeal.

Final Determination—Before making its final determination, SJCOG shall consider comments, recommendations, available data, accepted planning methodology, and local geological and topographical restraints on the production of housing. If SJCOG accepts a revision or appeal and modifies its earlier determination, the city or county shall use the revised determination. If SJCOG grants a revised allocation, pursuant to Government Code § 65584(c)(1), the current total housing need must still be maintained. If, however, SJCOG indicates that the revision or appeal is inconsistent with the regional housing need, the jurisdictions will be required to use the original shares as previously determined.

IV. PROJECTED HOUSING NEED FOR THE SAN JOAQUIN COUNTY REGION

SJCOG received a draft of its regional determination for this sixth (6th) Cycle RHNA (2023 – 2031) from HCD in fall 2021. Through the iterative consultation process with HCD, SJCOG staff provided additional data on comparable regions experiencing overcrowding and was able to reduce the overall regional determination from 53,640 to 52,719 units. Subsequently, on December 21, 2021, SJCOG was notified by HCD that the county-wide allocation for the 8-year projection period (beginning June 30, 2023, and ending December 31, 2031) is 52,719 total units across four income categories. Refer to the **HCD Determination Letter** with county-wide housing unit totals by income category and an explanation of the RHND.

In completing the RHND for SJCOG, HCD included the following assumptions as specified in the applicable sections of the law, including Government Code § 65584.01:

1) Anticipated household growth associated with projected population increases;
2) Household size data and trends in household size;
3) The percentage of households that are overcrowded and the overcrowding rate for a comparable housing market;
4) Rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures;
5) Vacancy rates in existing housing stock, and for healthy housing market functioning and regional mobility, as well as housing replacement needs;
6) Other characteristics of the composition of the projected population;
7) Relationship and any imbalance between jobs and housing;
8) The percentage of cost-burdened households and the rate of the housing cost-burden for a healthy housing market; and
9) The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act [Chapter 7 (commencing with Section 8550) of Division 1 of Title 2], during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the data request.

The law requires, as the initial step in the RHNA process, that HCD project overall housing unit needs at the regional level for the period, then further divide the housing need into four income categories. This division is intended to ensure adequate affordable housing for all income levels in the region. To accomplish this, HCD extrapolated population and employment projections from the SJCOG RTP/SCS and the most recent projections by the California Department of Finance (DOF) as the basis of their housing need determination for the region. As a result of recent changes in state law, HCD applied the aforementioned vacancy adjustment, an overcrowding adjustment, a replacement adjustment, and a cost-burden adjustment, which resulted in a higher total regional housing need for this 6th Cycle than in the previous RHNA cycle (a need for 12,359 more housing units). In addition to these projections, HCD uses the most recent Census data to distribute housing units among the income levels of very-low, low, moderate, and above-moderate, calculated as a percent of median income. HCD utilized the 2015-2019 5-year American Community Survey (ACS) data for determining the income category percentages for this cycle of RHNA.

The income category formulas are defined within *Table 4: Household Income Categories* (see below).

Table 4: Household Income Categories

Income Category	Category Description
Very-Low:	Income not exceeding 50% median family income in the county
Low:	Income between 50% and 80% of median family income
Moderate:	Income between 80% and 120% of median family income
Above-Moderate:	Income above 120% of median family income

The median household income from the 2015-2019 ACS data set for San Joaquin County is $64,432.

The result of the calculation is shown in the following table. For example, census data shows that 23.5% of the households in San Joaquin County had very-low-incomes relative to the median. Therefore 23.5% of the housing units allocated for the period must be accessible to households in this income category.

Table 5: RHND by Income Category

Income Category*	Percent	Housing Unit Need
Very-Low**	25.2%	13,293
Low	15.8%	8,344
Moderate	17.5%	9,231
Above-Moderate	41.4%	21,851
Total	100%	52,719

**Income Distribution: Income categories are prescribed by California Health and Safety Code (Section 50093, et. seq.). Percent figures are derived based on ACS reported household income brackets and county median income.*

***The Extremely Low-income category (not exceeding 30% of the county median family income), is included in the Very-Low-income category and accounts for 13.1% of the total housing needs.*

† Likely due to rounding, the percentage total comes out 99.9% (percentages shown were provided by HCD)

SJCOG must maintain these family income percentages and the corresponding number of units on a countywide basis as it allocates units to each of the eight (8) local jurisdictions.

V. OVERVIEW OF RECENTLY PASSED RHNA LEGISLATION

With the passage of the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, the RHNA process became integral to the Regional Transportation Plan (RTP). The bill mandates that each of California's Metropolitan Planning Organizations (MPOs) prepare a Sustainable Communities Strategy (SCS) as part of its RTP. SB 375 seeks to reduce greenhouse gas emissions reductions through coordinated transportation and land-use planning. Prior to SB 375, the RHNA was an independent analysis from the RTP/SCS. SB 375 requires that the two processes be coordinated and that the RHNA allocations to the jurisdictions be consistent with the general land-use development pattern in the RTP/SCS.

In addition to the RHNA requirements in the Housing Element law (see, e.g., Government Code § 65584), SB 375 requires the RTP to:

1) Consider the State housing goals
2) Identify areas within the region to house all the population of the region, including all economic segments of the population over the course of the planning period for the RTP, and
3) Identify areas within the region sufficient to house the regional housing needs for the region

SJCOG's RTP/SCS demonstrates consistency with these requirements and the RHNP is consistent with the general land-use pattern and household projections within the RTP. Further, as noted above, the final RHNA methodology's baseline allocation incorporates the forecasted development pattern from the RTP/SCS.

Recent legislation, since the fifth RHNA cycle, made several changes to this sixth RHNA cycle, which collectively increased the recognized number of units needed in the region and HCD oversight. As a result of the passage of SB 828 and AB 1771 in 2018, HCD now assesses the region's total housing needs, including both existing and projected needs. In order to do this, HCD now considers several additional factors, including cost-burdened households (households spending more than 30% of their household income on housing), overcrowded households (households with more than one occupant per room), and a target vacancy rate. See the **HCD Determination Letter** for details on these adjustments. SB 828 and AB 1771 also increased transparency and public engagement with the RHNA process, as well as opportunities for appeals. Additionally, the new legislation included new survey requirements and revised objectives for the RHNP to further, including a new objective to increase access to areas of high opportunity for lower-income residents while avoiding displacement and affirmatively furthering fair housing.

As required by law, SJCOG has surveyed local governments to understand fair housing issues, strategies, and actions across the region. See **Report on the Jurisdictional Survey of the Housing Environment** for more on the resulting survey that informed the development of the RHNA methodology and compiled information related to fair housing issues, strategies, and actions, including significant barriers to affirmatively furthering fair housing at the regional level, recommended strategies or actions to overcome those barriers, and common themes and effective strategies employed by member jurisdictions to avoid the displacement of lower-income households.

VI. OVERVIEW OF PUBLIC OUTREACH AND PARTICIPATION

Regarding state law and public participation requirements for the RHNA process, Government Code § 65584.04(d) states the following:

> Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community as well as members of protected classes under Section 12955. [Protected classes include "race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, veteran or military status, or genetic information of that person."] The proposed methodology, along with any relevant underlying data and assumptions, an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, how each of the factors listed in subdivision (e) is incorporated into the methodology, and how the proposed methodology furthers the objectives listed in subdivision (e) of Section 65584, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written or electronic request for the proposed methodology and published on the council of governments', or delegate subregion's, internet website. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

In the development of the RHNA methodology, SJCOG considered best practices in the 6th Cycle Methodologies developed throughout the state. Additionally, an ad hoc advisory committee comprised of community development staff from each of the cities and the county met a total of four times between February 2021 and December 2021 to provide input. The comment period window for the methodology was open from February 2, 2022, through March 4, 2022. The SJCOG Board of Directors considered public comments during a public hearing on the draft RHNA Methodology at their meeting on February 24, 2022. SJCOG received one public comment at its public hearing and one written comment within the public comment window. SJCOG staff considered public comments and responded accordingly.

RHNA-related staff reports were presented to SJCOG's standing committees and policy board in the months of January, June, and October 2021, as well as in January and February 2022. On January 12, 2022, SJCOG hosted a sixth (6th) Cycle RHNA virtual workshop for San Joaquin County housing stakeholders. In accordance with state law, a public comment period opened on February 2, 2022, and closed on March 4, 2022. SJCOG hosted a Regional Housing Symposium on February 23 and 24, 2022, which was another opportunity for outreach and public participation. And, in addition to the aforementioned workshop, committee meetings, and symposium, a public hearing took place on February 24, 2022, at the regularly held SJCOG Board meeting. Further, SJCOG provided public notice in English and Spanish on the SJCOG RHNA webpage at https://www.sjcog.org/113/Regional-Housing-Needs-Allocation, on the SJCOG Press Releases, Hearings, & Public Notices webpage at https://www.sjcog.org/270/Press-Releases-Hearings-Public-Notices, and via email to over 230 interested parties who signed up at https://www.sjcog.org/126/4299/Public-Information for notifications.

The Draft RHNA Methodology Framework Report was posted online on the SJCOG RHNA website in advance of the public comment period. The SJCOG RHNA website's listed contacts include SJCOG's Senior Regional Planner assigned to this process. Members of the public were invited to submit comments at the public hearing, as well as via mail and email during the public comment period. The aforementioned process exceeds legal requirements and attempts to facilitate an inclusive engagement of all interested stakeholders.

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VII. Growth Projections for the RTP/SCS and RHNA

As noted above, SB 375 required, for the second time since the RHNA process was implemented, that the RHNA be integrated with the RTP/SCS such that RHNA is consistent with the general land-use development pattern in the RTP/SCS. Thus, the RHNA and the RTP/SCS projections and generalized land-use pattern were developed in tandem, including with insights from public outreach and participation. While the RTP/SCS growth forecast forms the basis of the RHNA calculation and the final RHNA calculation must be consistent with the overall development pattern in the RTP/SCS, there are some differences between the two processes. The RTP/SCS forecast utilizes population and households as the basis for its analysis; it seeks to forecast the probable location of new households in the region based on market conditions and other policy factors. The RHNA process estimates housing units and is intended to identify adequate housing capacity within each jurisdiction. Additionally, although HCD utilized the RTP/SCS population forecast for the RHND, there was some variation in the assumptions utilized when converting the population to households, and, ultimately, to the final housing unit determination. The final determination was based on a blending of the assumptions underlying the RTP/SCS and initial RHNA forecasts.

Regional land-use projections are developed as part of the RTP/SCS process. The current RTP/SCS from 2018 made land-use projections based on the forecast at that time, and the RTP/SCS update will similarly make land-use projections utilizing the latest forecast utilized by the RHNA. It is a cyclical and interrelated process. By forecasting population, households, and employment, including demographic characteristics thereof, the forecast helps align and inform the development of the interrelated RHNA, RTP/SCS, and local planning efforts throughout San Joaquin County. Thus, the forecast is both informed by and informing strategies for meeting infill, environmental, and equity-based land-use goals for the region and its jurisdictions.

Local area forecasts consider existing planning documents, as well as growth capacities in Municipal Service Reviews, and help inform future planning efforts (e.g., updates to General Plans and Housing Elements). In local Housing Elements, member jurisdictions must identify sites zoned to fully accommodate the RHNA (see Government Code § 65583(a)), which furthers the regional infill, efficient growth patterns, and GHG emission reduction targets supported by the RHNA, which is itself also reflected in the RTP/SCS. While local jurisdictions retain broad land-use authority, local jurisdictions that choose to implement plans, programs, and projects in line with the policies and strategies of the RTP/SCS qualify for additional funding, incentives (e.g., CEQA streamlining), and resources to further encourage alignment.

The forecast is an informed prediction, which considers data, as well as policies and projects in planning documents and feedback from local jurisdictions. The forecast further supports equity and infill development, including GHG emission reduction targets, by informing the RTP/SCS and RHNA, which aims to focus housing units in areas of opportunity near projected job centers at costs affordable to a diversity of households. By utilizing a consistent baseline established by the forecast, the RHNA furthers infill development and equity goals on its own and through the RTP/SCS and local planning efforts aligned with a common baseline projection of growth—and these efforts also help inform subsequent forecasts.

The RTP/SCS utilizes the forecast to help develop a long-range vision and investment plan to meet projected transportation needs in furtherance of economic, environmental, and public health goals. By using the same baseline growth projections as the RHNA, the policies and strategies of the RTP/SCS support a consistent level of growth and comprehensively plans for meeting the resultant housing needs in a way that contributes to the reduction in GHG emissions and that favors infill development and efficient growth patterns equitably in each of San Joaquin County's jurisdictions. Like the forecast, the RTP/SCS, which is updated every four years, considers existing land-use projections. The RTP/SCS also informs future land-use projections in an iterative process directed toward the development of a sustainable community. The RTP/SCS also incorporates feedback from a variety of perspectives, including those related to economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversion/preservation, for example.

Whereas the RTP/SCS utilizes the forecast to identify ways that land-use development and transportation can meet GHG emission reduction targets set by the California Air Resources Board (CARB), the RHNA utilizes the forecast to help assess and allocate local housing needs identified by HCD. RHNA does not rely exclusively on the RTP/SCS to further the infill, sustainability, and equity objectives. As discussed elsewhere, RHNA is required to meet 5 statutory objectives outlined in Government Code § 65584(d), which relate to 1) increasing the housing supply and mix of housing types, 2) promoting infill, equity, and the environment, 3) ensuring a jobs-housing balance and fit, 4) promoting regional income parity, and 5) affirmatively furthering fair housing. The RHNA aims to support these objectives through a variety of methods. For example, as outlined in more detail in the RHNA, the RHNA supports the second statutory objective mentioned above, "promoting infill, equity, and the environment," through its Affirmatively Furthering Fair Housing Factor and Jobs-Housing Fit Factor adjustments. Furthermore, the RHNA excluded rural areas in the Opportunity Areas adjustment factor in order to promote equitable and sustainable infill development in urban job centers, lessening the need for driving to get to destinations. HCD completed its review of the methodology on May 19, 2022, and found that it furthers the aforementioned statutory objectives described in Government Code 65584(d) (see **Attachment B: RHNA Methodology Consistency Determination from HCD**).

VIII. CONSTRAINTS AND STRATEGIES

As discussed in more detail in the **Report on the Jurisdictional Survey of the Housing Environment**, jurisdictions responding to the survey included in the **Jurisdictional Survey of the Housing Environment** mention a variety of constraints while attempting to meet their share of regional housing needs. Recently, SJCOG's "Community, Diversity, and Displacement Study" similarly recognized that "All jurisdictions interviewed indicated a need for more funding overall and funding diversity" to address housing challenges, infrastructure needs, and technical assistance.[3]

Most member jurisdictions do not have a current Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing; however, a majority of jurisdictions cite infrastructure needs and construction costs as significant impediments to the construction of a variety of types of affordable housing. According to the survey, the greatest obstacles recognized by member jurisdictions include community opposition, availability of funding and financing for affordable housing, lack of requisite infrastructure such as sewer and water, local gap financing for affordable housing, state requirements to reduce vehicle miles traveled, and local affordable housing development capacity. Two jurisdictions provided additional responses, which listed development agreements and lack of financial incentives for developers and builders as additional obstacles in their jurisdiction.

Jurisdictions also identified construction workforce, cost of construction, availability of water suitable for consumption, county policies to preserve agricultural land, zoning/land-use restrictions (density/intensity/height limits, parking requirements, minimum lot size), lack of resources for fair housing agencies and organizations, lack of market demand, lack of fair housing education, discrimination, the impacts of climate change and natural disasters, and utility connection fees as constraints on the development of additional housing by 2031.

Additional constraints realized by member jurisdictions include concern over the availability of state and federal funding specifically, the unpredictability and inconsistency of new legislation, the market effects of Bay Area housing prices, a need for builder liability reform for condominiums and townhouses, and higher developer return on investment in other jurisdictions competing for housing. Overall, jurisdictional responses to the survey demonstrate the significance of the availability of funding, infrastructure, land, and water, and the potential for jurisdictions to develop programs to respond to the constraints and opportunities identified in each jurisdiction with additional funding, capacity building, and technical assistance.

The most utilized strategies to reduce GHG emissions while addressing housing include land-use use changes that encourage a diversity of housing types and/or mixed-use development, as well as investment in pedestrian, bicycle, and active transportation infrastructure. A majority of jurisdictions responding to the survey indicated that they utilized the strategy of implementing energy efficiency standards in new construction or retrofits. Many jurisdictions also reported that they adopted policies to encourage mixed-use development, to develop a climate plan, to invest in maintaining and improving current transportation infrastructure, and to encourage development near transit.

[3] See the "Community, Diversity, and Displacement Study," p. 20, at https://www.sjcog.org/DocumentCenter/View/6879/SJCOG-Enterprise-Displacement-Study?bidId=.

To overcome historical patterns of segregation or to remove barriers to equal housing opportunity, most jurisdictions indicated that the following actions were either in use, under consideration for use, or potentially of interest for use in the jurisdiction:

1. Dedicated local funding source for affordable housing development,
2. Land-use changes to allow a greater variety of housing types,
3. Streamlining entitlements processes,
4. Removing development fees for affordable housing construction,
5. Funding rehabilitation and accessibility improvement for low-income homeowners,
6. Supporting affordable housing development near transit,
7. Supporting the development of additional housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues, etc.),
8. Supporting the development of larger housing units that can accommodate families, and/or
9. Providing financial resources or other support for low-income home buyers.

Many jurisdictions also indicated that the following actions were either in use, under consideration for use, or potentially of interest for use in the jurisdictions:

1. Ensuring affirmative marketing of affordable housing is targeted to all segments of the community,
2. Exploring partnerships with Community Development Financial Institutions (CDFI),
3. Large regional employers and investors to add to the financial resources available for the creation and preservation of deed-redistricted affordable housing units,
4. Funding and supporting outreach services for homeowners and renters at risk of losing their homes and/or experiencing fair housing impediments,
5. Implementing a rent stabilization policy and staffing a rent stabilization board, and/or
6. Supporting the development of affordable housing on publicly owned land.

Interestingly, none of the responding jurisdictions indicated utilizing "mobile home rent control", "rent stabilization/rent control", "foreclosure assistance", "long term covenants", or "relocation assistance" to prevent or mitigate the displacement of low-income households, which may provide some options to consider for the future.

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IX. RHNA Factors and RHNA Methodology

A. Overview

The state-mandated RHNA process seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into three steps:

1. Regional Determination: HCD provides each region with an RHND, which includes a total number of units split into four income categories. SJCOG received the RHND for the sixth (6th) Cycle RHNA (2023-2031) in December of 2021.
2. RHNA Methodology: COGs are responsible for developing a RHNA Methodology for allocating the RHND to each jurisdiction in the region. This methodology must further a series of State objectives.
3. Housing Element Updates: Each jurisdiction must then adopt a Housing Element that demonstrates, among other things, how the jurisdiction can accommodate its assigned RHNA number through its zoning. The state reviews each jurisdiction's Housing Element for compliance.

This section of this RHNP describes the adopted RHNA Methodology Framework for San Joaquin County's 2023-2031 6th RHNA Cycle. The SJCOG Final Regional Determination for 6th Cycle RHNA (2023-2031), the RHND, is 52,719 units. That RHND was received on December 21, 2021, and includes adjustments for vacancy, replacement, overcrowding, and cost-burden as required by state law. In the development of this methodology, efforts on other 6th Cycle Methodologies were reviewed and incorporated as their demonstration of best practices warranted. To these ends, particular focus was given to the 6th RHNA Cycle Methodology used by the Sacramento Area Council of Governments and the methodology under development by Fresno COG. HCD completed its review of the methodology on May 19, 2022, and found that it furthers the statutory objectives described in Government Code 65584(d).

B. Implications of RHNA for Local Governments

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community. The RHNA quantifies the need for housing at all income levels and informs local land-use planning in addressing existing and future housing needs resulting from population, employment, and household growth. As such, in addition to the total overall housing need number of 52,719 units, the RHND includes units required to meet housing needs across four income categories which are defined in terms of area median household income (AMHI). These housing needs by income level are reported in *Table 6: Final HCD RHNA Determination for San Joaquin COG*.

Table 6: Final HCD RHNA Determination for San Joaquin COG

Income Category	Income Limits	Percent	Housing Unit Need	Broad Income Category	Income Limits	Percent	Housing Unit Need
Very-Low	<50% AMHI	25.2%	13,293	Lower-Income	<80% AMHI	41.0%	21,637
Low	50%-80% AMHI	15.8%	8,344				
Moderate	80%-120% AMHI	17.5%	9,231	Higher-Income	>80% AMHI	59.0%	31,082
Above-Moderate	>120% AMHI	41.4%	21,851				
Total		**100.0%**	**52,719**			**100.0%**	**52,719**
Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.							

SJCOG, with input from elected officials, local staff, and stakeholders, developed a methodology that quantifies and distributes the number of housing units assigned to each local government to meet the total regional housing need. The allocation meets statutory objectives identified in California Housing Element Law (Government Code §§ 65580-65589.11) and is consistent with the forecasted development pattern from the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) (e.g., see Government Code § 65584.04(m)).

The RHNA methodology allows for some discretion. However, state laws, such as in Government Code § 65584(d) and Government Code §65584.04(e), require SJCOG to further a series of objectives and to consider and include several additional factors to the extent that sufficient data is available. So long as either the factor is specifically listed in 65584.04(e) or 1) SJCOG specifies which objective(s) from 65584(d) each additional factor is necessary to further or 2) none of the factors undermine the objectives in 65584(d), the factors are applied equally across all income levels. SJCOG then makes a finding that any factors not already listed in 65584.04(e) are necessary to address significant health and safety conditions. This RHNA Methodology Framework develops that RHNA methodology, presenting a methodology for RHNA 6th Cycle that addresses the statutory objectives while considering the other factors as well. On May 19, 2022, HCD completed its review of the methodology and found that it furthers the aforementioned statutory objectives (see **Attachment B: RHNA Methodology Consistency Determination from HCD**).

Following the development and adoption of the RHNA methodology, this RHNP formalizes the RHNA process into a planning document, establishing the total number of housing units that each city and the county must plan for within the eight-year planning period. California Housing Element Law requires local governments to adopt plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. Following the adoption of the RHNP, each local jurisdiction must then update the Housing Element of its General Plan to demonstrate how zoning will accommodate its share of RHNA (e.g., see Government Code § 65583(a)(3)).

If a jurisdiction does not take actions consistent with its adopted Housing Element, HCD may revoke Housing Element compliance (e.g., see Government Code § 65585(i)(1)(B)). If noncompliance is determined, a range of penalties and consequences are possible. These include finding, because of its noncompliant Housing Element, that the jurisdiction's General Plan is inadequate and is therefore invalid, in which case the jurisdiction can no longer make permitting decisions. Jurisdictions with noncompliant Housing Elements are also vulnerable to litigation from housing rights organizations, developers, and HCD, which may lead to mandatory compliance orders, suspension of local building control, and court approval of housing developments.

C. RHNA Objectives

State law requires SJCOG to demonstrate how its methodology "furthers" the five RHNA objectives shown below. This not only requires consistency but proactive inclusion of each objective into the methodology. The objectives, as described in Government Code § 65584(d), are described below.[4]

[4] Descriptions are taken from: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65584.&lawCode=GOV on 8/31/2021.

i. OBJECTIVE 1. INCREASE HOUSING SUPPLY AND MIX OF HOUSING TYPES

Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very-low-income households.

ii. OBJECTIVE 2. PROMOTE INFILL, EQUITY, AND ENVIRONMENT

Promoting infill development and socio-economic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reduction targets provided by the State Air Resources Board pursuant to Section 65080.

iii. OBJECTIVE 3. ENSURE JOBS-HOUSING BALANCE AND FIT

Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

iv. OBJECTIVE 4. PROMOTE REGIONAL INCOME PARITY

Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey (ACS).

v. OBJECTIVE 5. AFFIRMATIVELY FURTHER FAIR HOUSING

Affirmatively furthering fair housing means taking meaningful actions, in addition to combating discrimination, that overcomes patterns of segregation and fosters inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

In addition to furthering the five RHNA objectives, California Government Code § 65584.04(d) requires that each COG survey its member jurisdictions for information to inform the development of the RHNA Methodology and the RHNP. Therefore, a jurisdictional survey containing a series of questions related to these Objectives, the additional Factors required for consideration, and efforts for Affirmatively Furthering Fair Housing (AFFH) has been developed and circulated to member jurisdictions, as well as analyzed and incorporated throughout the RHNA process, including the development of the methodology and this RHNP. See **Report on the Jurisdictional Survey of the Housing Environment** and **Jurisdictional Survey of the Housing Environment**.

D. Base RHNA Calculation

The first step in the RHNA Methodology is to determine each jurisdiction's total RHNA allocation before it is divided by income categories. The RHNA Methodology determines each jurisdiction's total base RHNA number by multiplying the total RHND from HCD by the proportion of household growth attributed to the jurisdiction in the forecast for the RTP/SCS between 2023 and 2031.

Table 7: RTP/SCS Forecast Households in 2031 by Jurisdiction

Jurisdiction	A Household Growth (2023-2031)	B Share of Growth	C Base RHNA Allocation
Escalon	160	0.7%	367
Lathrop	3,654	15.9%	8,402
Lodi	1,700	7.4%	3,909
Manteca	3,612	15.8%	8,306
Ripon	619	2.7%	1,423
Stockton	5,512	24.0%	12,673
Tracy	3,841	16.7%	8,830
Unincorporated	3,831	16.7%	8,808
Total San Joaquin County	22,930	100%	52,719
Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.			

Table 7: RTP/SCS Forecast Households in 2031 by Jurisdiction reports the results of this process for San Joaquin County. In *Column A* each jurisdiction's household growth during San Joaquin County's 6th RHNA Cycle (2023-2031) is reported based on the RTP/SCS forecast.[5] The associated jurisdictional shares (*Column B*) are then multiplied by the County's total housing unit need, 52,719, to get the base total RHNA determination for the jurisdictions in *Column C*.

Table 8: Initial RHNA Allocation by Jurisdiction and Calibration to Final HCD RHNA Determination

Jurisdiction	A Total Base RHNA	B Lower HH (%)	C Lower RHNA	D Higher RHNA
Escalon	367	41.0%	151	217
Lathrop	8,402	41.0%	3,448	4,954
Lodi	3,909	41.0%	1,604	2,305
Manteca	8,306	41.0%	3,409	4,897
Ripon	1,423	41.0%	584	839
Stockton	12,673	41.0%	5,201	7,472
Tracy	8,830	41.0%	3,624	5,206
Unincorporated	8,808	41.0%	3,615	5,193
San Joaquin County	**52,719**	41.0%	**21,637**	**31,082**
Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.				

[5] This report uses the San County RTP/SCS Forecast dated 9/10/2021 for these estimates. It is available here: https://www.sjcog.org/DocumentCenter/View/6007/Demographic-and-Employment-Forecast-2020

The second step determines jurisdictional allocations by income category according to those specified in the RHND. *Table 8: Initial RHNA Allocation by Jurisdiction and Calibration to Final HCD RHNA Determination* details the process for San Joaquin County. The jurisdictions' Base RHNA Allocation from the previous table is carried forward (*Column A*) and those values are multiplied by the share of lower-income housing units in the Final RHNA determination (*Column B*) to get each jurisdiction's base lower-income RHNA determination (*Column C*). The number of higher-income housing units (*Column D*) is then estimated by subtracting the Lower-Income allocation (*Column C*) from the Total Base RHNA (*Column A*).

Table 9: RHNA Determination by Jurisdiction Aligned to Broad Income Category Totals

Jurisdiction	Lower-Income (0-80%)	Higher-Income (80+%)	*Base RHNA Allocation*
Escalon	151	217	367
Lathrop	3,448	4,954	8,402
Lodi	1,604	2,305	3,909
Manteca	3,409	4,897	8,306
Ripon	584	839	1,423
Stockton	5,201	7,472	12,673
Tracy	3,624	5,206	8,830
Unincorporated	3,615	5,193	8,808
San Joaquin County	**21,637**	**31,082**	**52,719**

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

Table 9: RHNA Determination by Jurisdiction Aligned to Broad Income Category Totals presents a summary of the jurisdictional allocations aligned to the RHND by broad income level.

Using the RTP/SCS forecast as the basis for total RHNA calculations ensures consistency between these two planning efforts. Since the RTP/SCS forecast is built from local plans, it incorporates a variety of regulatory, market, and performance factors. The RTP/SCS growth forecast has also been thoroughly vetted by local planning staff and represents a County-wide agreement on growth and its path to attaining climate and quality of life goals.

E. Lower-Income Housing Units Adjustment Factors

The framework for the RHNA Methodology is oriented around furthering each of the statutory RHNA objectives. In *Table 10: RHNA Objectives and Allocation Adjustment Factors*, the five RHNA objectives are listed by row and the adjustment factors used to further those objectives are listed by column. As described above, the first two objectives are furthered through the total RHNA calculation relying on the development pattern in the RTP/SCS (step one). Those objectives are also intrinsically addressed through the assignment of housing units at different income categories to each jurisdiction of the county (step two). The three other objectives are not inherently furthered by the RTP/SCS. Therefore, additional adjustment factors are needed. This section describes those factors.

Table 10: RHNA Objectives and Allocation Adjustment Factors

RHNA Objectives (rows)/ RHNA Adjustment Factors (columns)	Baseline RTP/SCS Forecast	Affirmatively Furthering Fair Housing Factor	Income Parity Factor	Jobs-Housing Fit Factor
Increasing the housing supply and mix of housing types, tenure, and affordability	Furthers	Supports	Supports	Supports
Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns	Furthers	Supports		Supports
Promoting an improved intraregional relationship between jobs and housing	Supports			Furthers
Balancing disproportionate household income distributions		Supports	Furthers	
Affirmatively furthering fair housing		Furthers	Supports	

i. Adjustment Factor One: Jobs-Housing Fit Factor

This factor addresses the objective to improve the intraregional relationship between jobs and housing, including explicit consideration of the balance between the number of low-wage jobs and the number of units affordable to low-wage jobs in the jurisdictions. While the RTP/SCS addresses the overall jobs-housing balance, it does not separate the lower-income work-housing balance issue. Therefore, this factor considers the existing ratio of low-wage workers to units affordable to low-wage workers. Jurisdictions with a higher-than-average ratio receive an upward adjustment of lower-income RHNA units and those with a lower-than-average ratio receive a downward adjustment of lower-income RHNA units.

Table 11: Jobs-Housing Fit Factor Jurisdictional Variance reports the jobs-housing fit adjustment factors by jurisdiction for San Joaquin County. It uses the number of jobs by jurisdiction that pay $3,333 per month or less as the measure of low-wage jobs.[6] Given that HCD considers households who spend more than 30% of their income on housing to be cost-burdened, data on units for rent at less than $1,000 a month (30% of $3,333 income) are used to estimate the number of affordable housing units by jurisdiction.[7]

The percentage difference between the overall county ratio of 3.01 and the jurisdictions' ratios is then used to proportionally adjust the jurisdictions' allocated affordable housing units. Through this process jurisdictions with higher ratios of low-wage workers to affordable housing units are encouraged to zone for more affordable housing.

[6] In this report, 2018 jobs by jurisdiction data are used from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program.

[7] In this report, Contract Rent reported by jurisdiction in the U.S. Census Bureau's American Community Survey (ACS) Table# B25056, 2019 5-Year Estimates is used to estimate affordable housing units.

Table 11: Jobs-Housing Fit Factor Jurisdictional Variance

Jurisdiction	Affordable Housing Units	Low-Wage Jobs	Jobs-Housing Fit Ratio	Adjustment from County Ratio [3.01]
Escalon	233	1,154	5.0	64.6%
Lathrop	246	4,366	17.7	489.8%
Lodi	5,696	14,095	2.5	-17.8%
Manteca	3,135	11,521	3.7	22.1%
Ripon	529	2,443	4.6	53.5%
Stockton	28,532	60,982	2.1	-29.0%
Tracy	1,736	23,578	13.6	351.3%
Unincorporated	8,110	26,954	3.3	10.4%

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

ii. Adjustment Factor Two: Regional Income Parity Factor

This factor addresses the objective to balance disproportionate household income distributions. Using the existing share of lower-income households, jurisdictions with a lower-than-average share receive an upward adjustment of lower-income RHNA units and those with a higher-than-average share receive a downward adjustment of lower-income RHNA units.

Table 12: Regional Income Parity Factor Jurisdictional Variance

Jurisdiction	Lower-Income Households	Total Households	Lower-Income Share	Adjustment from County Share [39.1%]
Escalon	880	2,600	33.8%	5.2%
Lathrop	1,540	5,485	28.1%	11.0%
Lodi	9,145	22,530	40.6%	-1.5%
Manteca	7,845	23,495	33.4%	5.7%
Ripon	1,190	5,085	23.4%	15.7%
Stockton	43,805	93,745	46.7%	-7.7%
Tracy	5,950	25,470	23.4%	15.7%
Unincorporated	17,100	45,400	37.7%	1.4%

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

Table 12: Regional Income Parity Factor Jurisdictional Variance reports the regional income parity adjustment factors by jurisdiction for San Joaquin County. It uses the number of households with an income 80% or less than the area median income divided by the total number of households in the area to estimate the lower income share.[8] The percentage difference between the overall county share of 39.1% lower income households and the jurisdictions' shares are then used to proportionally adjust the jurisdictions' allocated affordable housing units. By allocating more affordable housing unit zoning to jurisdictions with lower shares of lower-income households and vice versa, over time this factor intends to move jurisdictions towards a similar proportion of lower-income households across the County.

iii. Adjustment Factor Three: Affirmatively Furthering Fair Housing Factor

This factor addresses the objective to take meaningful actions to address disparities in housing needs and in access to opportunity, such as employment, higher performing schools, health care, and transportation. Using the share of existing homes in higher opportunity areas, this factor seeks to open high opportunity jurisdictions to all economic segments of the community by giving jurisdictions with a higher-than-average share of high opportunity housing units an upward adjustment of lower income RHNA units and those with a lower-than-average share a downward adjustment of lower income RHNA units.

Table 13: Affirmatively Furthering Fair Housing Factor Jurisdictional Variance

Jurisdiction	Housing Units in High/Highest Resource Areas	Total Housing Units	Higher Opportunity Share	Adjustment from County Share [44.6%]
Escalon	0	2,694	0.0%	-44.6%
Lathrop	695	5,883	11.8%	-32.8%
Lodi	20,639	24,383	84.6%	40.0%
Manteca	20,083	26,152	76.8%	32.2%
Ripon	0	5,645	0.0%	-44.6%
Stockton	41,473	102,795	40.3%	-4.3%
Tracy	21,465	26,695	80.4%	35.8%
Unincorporated	4,173	49,013	8.5%	-36.1%

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

Table 13: Affirmatively Furthering Fair Housing Factor Jurisdictional Variance reports the AFFH adjustment factors by jurisdiction for San Joaquin County. It uses the number of housing units a jurisdiction has that are in higher opportunity areas divided by total number of housing units in that jurisdiction to estimate the share of higher opportunity areas.[9] The percentage difference between the overall county share of 44.6% higher opportunity units and the jurisdictions' shares are then used to proportionally adjust the jurisdictions' allocated affordable housing units. Through this process jurisdictions with larger shares of higher opportunity housing units are asked to zone for more affordable housing. In doing so, this factor intends to open high opportunity jurisdictions to all economic segments.

[8] In this report, 2013-2017 Comprehensive Housing Affordability Strategy (CHAS) data produced by the U.S. Department of Housing and Urban Development (HUD) is used to estimate the number of area households by income level.
[9] In this report the census tracts identified as high and highest resource in the 2021 Statewide Summary Table of the TCAC/HCD Opportunity Area Maps are used to identify the higher opportunity areas by jurisdiction. The associated housing units in those census tracts are then estimated from the U.S. Census Bureau's American Community Survey Table# DP04, 2019 5-Year data.

iv. Application of the Adjustment Factors

The third step applies the three adjustment factors to each jurisdiction's lower-income units according to their respective factor weights and then uses the sum of those factors to increase or decrease the jurisdictions' total lower-income units. Some jurisdictions have exceptionally high factor rates in comparison to the county. For instance, the job-housing fit factor reported in *Table 11* for the City of Tracy has a ratio of 13.6 low-wage jobs per affordable housing unit. That value is 351% higher than county-wide, implying that the City of Tracy's Job-Housing Fit allocation should be increased by 351% unless some maximum factor adjustment limits are imposed. Without limits on the adjustment factors, outliers like the City of Tracy's Job-Housing Fit ratio create an increase in the overall number of lower-income housing unit allocations.

Given the impact from exceptional, or outlier, values on a particular jurisdiction as well as the distortionary county-wide impact on allocations across income categories, the Methodology has incorporated a Maximum Factor Adjustment Value (MFAV) that sets an upper and lower limit on divergence across the adjustment factors. In determining the MFAV, the distortions of the unbound divergence must be weighed against similar distortions introduced by excessively restrictive values. Therefore, this methodology uses an MFAV of 100% which limits any factor adjustment to a doubling of the jurisdiction's increase or decrease in lower income housing unit allocation.

Table 14: Jurisdictions' Lower-Income Factor Adjustment Allocations

	A	B	C	D	E	F	G	H	I	J	K
Jurisdiction	Lower-Income RHNA	J-H Fit Factor Weight = 33%	J-H Fit Factor % Adj	J-H Fit Factor	Income Parity Weight = 33%	Income Parity Factor % Adj	Income Parity Factor	AFFH Factor Weight = 33%	AFFH Factor % Adj	AFFH Factor	Factor Adj Lower-Income
Escalon	151	50	65%	83	50	5%	53	50	-45%	28	163
Lathrop	3,448	1,149	100%	2,299	1,149	11%	1,276	1,149	-33%	772	4,347
Lodi	1,604	535	-18%	440	535	-2%	527	535	40%	749	1,715
Manteca	3,409	1,136	22%	1,388	1,136	6%	1,201	1,136	32%	1,502	4,090
Ripon	584	195	53%	299	195	16%	225	195	-45%	108	632
Stockton	5,201	1,734	-29%	1,231	1,734	-8%	1,601	1,734	-4%	1,660	4,492
Tracy	3,624	1,208	100%	2,416	1,208	16%	1,398	1,208	36%	1,640	5,455
Unincorporated	3,615	1,205	10%	1,331	1,205	1%	1,222	1,205	-36%	770	3,323
County Total	21,637	7,212		9,486	7,212		7,503	7,212		7,229	24,218

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided
**= MFAV of 100% applied*

Table 14: Jurisdictions' Lower-Income Factor Adjustment Allocations details the factor adjustment process for San Joaquin County. First, each factor's weight is multiplied by the lower-income housing unit allocation (*Column A*). Doing this results in unadjusted factor weighted lower-income housing units for each factor (*Columns B, E, and H*). Next, each factor adjustment is applied. The percentage adjustment from the first factor, the Jobs-Housing Fit Factor, from *Table 11* is reported in *Column C*. The value in *Column C* is multiplied by the unadjusted factor weighted shares from *Column B* and then added to *Column B* to get the factor adjusted jobs-housing fit unit allocation in *Column D*. The Income Parity Factor is second, its adjustment values from *Table 12* are reported in *Column F* and multiplied by the unadjusted factor weighted shares from *Column E* and then added to *Column E* to get the factor adjusted income parity unit allocation in *Column G*. Similarly, the adjustment values for the Affirmatively Furthering Fair Housing (AFFH) Factor from *Table 13* are reported in *Column I* and multiplied by the unadjusted factor weighted shares from Column H and then added to *Column H* to get the factor adjusted AFFH unit allocation in *Column J*. The sum of *Column D, G, and J* then form a factor adjusted lower-income housing unit allocation by jurisdiction in *Column K*. It should be noted that since the MFAV is 100%, only two values in *Table 14* are affected, the Jobs-Housing Fit adjustment factors for the City of Tracy and for the City of Lathrop.

F. Factor Adjusted RHNA Determination

The fourth, and final, step re-aligns the jurisdictional factor adjusted housing unit allocations to those specified in the RHND. If San Joaquin County is to maintain the county-wide RHND across each of the income categories, it is necessary to correct the factor adjusted housing units by income category. Therefore, the percentage differences in the totals across the income levels are applied to each of the jurisdictional factor adjusted housing unit allocations to align the sum of the jurisdictional allocations to the Final Determination values.

Table 15: Factor Adjusted Allocations Calibrated to Final HCD RHNA Determination

	A	B	C	D	E
Jurisdiction	Factor Adj. Lower-Income RHNA	Lower-Income RHNA % Adjustment	Calibrated Factor Adjusted Lower-Income RHNA	Base Total RHNA Allocation	Calibrated Factor Adjusted Higher Income RHNA
Escalon	163	-10.7%	146	367	221
Lathrop	4,347	-10.7%	3,884	8,402	4,518
Lodi	1,715	-10.7%	1,533	3,909	2,377
Manteca	4,090	-10.7%	3,654	8,306	4,651
Ripon	632	-10.7%	565	1,423	859
Stockton	4,492	-10.7%	4,014	12,673	8,660
Tracy	5,455	-10.7%	4,873	8,830	3,957
Unincorporated	3,323	-10.7%	2,969	8,808	5,839
San Joaquin County	24,218	-10.7%	**21,637**	**52,719**	**31,082**

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

Table 15: Factor Adjusted Allocations Calibrated to Final HCD RHNA Determination details this adjustment process. In *Column A*, the jurisdictions' factor-adjusted lower-income housing unit allocations from *Column K* of *Table 14* are carried forward. Since the sum of lower-income RHNA housing units in Column A, 24,218, is higher than the 21,637 in the RHND for lower-income housing units, it is necessary to adjust downward the allocations in Column A. Therefore, the percentage difference of -10.7% at the County level (*Column B*) is applied to each jurisdiction's factor adjusted lower-income housing unit allocation (*Column A*) to get the factor adjusted lower-income housing unit allocation by jurisdiction calibrated to the RHND for San Joaquin County in *Column C*. Given these adjustments, it is necessary to make complementary adjustments to the jurisdiction's higher-income housing unit allocations. Those adjustments are made by subtracting the calibrated factor-adjusted lower-income housing units (*Column C*) from the base total RHNA allocation (*Column D*), which results in calibrated factor adjusted higher income housing units in *Column E*.

Table 16: Factor Adjusted RHNA Housing Unit Determination

	Factor Adjusted Lower-Income (0-80%)	Factor Adjusted Higher-Income (80+%)	*Base RHNA Allocation*
Escalon	146	221	367
Lathrop	3,884	4,518	8,402
Lodi	1,533	2,377	3,909
Manteca	3,654	4,651	8,306
Ripon	565	859	1,423
Stockton	4,014	8,660	12,673
Tracy	4,873	3,957	8,830
Unincorporated	2,969	5,839	8,808
San Joaquin County	**21,637**	**31,082**	**52,719**

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

Table 16: Factor Adjusted RHNA Housing Unit Determination reorganizes the data in *Table 15* to summarize the Factor Adjusted RHNA Housing Unit Determination by income level. Differences between the existing share of households by income and shares of factor adjusted RHNA unit allocations are reported in *Table 17: Comparison of Housing Unit Structure from Factor Adjustments*. It highlights the influence the RHNA Methodology has in promoting transformative housing opportunities in San Joaquin County.

Table 17: Comparison of Housing Unit Structure from Factor Adjustments

Jurisdiction	Lower-Income (0-80%)			Higher-Income (80+%)		
	Existing	Factor Adjusted	Difference	Existing	Factor Adjusted	Difference
Escalon	34%	40%	6%	66%	60%	-6%
Lathrop	28%	46%	18%	72%	54%	-18%
Lodi	41%	39%	-1%	59%	61%	1%
Manteca	33%	44%	11%	67%	56%	-11%
Ripon	23%	40%	16%	77%	60%	-16%
Stockton	47%	32%	-15%	53%	68%	15%
Tracy	23%	55%	32%	77%	45%	-32%
Unincorporated	38%	34%	-4%	62%	66%	4%
San Joaquin County	39%	41%		61%	59%	

Note: Due to rounding, numbers presented in this table may not add up precisely to the totals provided.

G. Detailed Housing Unit Need Allocation

In order to specify the minimum regional housing units across four income categories prescribed by California Health and Safety Code (Section 50093, et. seq.), it is necessary to distribute the Lower Income unit allocation between Very-Low Income and Low-Income categories and to distribute the Higher Income unit allocation between Moderate Income and Above-Moderate Income categories. That process requires taking the Draft Factor Adjusted RHNA Allocations reported in *Table 16: Factor Adjusted RHNA Housing Unit Determination* and using the existing component income distributions for each jurisdiction to derive their respective component allocations.

Table 18: Existing Detailed Income Distributions and Component Proportions

Column	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Income Category	Very-Low	Low	Moderate	Above-Moderate	Lower-Income [(A)+(B)]	Higher-Income [(C)+(D)]	Very-Low of Lower [(A)/(E)]	Low of Lower [(B)/(E)]	Moderate of Higher [(C)/(F)]	Above-Moderate of Higher [(D)/(F)]
Escalon	19%	11%	25%	45%	30%	70%	63%	37%	36%	64%
Lathrop	22%	18%	18%	42%	40%	60%	55%	45%	30%	70%
Lodi	25%	17%	19%	40%	41%	59%	60%	40%	32%	68%
Manteca	23%	16%	19%	42%	39%	61%	59%	41%	32%	68%
Ripon	21%	17%	19%	42%	39%	61%	55%	45%	31%	69%
Stockton	25%	15%	18%	42%	40%	60%	61%	39%	30%	70%
Tracy	19%	17%	23%	40%	36%	64%	53%	47%	37%	63%
Unincorp. / County	24%	15%	18%	42%	40%	60%	62%	38%	30%	70%

The first step in that process requires determining each jurisdictions' household income by category, including county-wide household income for unincorporated areas. Using income reported by households in the U.S. Census Bureau's American Community Survey (ACS), we compile and report the percentage for each in *Table 18: Existing Detailed Income Distributions and Component Proportions* above.[10] Accordingly, the proportion of Very-Low Income, defined as less than 50% of area median income, is reported in *Column A*; Low-Income, defined as 50% to 80% of area median income, is reported in *Column B*; Moderate Income, defined as 80% to 120% of area median income, is reported in *Column C*; and Above-Moderate Income, defined as more than 120% of area median income, is reported in *Column D* of *Table 18*. Then the proportion of each income category is calculated by first taking their combined shares, as done in *Column E* in the case of the two Lower-Income categories (*Columns A + B*) and in *Column F* in the case of the two Higher-Income categories (*Columns C + D*), and then dividing them by each category. As a result, the Very-Low-Income portion of Lower-Income is reported in *Column G* by dividing *Column A* by *Column E*; the Low-Income portion of Lower-Income is reported in *Column H* by dividing *Column B* by *Column E*; the Moderate-Income portion of Higher-Income is reported in *Column I* by dividing *Column C* by *Column F*; and the Above-Moderate Income portion of Higher-Income is reported in *Column J* by dividing *Column D* by *Column F*.

Table 19: Components of RHNA Housing Unit Determination

Column	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Income Category	Very-Low of Lower	Low of Lower	Moderate of Higher	Above-Moderate of Higher	Lower-Income Units	Higher-Income Units	Very-Low Income	Low-Income	Moderate Income	Above-Moderate Income
Escalon	63%	37%	36%	64%	146	221	92	54	80	142
Lathrop	55%	45%	30%	70%	3,884	4,518	2,149	1,735	1,360	3,158
Lodi	60%	40%	32%	68%	1,533	2,377	916	617	753	1,623
Manteca	59%	41%	32%	68%	3,654	4,651	2,148	1,507	1,465	3,186
Ripon	55%	45%	31%	69%	565	859	311	254	263	596
Stockton	61%	39%	30%	70%	4,014	8,660	2,465	1,548	2,587	6,072
Tracy	53%	47%	37%	63%	4,873	3,957	2,567	2,306	1,454	2,504
Unincorp. / County	62%	38%	30%	70%	2,969	5,839	1,837	1,132	1,757	4,082

[10] Specifically, we use the HCD Income Category Calculator to calculate incomes across the four categories based on the US Census Bureau's ACS Table DP03 (5yr 2020).

The next step is to apply the component proportions to the Lower and Higher-Income Unit allocations and thereby determine the Draft Factor Adjusted RHNA Allocations by the four income categories. This is done in *Table 19: Components of RHNA Housing Unit Determination*. *Columns A through D* of *Table 19* reproduce the last four columns of *Table 18*. Those are then multiplied by the Lower-Income and Higher-Income unit allocations, reported in *Columns E and F* of *Table 19*, respectively. The result gives us the unit allocations across the four income categories. As such, *Column G* reports the allocation of Very-Low-Income units by multiplying *Column A* by *Column E*; *Column H* reports the allocation of Low-Income units by multiplying *Column B* by *Column E*; *Column I* reports the allocation of Moderate-Income units by multiplying *Column C* by *Column F*; and *Column J* reports the allocation of Above Moderate-Income units by multiplying *Column D* by *Column F*.

Table 20: San Joaquin County RHNA Housing Unit Determination by Detailed Income Categories

Jurisdiction	Total RHNA Allocation	Very-Low-Income Units	Low-Income Units	Lower-Income (Very-Low & Low-Income)	Moderate Income Units	Above-Moderate Income Units	Higher-Income (Moderate & Above-Moderate Income)
Escalon	**367**	92	54	146	80	142	221
Lathrop	**8,402**	2,149	1,735	3,884	1,360	3,158	4,518
Lodi	**3,909**	916	617	1,533	753	1,623	2,377
Manteca	**8,306**	2,148	1,507	3,654	1,465	3,186	4,651
Ripon	**1,423**	311	254	565	263	596	859
Stockton	**12,673**	2,465	1,548	4,014	2,587	6,072	8,660
Tracy	**8,830**	2,567	2,306	4,873	1,454	2,504	3,957
Unincorporated County Areas	**8,808**	1,837	1,132	2,969	1,757	4,082	5,839
Total San Joaquin County	**52,719**	**12,484**	**9,153**	**21,637**	**9,719**	**21,363**	**31,082**

Rearranging and integrating it with *Table 16*, *Table 20: San Joaquin County RHNA Housing Unit Determination by Detailed Income Categories* reports the Draft San Joaquin County RHNA housing unit determination by detailed income categories. While the Very-Low- and Low-Income categories together form a Lower Income unit need that often requires provision of multi-family units, and the Moderate and Above-Moderate Income categories together form a Higher Income unit need that typically requires provision of single-family units, *Table 20* details those component allocations using existing socio-economic distributions.

ATTACHMENT A: HCD Determination Letter

DRAFT

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY GAVIN NEWSOM, *Governor*

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

December 21, 2021

Diane Nguyen, Executive Director
San Joaquin Council of Governments
555 E Weber Avenue
Stockton, CA 95202-2804

Dear Executive Director Diane Nguyen:

RE: Final Regional Housing Need Determination

This letter provides the San Joaquin Council of Governments (SJCOG) with its Final Regional Housing Need Determination. Pursuant to state housing element law (Government Code section 65584, et seq.), the Department of Housing and Community Development (HCD) is required to provide the determination of SJCOG's existing and projected housing need. In assessing SJCOG's regional housing need, HCD and SJCOG staff completed a consultation process from November 2020 through December 2021 that included the methodology, data sources, and timeline for HCD's determination of the Regional Housing Need. To inform this process, HCD also consulted with Walter Schwarm and Doug Kuczynski of the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the minimum regional housing need determination of **52,719** total units across four income categories. SJCOG is to distribute the units amongst the region's local governments. Attachment 2 explains the methodology applied pursuant to Government Code section 65584.01. In determining SJCOG's housing need, HCD considered all the information specified in state housing law (Government Code section 65584.01(c)).

SJCOG is responsible for adopting a methodology for RHNA and RHNA Plan for the projection period beginning June 30, 2023 and ending December 31, 2031. Pursuant to Government Code section 65584(d), the methodology to prepare SJCOG's RHNA plan must further the following objectives:

(1) Increasing the housing supply and mix of housing types, tenure, and affordability.
(2) Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patters
(3) Promoting an improved intraregional relationship between jobs and housing
(4) Balancing disproportionate household income distributions

(5) Affirmatively furthering fair housing

Pursuant to Government Code section 65584.04(d), to the extent data is available, SJCOG shall include the factors listed in Government Code section 65584.04(d)(1-13) to develop its RHNA plan. Also, pursuant to Government Code section 65584.04(f), SJCOG must explain in writing how each of these factors was incorporated into the RHNA plan methodology and how the methodology furthers the statutory objectives described above.

HCD encourages all SJCOG's local governments to consider the many affordable housing and community development resources available to local governments. HCD's programs can be found at https://www.hcd.ca.gov/grants-funding/nofas.shtml.

HCD commends SJCOG's leadership in fulfilling their important role in advancing the state's housing, transportation, and environmental goals. HCD looks forward to continued partnership with SJCOG and member jurisdictions and assisting SJCOG in planning efforts to accommodate the region's share of housing need.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Tom Brinkhuis, Senior Housing Policy Specialist at (916) 776-7707 or tom.brinkhuis@hcd.ca.gov.

Sincerely,

Tyrone Buckley
Assistant Deputy Director of Fair Housing

Enclosures

ATTACHMENT 1

HCD REGIONAL HOUSING NEED DETERMINATION
SJCOG: June 30, 2023 through December 31, 2031

Income Category	Percent	Housing Unit Need
Very-Low*	25.2%	13,293
Low	15.8%	8,344
Moderate	17.5%	9,231
Above-Moderate	41.4%	21,851
Total	**100.0%**	**52,719**
* Extremely-Low	13.1%	Included in Very-Low Category

Income Distribution:
Income categories are prescribed by California Health and Safety Code (Section 50093, et. seq.). Percents are derived based on Census/ACS reported household income brackets and county median income.

ATTACHMENT 2

HCD REGIONAL HOUSING NEED DETERMINATION:
June 30, 2023 through December 31, 2031

Methodology

SJCOG: PROJECTION PERIOD (8.5 years) HCD Determined Population, Households, & Housing Unit Need		
Reference No.	**Step Taken to Calculate Regional Housing Need**	Amount
1.	**Population: December 31 (SJCOG June 30, 2031 projection adjusted + 6 months to December 31, 2031)**	893,920
2.	*- Group Quarters Population: December 31 (DOF June 30, 2031 projection adjusted + 6 months to December 31, 2031)*	19,150
3.	**Household (HH) Population**	874,770
4.	**Projected Households**	**275,330**
5.	+ Vacancy Adjustment (2.97%)	+8,177
6.	+ Overcrowding Adjustment (3.70%)	+10,186
7.	+ Replacement Adjustment (.5%)	+1,377
8.	*- Occupied Units (HHs) estimated June 30, 2023*	-246,666
9.	+ Cost Burden Adjustment	+4,315
Total	**6th Cycle Regional Housing Need Assessment (RHNA)**	**52,719**

Detailed background data for this chart available upon request.

Explanation and Data Sources

1-4. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Gov. Code Section 65584.01, projections were extrapolated from SJCOG and DOF projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institute, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons within the Household Population to form households at different rates based on American Community Survey (ACS) trends.

5. Vacancy Adjustment: HCD applies a vacancy adjustment based on the difference between a standard 5% vacancy rate and region's current "for rent and sale" vacancy percentage to determine healthy market vacancies to facilitate housing availability and resident mobility. The adjustment is the difference between standard 5% vacancy rate and region's current vacancy rate (**2.03%**) is based on the 2015-2019 ACS data. For SJCOG, that difference is **2.97%.**

6. Overcrowding Adjustment: In counties where the overcrowding rate is greater than the comparable region's overcrowding rate, HCD applies an adjustment based on the amount the region's overcrowding rate exceeds the comparable region's overcrowding rate. For SJCOG, the region's overcrowding rate (**7.40%**) is higher than the comparable region's (3.70%), resulting in a **3.70%** adjustment.

7. Replacement Adjustment: HCD applies a replacement adjustment from between .5% and 5% to the total housing stock based on the current 10-year average of demolitions in the region's local government annual reports to Department of Finance

(DOF). For SJCOG, the 10-year average is **.39%,** therefore a **.5%** adjustment was applied.

8. Occupied Units: This figure reflects DOF's estimate of occupied units at the start of the projection period (June 30, 2023).

9. Cost Burden Adjustment: HCD applies an adjustment to the projected need by comparing the difference in cost burden by income group for the region to the cost burden by income group for the nation. The very low- and low-income RHNA is increased by the percent difference (72.02%-60.25%=**11.78%**) between the region and the nation's cost burden rate for households earning 80% of area median income and below, then this difference is applied to very low- and low-income RHNA proportionate to the share of the population these groups currently represent. The moderate- and above moderate-income RHNA is increased by the percent difference (16.90%-9.89%=**7.01%**) between the region and the nation's cost burden rate for households earning above 80% area median income, then this difference is applied to moderate- and above moderate-income RHNA proportionate to the share of the population these groups currently represent. Data is from 2014-2018 CHAS.

ATTACHMENT B: RHNA Methodology Consistency Determination from HCD

DRAFT

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY GAVIN NEWSOM, *Governor*

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

May 19, 2022

Diane Nguyen, Executive Director
San Joaquin Council of Governments
555 E Weber Avenue
Stockton, CA 95202-2804

Dear Diane Nguyen:

RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology

Thank you for submitting the draft San Joaquin Council of Government's (SJCOG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodologies to determine whether a methodology furthers the statutory objectives described in Government Code Section 65584(d).

The draft RHNA methodology begins with the total regional determination provided by HCD of 52,719 units. The methodology then provides a base allocation to each jurisdiction based on its proportion of forecasted household growth between 2023 and 2031 in SJCOG's 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Next, each jurisdiction's allocation is split into lower income (very low and low) and higher income (moderate and above moderate) according to the distribution specified in the Final RHNA Determination. Lastly, the methodology uses three equally weighted factors to adjust the lower income RHNA for each jurisdiction:

- Jobs/Housing Fit – This factor allocates more lower income RHNA to jurisdictions with higher-than-average ratios of low-wage workers to affordable units according to 5-year ACS data and Longitudinal Employer-Household Dynamics (LEHD) data.
- Regional Income Parity – This factor allocates more lower income RHNA to jurisdictions with lower-than-average shares of lower income households according to Comprehensive Housing Affordability Strategy (CHAS) data provided by the U.S. Department of Housing and Urban Development (HUD).
- Affirmatively Furthering Fair Housing – This factor allocates more lower income RHNA to higher resourced jurisdictions based on TCAC/HCD Opportunity Map data.

HCD has completed its review of the methodology and finds that the draft SJCOG RHNA Methodology furthers the statutory objectives described in Government Code 65584(d).[1] SJCOG's draft methodology directs more RHNA into jurisdictions with higher incomes, resources, and rental costs, and jurisdictions with higher disparities between

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[1] While HCD finds this methodology furthers statutory objectives, applying this methodology to another region or cycle may not necessarily further the statutory objectives as housing conditions and circumstances may differ.

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lower income jobs and affordable units. The draft methodology's income adjustments increase the number of lower income units going to higher income areas as a percentage of their total allocation. HCD commends SJCOG for including factors in the draft methodology linked to the statutory objectives such as a factor based on lower income jobs-housing fit and another based on the TCAC/HCD Opportunity Map.

Below is a summary of findings related to each statutory objective described within Government Code Section 65584(d):

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.

On a per household basis, the methodology allocates more total RHNA and lower income RHNA to jurisdictions with more higher income households. Jurisdictions with higher rents also receive more RHNA on a per household basis. Lastly, jurisdictions with higher home ownership rates and higher percentages of single-family homes receive slightly higher percentages of lower income RHNA relative to their total allocation.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

The draft methodology encourages more efficient development by using the regional growth forecast to determine each jurisdiction's base allocation, as well as by including a lower income jobs-housing fit factor. Jurisdictions with access to more jobs via a 30-minute commute receive more RHNA per household. Jurisdictions with access to more jobs via a 45-minute transit commute and lower VMT also receive larger total RHNA allocations.

3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

The draft methodology allocates the most total RHNA and lower income RHNA – relative to household share – to jurisdictions with lower income jobs-housing fit ratios over 4 (4 low-wage jobs for every affordable housing unit). Jurisdictions with lower income jobs-housing fit ratios between 1.5 and 2 also receive more total RHNA and lower income RHNA per household compared to jurisdictions with fit ratios below 1.5. Further, jurisdictions with the highest total jobs and housing imbalances receive the most total and lower income RHNA on a per household basis.

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4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

On average, jurisdictions with a larger existing share of lower income households receive smaller allocations of low- and very low-income units as a percentage of the total RHNA. For jurisdictions with higher shares of lower income households, the average lower income allocation is 35 percent of total RHNA. The average lower income allocation for cities with smaller percentages of lower income households is 43 percent.

5. Affirmatively furthering fair housing, which means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

Jurisdictions with more access to opportunity receive larger total RHNA and lower income allocations on a per household basis. Further, jurisdictions with more low-resource and high-segregation/poverty areas receive smaller total RHNA and lower income allocations per household. More specifically, jurisdictions with at least 15 percent low-resource and high-segregation/poverty areas receive a share of RHNA that is, on average, 89 percent of their share of households, compared to 212 percent for other jurisdictions.

HCD appreciates the active role of SJCOG staff – particularly Kim Anderson and Christine Corrales – in providing data and input throughout the draft SJCOG RHNA methodology development and review period. HCD also thanks Thomas Pogue and Steven McCarty-Snead for their significant efforts and assistance.

HCD looks forward to continuing our partnership with SJCOG to help its member jurisdictions meet and exceed the planning and production of the region's housing need. Support opportunities available for the SJCOG region this cycle include, but are not limited to:

- Regional Early Action Planning (REAP) 2.0 – $600 million of state and federal investment to advance implementation of adopted regional plans. REAP 2.0 funding may be used for planning and implementation that accelerates infill housing development and reduces per capita vehicle miles traveled. https://hcd.ca.gov/grants-funding/active-funding/reap2.shtml.

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- Prohousing Designation Program – Ongoing awards distributed over-the-counter to local jurisdictions with compliant Housing Elements and prohousing policies. Those awarded receive additional points or preference when applying to housing and non-housing funding programs including the Affordable Housing & Sustainable Communities (AHSC), Infill Infrastructure Grant (IIG), and Transformative Climate Communities (TCC).
- HCD also encourages all San Joaquin County local governments to consider the many other affordable housing and community development resources available to local governments, including the Permanent Local Housing Allocation program. HCD's programs can be found at https://www.hcd.ca.gov/grants-funding/nofas.shtml.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Annelise Osterberg, Housing Policy Specialist at (916) 776-7540 or annelise.osterberg@hcd.ca.gov.

Sincerely,

Tyrone Buckley
Assistant Deputy Director of Fair Housing

ATTACHMENT C: Notices of Public Hearing

DRAFT

SAN JOAQUIN COUNCIL OF GOVERNMENTS
NOTICE OF 30-DAY PUBLIC COMMENT PERIOD AND PUBLIC HEARING
FOR THE
PROPOSED REGIONAL HOUSING NEEDS ALLOCATION (RHNA) METHODOLOGY

NOTICE IS HEREBY GIVEN that the San Joaquin Council of Governments (SJCOG), as the Council of Governments (COG) for the region, has released a Proposed Regional Housing Needs Allocation (RHNA) Methodology for the Sixth Cycle of the RHNA process as required by the State in order for local jurisdictions to prepare updated General Plan Housing Elements.

As part of the methodology development process, SJCOG is required to solicit feedback on the proposed RHNA methodology during a public comment period and public hearing.

A public comment period will commence on February 2, 2022, and conclude on March 4, 2022, at 4:00 pm.

During the public comment period, materials will be available on SJCOG's RHNA webpage: www.sjcog.org/RHNA, including a methodology framework document that describes the proposed methodology developed in consultation with the RHNA Ad Hoc Committee.

A public hearing will be held on Thursday, February 24, 2022, at approximately but no earlier than 4 pm, during SJCOG's regularly scheduled Policy Board meeting to solicit comments on the proposed RHNA Methodology.

In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically using the video conferencing software Zoom and shall have the right to observe and offer public comment in real-time during the meeting.

The following options are available to members of the public to listen to the Policy Board meeting and Public Hearing and provide comments to the Policy Board members during the meeting:

Option 1: To listen and speak, join the meeting from your computer or tablet using the following link:

https://sjcog.zoom.us/j/87208968254

To make a public comment during the Public Hearing, please use the "Raise Hand" icon in Zoom and you will be called on by the chair to speak.

Option 2: For participation by teleconference only, please use the following telephone number and access codes.

Call-in Number: +1-669-900-6833
Meeting ID: 872 0896 8254

To make a public comment during the Public Hearing, please press *9 on your telephone keypad to use the "Raise Hand" feature in Zoom and you will be called on by the chair to speak. To lower your hand, press *9 again.

Spanish-speaking interpreter available upon request at the hearing and other language support or reasonable Americans with Disabilities Act accommodations may be requested 72 hours in advance of the hearing.

Public comments can also be submitted during the public comment period commencing on February 2, 2022, and concluding on March 4, 2022, at 4:00 pm.

Written comments can be submitted to the SJCOG office via U.S. Mail at

555 E Weber Ave, Stockton, CA 95202

attention Christine Corrales, Senior Regional Planner, or via email at carranza@sjcog.org. Comments received by 4:00 p.m. on March 4, 2022, will be made a part of the record.

Contact Person:
Christine Corrales,
Senior Regional Planner
555 E. Weber Ave
Stockton, CA 95202
(209) 235-0128
corrales@sjcog.org

CONSEJO DE GOBIERNOS DE SAN JOAQUÍN
AVISO DE EL PERÍODO DE COMENTARIOS PÚBLICOS DE 30-DIAS Y AUDIENCIA PÚBLICA PARA LA METODOLOGÍA PROPUESTA DE ASIGNACÍON DE NECESIDADES DE VIVIENDA REGIONAL (RHNA)

POR ESTE MEDIO SE DA AVISO que el Consejo de Gobiernos de San Joaquín (SJCOG), como el Consejo de Gobiernos (COG) para la región, ha publicado una Metodología Propuesta de Asignación de Necesidades de Vivienda Regional (RHNA) para el Sexto Ciclo del proceso RHNA según lo requerido por el Estado para que las jurisdicciones locales se preparen para actualizar sus Elementos de Vivienda del Plan General.

Como parte del proceso de desarrollo de la metodología, se requiere que SJCOG solicite comentarios sobre la metodología propuesta de RHNA durante un período de comentario público y una audiencia pública.

El período de comentarios públicos comenzará el 2 de febrero de 2022 y concluirá el 4 de marzo de 2022 a las 4:00 p.m.

Durante el período de comentarios públicos, todo material esta disponible en la página web de RHNA de SJCOG: www.sjcog.org/RHNA, incluirá un documento de estructura de la metodología que describe el desarrollada de la metodología propuesta desarrollada con la asesoría el Comité Ad Hoc de RHNA.

Se llevará a cabo una audiencia pública el jueves 24 de febrero de 2022, aproximadamente pero no antes de las 4:00 p. m. durante la reunión regular de la Junta Normativa del SJCOG para solicitar comentarios sobre la Metodología RHNA propuesta.
Con el fin de mantener las medidas adecuadas de distanciamiento social, los miembros del público pueden participar en la reunión electrónicamente utilizando el software de videoconferencia de Zoom y durante la reunión tendrá derecho a observar y ofrecer comentarios públicos en tiempo real.

Las siguientes opciones están disponibles para que los miembros del público escuchen la reunión del consejo de políticas y la Audiencia Pública y proporcionen comentarios a los miembros de la política durante la reunión:

Opción 1: Para escuchar y hablar, únase a la reunión desde su computadora o tableta usando el siguiente enlace:

https://sjcog.zoom.us/j/87208968254

Para hacer un comentario público durante la Audiencia Pública, utilice el icono "Levantar la mano" en Zoom y el presidente le pedirá que hable.

Opción 2: Para participar solo por teleconferencia, utilice el siguiente número de teléfono y códigos de acceso.

Número de llamada: **+1-669-900-6833**
Identificación de la reunión: **872 0896 8254**

Para hacer un comentario público durante la Audiencia Pública, presione *9 en el teclado de su teléfono para usar la función "Levantar la mano" en Zoom y el presidente le pedirá que hable. Para bajar la mano, presione *9 nuevamente.

Intérpretes que habla español estan disponibles a petición para la Audiencia Publica, tanbien se pueden solicitar 72 horas antes de la audiencia otros apoyos lingüísticos o adaptaciones razonables según la Ley de Acta de Americanos con Discapacidades.

Los comentarios públicos también se pueden enviar durante el período de comentarios públicos comenzando el 2 de febrero de 2022 y terminando el 4 de marzo de 2022 a las 4:00 p.m.

Los comentarios por escrito se pueden enviar a la oficina de SJCOG a través del correo a la dirección

555 E Weber Ave, Stockton, CA 95202

dirigido a Christine Corrales, Planificadora Regional Superior, o por correo electrónico a carranza@sjcog.org. Comentarios recibidos a las 4:00 p.m. el 4 de marzo de 2022, serán parte del récord.

Persona para contactar:
Christine Corrales,
Planificadora Regional Superior
555 E. Weber Ave
Stockton, CA 95202
(209) 235-0128
corrales@sjcog.org

DRAFT

ATTACHMENT D: Comments Received Regarding RHNA Methodology

DRAFT

i. SJCOG's Formal Response to California Rural Legal Assistance

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

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MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

March 16, 2022

California Rural Legal Assistance, Inc.
Nicholas Jensen
145 E. Weber Ave
Stockton, CA 95202

RE: Regional Housing Needs Allocation Public Comment.

Dear Nicholas Jensen:

Thank you for submitting your comment on the draft Regional Housing Needs Assessment (RHNA) methodology for San Joaquin County. We have carefully reviewed the comments and have responded accordingly.

How does the RTP/SCS forecast meet the RHNA objective of promoting infill development and socioeconomic equity?

There are a few ways that the RTP/SCS forecast supports and encourages infill and equity:

- The RTP/SCS forecast is aligned with the land-use projections developed in consultation with jurisdictions, ensuring consistency between housing elements and RHNA. Since the land-use projection for the RTP/SCS is developed based on goals and strategies that support infill and equity, efficient growth patterns, protection of the environment; and the forecast is consistent with the land-use projection, both support the RHNA objectives.
- The RTP/SCS forecast represents the most nuanced population growth projection available through its circular dependence on jurisdictions planning processes including policies that promote infill by preserving open space and natural resources.
- Also significant, we excluded rural areas in our Opportunity Areas adjustment factor to ensure promoting equitable infill development. This encourages infill development in more urban job centers, lessening the need for driving to get to destinations.
- While there were several choices to use as the base forecast for each jurisdiction for RHNA, the one chosen was the percentage share of growth anticipated during the RHNA period in each jurisdiction.

The development of the RTP/SCS has been ongoing for two years, so the RHNA has been developed alongside the RTP/SCS. The draft RTP will be released in the next couple of months and will be considered for adoption in the summer. The RHNA methodology will be finalized after the comment period closes this week and then sent to HCD for formal review. They have 60 days to review – after that, we will officially post the RHNA allocations for each jurisdiction and another review period will start. Depending on the number of appeals received (if any), the final RHNA plan may or may not be complete by the time the RTP is considered for adoption – but the processes are very much intertwined.

How do we know the population forecast effectively anticipates the infill & equity-based land use goals if the land use projections haven't been developed yet?

Land use projections and the population forecast are developed in an iterative process. Regional land use projections are developed as part of the RTP/SCS process. The current RTP/SCS from 2018 made land-use projections based on the forecast at that time (vintage 2016), and the RTP/SCS update that is currently under development has similarly made land-use projections utilizing the latest forecast that was utilized for the RHNA process (vintage 2020). It is a cyclical and interrelated process. By forecasting population, households, and employment, including demographic characteristics thereof, the forecast helps align and inform the development of the interrelated RHNA, RTP/SCS, and local planning efforts throughout San Joaquin County. Thus, the forecast is both informed by *and* informing strategies for meeting infill and equity-based land-use goals. Local area forecasts consider existing planning documents, as well as growth capacities in Municipal Service Reviews, and help inform future planning efforts (e.g., updates to General Plans and Housing Elements). In their Housing Elements, local jurisdictions must identify sites zoned to fully accommodate the RHNA (see Government Code § 65583(a)), which furthers the regional infill, efficient growth patterns, and GHG emission reduction targets supported by the RHNA, which is itself also reflected in the RTP/SCS. While local jurisdictions retain broad land-use authority, local jurisdictions that implement plans, programs, and projects in line with the policies and strategies of the RTP/SCS qualify for additional funding, incentives (e.g., CEQA streamlining), and resources.

The forecast is an informed prediction, which considers data, as well as policies and projects in planning documents and feedback from local jurisdictions. The forecast further supports equity and infill development, including GHG emission reduction targets, by informing the RTP/SCS and RHNA, which aims to focus housing units in areas of opportunity near projected job centers at costs affordable to a diversity of households. By utilizing a consistent baseline established by the forecast, the RHNA furthers infill development and equity goals on its own and through the RTP/SCS and local planning efforts aligned with a common baseline projection of growth—and these efforts also help inform subsequent forecasts.

Do all the county's jurisdictions have policies that sufficiently favor infill, efficient growth patterns, and meeting GHG emission reduction targets?

The RTP/SCS utilizes the forecast to help develop a long-range vision and investment plan to meet projected transportation needs in furtherance of economic, environmental, and public health goals. By using the same baseline growth projections as the RHNA, the policies and strategies of the RTP/SCS support a consistent level of growth and comprehensively plans for meeting the resultant housing needs in a way that contributes to the reduction in GHG emissions and that favors infill development and efficient growth patterns in an equitable way in each of San Joaquin County's jurisdictions. Like the forecast, the RTP/SCS, which is updated every four years, considers existing land use projections, and informs future land use projections in an iterative process directed toward the development of a sustainable community. The RTP/SCS also incorporates feedback from a variety of perspectives, including related to economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversion/preservation, for example.

The RTP/SCS "identifies land use patterns that encourage infill development and compact development," "makes provisions for new residential development growth that makes shifts from single-family development to more multi-family development," "delivers a system to reduce vehicle miles traveled and peak hour traffic congestion," increases public transit services accessible to all income levels, and "encourages new housing and jobs in urbanized areas to better integrate housing, land use, and transportation facilities" (p. 1-21; also see p. 3-2). Further, the RTP/SCS's policy element considers "statutory housing goals and objectives," including the RHNA, and identifies areas to accommodate long-term and more short-term housing needs in an equitable and sustainable way (p. 3-2; also see pp. 3 and 4 of the FAQ at https://www.sjcog.org/DocumentCenter/View/3190/RTP-SCS-Plan-Factsheet). RTP/SCS performance indicators help assess "the equitability of Plan investments across all income and minority groups in San Joaquin County," "and the Plan provides for increased housing choices for all populations in San Joaquin County" (p. 5-11). For a more detailed description of how the RTP/SCS attempts to accomplish this, see the current RTP/SCS at https://www.sjcog.org/278/Adopted-2018-RTPSCS and the proposed 2022 list of policies and strategies at https://www.sjcog.org/DocumentCenter/View/6056/Proposed-Policies-and-Strategies.

Whereas the RTP/SCS utilizes the forecast to identify ways that land use development and transportation can meet GHG emission reduction targets set by the California Air Resources Board, the RHNA utilizes the forecast to help assess and allocate local housing needs identified by the California Department of Housing & Community Development. RHNA does not rely exclusively on the RTP/SCS to further the infill, sustainability, and equity objectives. The RHNA is required to meet five statutory objectives outlined in Government Code § 65584(d), which relate to 1) increasing the housing supply and mix of housing types, 2) promoting infill, equity, and the environment, 3) ensuring a jobs-housing balance and fit, 4) promoting regional income parity, and 5) affirmatively furthering fair housing. The RHNA aims to support these objectives through a variety of methods. For example, as outlined in more detail in the draft RHNA methodology at https://www.sjcog.org/DocumentCenter/View/6803/San-Joaquin_6thRHNA_FrameworkReport_2021_12_22a, the RHNA supports the second statutory objective mentioned above, "promoting infill, equity, and the environment," through its Affirmatively Furthering Fair Housing Factor and Jobs-Housing Fit Factor adjustments. Further, as mentioned previously, the RHNA excluded rural areas in our Opportunity Areas adjustment factor to promote equitable and sustainable infill development in urban job centers, lessening the need for driving to get to destinations.

We thank you for your comment submission.

Sincerely,

Kim Anderson

Kim Anderson,
Deputy Director, Planning
San Joaquin Council of Governments

ii. Public Comment from Enterprise Community Partners on March 4, 2022

Enterprise

VIA EMAIL

March 4, 2022

ATTN: Christine Corrales
San Joaquin Council of Governments
555 E. Weber Ave.
Stockton, CA 95202

Dear Ms. Corrales,

Thank you for the opportunity to comment on the draft Regional Housing Needs Assessment (RHNA) methodology for San Joaquin County.

Enterprise Community Partners (Enterprise) is a national nonprofit that develops technical and capacity-building programs, advocates for policies, and delivers the capital to create and preserve affordable housing for low-income families. Since 2016, Enterprise has established itself as a leader in affordable housing programming and policy development across the San Joaquin Valley region. The following comments, questions, and recommendations to the draft RHNA methodology are informed by Enterprise's direct experience with affordable housing in San Joaquin County as well as our experience working with other regions on their own RHNA methodology development processes.

- Use the full SCS horizon growth projections period (2050) to determine the proportional distribution for the baseline allocations, instead of limiting the time period to 2031. The Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), Envision 2050, sets the long-term growth pattern for San Joaquin County through the year 2050. The upcoming RHNA cycle runs from 2023 to 2031. Enterprise recognizes that the draft methodology is seeking to ensure consistency between the regional household growth projections and RHNA, but we believe using the growth projections for the full term of Envision 2050 are the best option to inform the zoning and site selection required by this RHNA and housing element update cycle because they reflect the actual projected long-term household growth projections as laid out in the region's RTP/SCS. This is especially important given that the Envision 2050 growth projection from 2023-2031 (22,930) does not reflect the scale of the housing need for the region, as identified by the State through the SJCOG Regional Housing Needs Determination (RHND - 52,719), as outlined in Table 2. Enterprise also recognizes that realizing the final outcome of housing growth is a years-long process where the development community must identify sites, financing, move through

Enterprise Community Partners
101 Montgomery Street, Suite 1350, San Francisco, CA 94104 | 415.395.9405 | enterprisecommunity.org

Enterprise

lengthy entitlement and permit processes and eventually construct units. It is likely that parcels zoned within jurisdictions to accommodate current RHNA allocations may not start the actual development process or may not be completed to have new residents move in until after the upcoming cycle has ended in 2031. We therefore recommend that the draft methodology be updated to reflect Base Allocation 6 from Table 13 in Appendix B which utilizes RTP/SCS Household Growth from 2022 to 2050.

- Incorporate a Jobs-Proximity (both auto and transit) adjustment factor to actively further statutory Objective 2. Table 5 in the draft RHNA methodology indicates that the baseline RTP/SCS growth forecast is the adjustment factor used to support meeting statutory Objective 2: *Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns.* Enterprise is not clear on the direct connection between the RTP/SCS growth forecast and its relation to the goals of Objective 2. We recommend replacing the Jobs-Housing Fit adjustment factor with Jobs-Proximity data for both automobiles and transit. While factors like jobs-housing fit account for the relationship between available housing units affordable to low-income households and low-wage employment opportunities within a jurisdiction, it does not take into account actual proximity and access to these employment opportunities in relation to housing. In addition, many San Joaquin County residents travel between jurisdictions and outside the county for employment, which the jobs-housing fit indicator does not consider. Jobs-Proximity adjustment factors for automobiles and transit would help ensure that goals around infill housing, environmental protection and more efficient land-use patterns are accurately assessed by accounting more explicitly for vehicle miles traveled and transit access.

- Apply adjustment factors to high-income unit allocations. The draft RHNA methodology indicates that adjustment factors were applied only to low-income unit allocations. High-income unit allocations were then adjusted to ensure the total unit allocation per jurisdiction do not deviate from the baseline allocation. As noted above, the RHND is more than double what the RTP/SCS anticipates for household growth between 2023-2031, per Table 2 in the methodology document, and increasing the support of housing units at all income levels is important both for growing overall supply and also for achieving Affirmatively Furthering Fair Housing and climate goals (Objectives 2 and 5). The high-income unit allocation would particularly benefit from a Jobs-Proximity adjustment factor in order to ensure that curbing sprawling development patterns does not fall to low-income units alone. Enterprise recommends that adjustment factors be applied to both low and high-income unit allocations OR, after applying adjustment factors to low-income unit

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allocations, the high-income units be adjusted equally across jurisdictions to reflect the aggregate RHND, rather than jurisdiction-by-jurisdiction to return each jurisdiction's total allocation back to the baseline. If adjustments are being made, it is important that it impacts the jurisdiction's total allocation, not just their low-income allocation.

- Improve public participation. At the public hearing held February 24, 2022, to review the draft RHNA methodology, there was only one question submitted and there was no public response to this question (instead, staff noted they would follow up individually with the commenter). The public notice posted on SJCOG's website directs individuals to a required sign-in page to view the public-hearing notice. While there was a virtual workshop offered in January targeted to housing stakeholders, it is unclear whether the public was offered opportunity to inform the methodology development prior to the public hearing. Enterprise believes this process should be made more accessible to public input, following precedent established in other regions. We recommend that SJCOG hold an additional public hearing to review and respond to all feedback received during the comment period. We also recognize that public engagement will be critical to the next phase of this work – housing element updates. We recommend that SJCOG require that if jurisdictions are using REAP 1.0 funding to assist with housing element development that they include a robust public engagement process as a condition of securing funding.

We thank you for your willingness to consider these comments and suggestions and welcome the opportunity to discuss them in greater detail or answer any additional questions.

Sincerely,

Kristine Williams

Kristine Williams
Program Director
Enterprise Community Partners

Cc:

Justine Marcus, State and Local Policy Director
Brenda Amboy, Program Officer

Enterprise Community Partners
101 Montgomery Street, Suite 1350, San Francisco, CA 94104 | 415.395.9405 | enterprisecommunity.org

VIA EMAIL

iii: SJCOG's Formal Response to Enterprise Community Partners

SAN JOAQUIN COUNCIL OF GOVERNMENTS
555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

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March 16, 2022

Enterprise Community Partners
Kristine Williams, Program Director
101 Montgomery Street
Suite 1350
San Francisco, CA 94104

RE: Regional Housing Needs Allocation Public Comment.

Dear Kristine Williams:

Thank you for submitting your comment on the draft Regional Housing Needs Assessment (RHNA) methodology for San Joaquin County. We have carefully reviewed the comments and have responded accordingly.

Use the full SCS horizon growth projections period (2050) to determine the proportional distribution for the baseline allocations, instead of limiting the period to 2031.

- We appreciate the suggestion regarding the use of the alternative time horizon through 2050 (Base Allocation 6). We carefully considered that option; however, when we analyzed the impact on the five statutory RHNA objectives, we found that using Base Allocation 6 dropped our performance in supporting Objective 2 (promoting infill, equity, and the environment). While Base Allocation 6 does marginally improve our impact across most measures in terms of the other objectives, Base Allocation 4 also promotes those objectives without undermining performance in Objective 2. This situation is created because as we look to the longer time horizon (Base Allocation 6) comparatively more growth is forecast to occur in the south of the county in communities like Lathrop, Manteca, and Tracy where infill and transit options are less extensive. As a result, switching from Base Allocation 4 puts more growth in areas that undermine Objective 2.

Incorporate a Jobs-Proximity (both auto and transit) adjustment factor to actively further statutory Objective 2.

1) **In terms of the connection between the RTP/SCS growth forecast and the goals of Objective 2:**

- Regional land use projections are developed as part of the RTP/SCS process. The current RTP/SCS from 2018 made land-use projections based on the forecast at that time, and the RTP/SCS update that is currently under development will similarly make land-use projections utilizing the latest forecast utilized by the RHNA. It is a cyclical and interrelated process. By forecasting population, households, and employment, including demographic characteristics thereof, the forecast helps align and inform the development of the interrelated RHNA, RTP/SCS, and local planning efforts throughout San Joaquin County. Thus, the forecast is both informed by and informing strategies for meeting infill

and equity-based land-use goals. Local area forecasts consider existing planning documents, as well as growth capacities in Municipal Service Reviews, and help inform future planning efforts (e.g., updates to General Plans and Housing Elements).

- In their Housing Elements, local jurisdictions must identify sites zoned to fully accommodate the RHNA (see Government Code § 65583(a)), which furthers the regional infill, efficient growth patterns, and GHG emission reduction targets supported by the RHNA, which is itself also reflected in the RTP/SCS. While local jurisdictions retain broad land-use authority, local jurisdictions that implement plans, programs, and projects in line with the policies and strategies of the RTP/SCS qualify for additional funding, incentives (e.g., CEQA streamlining), and resources.
- The forecast is an informed prediction, which considers data, as well as policies and projects in planning documents and feedback from local jurisdictions. The forecast further supports equity and infill development, including GHG emission reduction targets, by informing the RTP/SCS and RHNA, which aims to focus housing units in areas of opportunity near projected job centers at costs affordable to a diversity of households. By utilizing a consistent baseline established by the forecast, the RHNA furthers infill development and equity goals on its own and through the RTP/SCS and local planning efforts aligned with a common baseline projection of growth—and these efforts also help inform subsequent forecasts.
- The RTP/SCS utilizes the forecast to help develop a long-range vision and investment plan to meet projected transportation needs in furtherance of economic, environmental, and public health goals. By using the same baseline growth projections as the RHNA, the policies and strategies of the RTP/SCS support a consistent level of growth and comprehensively plans for meeting the resultant housing needs in a way that contributes to the reduction in GHG emissions and that favors infill development and efficient growth patterns in an equitable way in each of San Joaquin County's jurisdictions. Like the forecast, the RTP/SCS, which is updated every four years, considers existing land-use projections and also informs future land-use projections in an iterative process directed toward the development of a sustainable community. The RTP/SCS also incorporates feedback from a variety of perspectives, including related to economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversion/preservation, for example.
- The RTP/SCS "identifies land use patterns that encourage infill development and compact development," "makes provisions for new residential development growth that makes shifts from single-family development to more multi-family development," "delivers a system to reduce vehicle miles traveled and peak hour traffic congestion," increases public transit services accessible to all income levels, and "encourages new housing and jobs in urbanized areas to better integrate housing, land use, and transportation facilities" (p. 1-21; also see p. 3-2). Further, the RTP/SCS's policy element considers "statutory housing goals and objectives," including the RHNA, and identifies areas to accommodate long-term and more short-term housing needs in an equitable and sustainable way (p. 3-2 of the RTP/SCS; also see pp. 3 and 4 of the FAQ at https://www.sjcog.org/DocumentCenter/View/3190/RTP-SCS-Plan-Factsheet).

In terms of replacing the Jobs-Housing Fit adjustment factor with Jobs-Proximity data for both automobiles and transit to promote Objective 2:

- Inclusion of the Jobs-Housing Fit adjustment factor is done because of the need to ensure Objective 3, promoting an improved intraregional relationship between jobs and housing, especially considering the number of affordable housing units to low-wage workers in each jurisdiction. The point that you make about the need for affordable housing near the site of low wage work is precisely why the Jobs-Housing Fit adjustment factor is being used as it shows a need for affordable housing in the jurisdictions in the south of the county where lower paid jobs are growing rapidly but there is limited affordable housing. It is important that Objective 3 not be discounted and that we promote a RHNA allocation proportional to the jurisdiction's share of jobs as well as ensure that the share of lower-income RHNA is proportional to the jurisdiction's share of low-wage jobs. Both components are furthered under the current methodology with the explicit Jobs-Housing Fit adjustment factor promoting Objective 3. Given the growth of low-wage jobs in the southern portion of San Joaquin County, removing the Jobs-Housing Fit adjustment factor and replacing it with Jobs-Proximity data will reduce the methodology's support and promotion of Objective 3 and may also have negative impacts on Objectives 1, 4 and 5.

Apply adjustment factors to high-income unit allocations

- The current methodology does adjust both the high-income and low-income unit allocations. Given that each jurisdiction has a set number of total housing units, allocation of additional low-income units reduces that allocation of high-income units and vice versa. There is no connection between the scale of the RTP/SCS forecast and the adequacy of the RHNA allocation as it is the growth rate from the RTP/SCS that determines the share of total RHNA a jurisdiction receives. All adjustments are being made to both allocations, but the mechanism is on the lower RHNA allocation as the first step in the process. For instance, Stockton had an initial allocation of 7,472 higher income units but that allocation increased to 8,660 after the adjustment factors were applied. Similarly, Tracy had an initial allocation of 5,206 higher income units; however, after the adjustment factors were applied, that allocation decreased to 3,957.

Public Participation

We appreciate the opportunity to consider improving the process for the future, including with an additional public hearing and with linking REAP funding with an enhanced public engagement process. Regarding state law and public participation requirements for the Regional Housing Needs Allocation (RHNA), Government Code § 65584.04(d) states the following:

> Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community as well as members of protected classes under Section 12955. [Protected classes include "race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, veteran or military status, or genetic information of that person."] The proposed methodology, along with any relevant underlying data and assumptions, an explanation of how information about local

government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, how each of the factors listed in subdivision (e) is incorporated into the methodology, and how the proposed methodology furthers the objectives listed in subdivision (e) of Section 65584, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written or electronic request for the proposed methodology and published on the council of governments', or delegate subregion's, internet website. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

SJCOG convened an ad hoc RHNA technical working group, which met four times between February 2021 and December 2021. RHNA related staff reports were presented to SJCOG's standing committees and policy board in the months of January, June, and October 2021, as well as January and February 2022. On January 12, 2022, the San Joaquin Council of Governments (SJCOG) hosted a RHNA Cycle 6 virtual workshop for San Joaquin County housing stakeholders. In accordance with state law, a public comment period opened on February 2, 2022, and closed on March 4, 2022. SJCOG hosted a Regional Housing Symposium on 2/23 and 2/24, which was another opportunity for outreach and public participation. And, in addition to the aforementioned workshop, committee meetings, and symposium, a public hearing took place on February 24, 2022, at the regular SJCOG.

SJCOG provided public notice in English and Spanish online on the SJCOG RHNA webpage at https://www.sjcog.org/113/Regional-Housing-Needs-Allocation, on the SJCOG Press Releases, Hearings, & Public Notices webpage at https://www.sjcog.org/270/Press-Releases-Hearings-Public-Notices, and via email to over 230 interested parties who signed up at https://www.sjcog.org/126/4299/Public-Information to receive email notifications. (While the PDF of the public notice required registration to access via the SJCOG RHNA webpage, the dates of the public comment period and public hearing were visible directly on that webpage and the public notice was also available for download in English and Spanish without registration on the SJCOG Press Releases, Hearings, & Public Notices webpage.) The Draft RHNA Methodology Framework Report was posted online at the SJCOG RHNA website in advance of the public comment period. The SJCOG RHNA website listed contact information for a CivicSpark Fellow and the Senior Regional Planner assigned to this process. Members of the public were invited to submit comments at the public hearing, as well as via mail and email during the public comment period. The aforementioned process exceeds legal requirements and attempts to facilitate an inclusive engagement of all interested stakeholders.

We thank you for your comment submission.

Sincerely,

Kim Anderson

Kim Anderson,
Deputy Director, Planning
San Joaquin Council of Governments

ATTACHMENT E: Report on the Jurisdictional Survey of the Housing Environment

DRAFT

San Joaquin Council of Governments

Jurisdictional Survey of the Housing Environment: 2023-2031 Regional Housing Needs Allocation – Cycle 6

Administrative Draft

2 March 2022

Prepared by:

Center for Business and Policy Research

University of the Pacific

Stockton and Sacramento, California

UNIVERSITY OF THE PACIFIC
Center for Business & Policy Research

Prepared for:

San Joaquin Council of Governments

Stockton, California

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Glossary of Acronyms

CEQA	California Environmental Quality Act
COG	Council of Governments
HUD	U.S. Department of Housing and Urban Development
RHNA	Regional Housing Needs Allocation
RHNA Plan	Regional Housing Needs Allocation Plan
VMT	Vehicle Miles Travelled

RHNA Member Jurisdiction Survey Results

California Government Code requires that each Council of Government survey its member jurisdictions for information to inform development of the RHNA Methodology and Plan. The survey utilized for this study [hereafter referred to as the Survey[1]] contained a series of forty-one questions intended to gather information related to five Objectives and fifteen Factors required for consideration. For reference, Government Code § 65584(d) specifies the following five Objectives all RHNA Plans must further:

1. **Housing Affordability, Equity, Supply, and Mix:** Increase housing supply and mix of housing types, with the goal of improving housing affordability and equity in all cities and counties within the region.
2. **Environmental Justice and Sustainability:** Promote infill development and socioeconomic equity; protect environmental and agricultural resources; encourage efficient development patterns; and achieve greenhouse gas reduction targets.
3. **Jobs-to-Housing Balance:** Improve intra-regional jobs-to-housing relationship, including the balance between low-wage jobs and affordable housing units for low-wage workers in each jurisdiction.
4. **Mixed-Income Communities**: Balance disproportionate household income distributions (more high-income allocation to lower-income areas, and vice versa).
5. **Fair Housing and Inclusivity:** Affirmatively further fair housing to promote fair housing choice and foster inclusive communities that are free from discrimination.

Further, Government Code §65584.04(e) identifies many additional Factors to be considered when developing the RHNA methodology, including the following fifteen:

1. Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing.
2. Lack of capacity for sewer or water service due to decisions outside jurisdiction's control.
3. Availability of land suitable for urban development.
4. Lands protected from urban development under existing federal or state programs.
5. Policies to preserve or protect land from urban development.
6. Opportunities to maximize use of transit and existing transportation infrastructure.
7. Policies directing growth toward incorporated areas.
8. Existing or projected loss of units contained in affordable housing developments.
9. High housing cost burdens.
10. The rate of overcrowding.
11. Housing needs of farmworkers.
12. Housing needs generated by a university within the jurisdiction.
13. Housing needs of individuals and families experiencing homelessness.
14. Units lost during a state of emergency that have yet to be replaced.
15. The region's SB 375 Greenhouse Gas Reduction Targets.

In order to effectively inform the development of the RHNA Plan, the Survey questions elicit information regarding actions, issues, and strategies that correspond to the abovementioned Objectives and Factors. Responses to the Survey not only help fulfill legal requirements, they also

[1] See Appendix for individual responses to the Survey.

enhance the ability to effectively identify and address barriers that negatively impact progress toward achievement of California's housing goals. Indeed, the responses provide information to help make informed decisions to improve environmental sustainability, the character and quality of the community, people's lives, and the realization of principles of fair housing, diversity, equity, inclusivity, and justice.

Responses

The Survey was distributed electronically to each of the seven members of San Joaquin Council of Governments [hereafter SJ COG] in July 2021. All seven members of SJ COG responded to the Survey between August and November 2021:[2]

1. City of Lodi
2. City of Stockton
3. City of Tracy
4. City of Ripon
5. City of Lathrop
6. City of Manteca
7. San Joaquin County

Key Findings

Overall, the Survey highlighted a significant concern for the balance of low-wage workers to affordable homes in the region. Demonstrating the importance of affordable housing for economic development, one of the most commonly cited impact of a shortage of affordable housing consisted of making it difficult for local employers to hire and/or retain workers. Beyond economic development, most jurisdictions also realized negative impacts of longer commute times and high-cost burdens for residents, which decreases the time and money available to support the local economy as well. The majority of responding jurisdictions (four of seven) use such data to inform policy decisions.

In terms of constraints, jurisdictions often cite construction costs and infrastructure limits, such as water and sewer, along with lack of suitable land available for development, as inhibiting the development of affordable housing. The responses demonstrate the significance of the availability of funding, land, and water, and the potential for jurisdictions to develop programs to respond to the constraints and opportunities identified in each jurisdiction.

Most jurisdictions (four of seven) consider the impacts of costs and overcrowding on residents. While there does not appear to be a housing need due to postsecondary educational institutions, two jurisdictions recognized a need for more farmworker housing.

Most jurisdictions (five out of seven) do not have an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing as required by the U.S. Department of Housing and

Urban Development (HUD) in some circumstances. Only one responding jurisdiction currently has an environmental justice/social equity element while two are in the process of adding these considerations to each chapter of their general plans. Most jurisdictions utilize data collected by community organizations, publicly available datasets, and local data sources to assess fair housing issues.

A majority of responding jurisdictions cite infrastructure needs and construction costs as significant impediments to the construction of a variety of types of affordable housing. Seventy-one percent of jurisdictions assessed that they were "somewhat successful" in achieving goals for overcoming historical patterns of segregation or removing barriers to equal housing opportunity through their past actions.

Summary of Results

This section considers the responses to each of the substantive questions in the seven-section, forty-one question Survey.

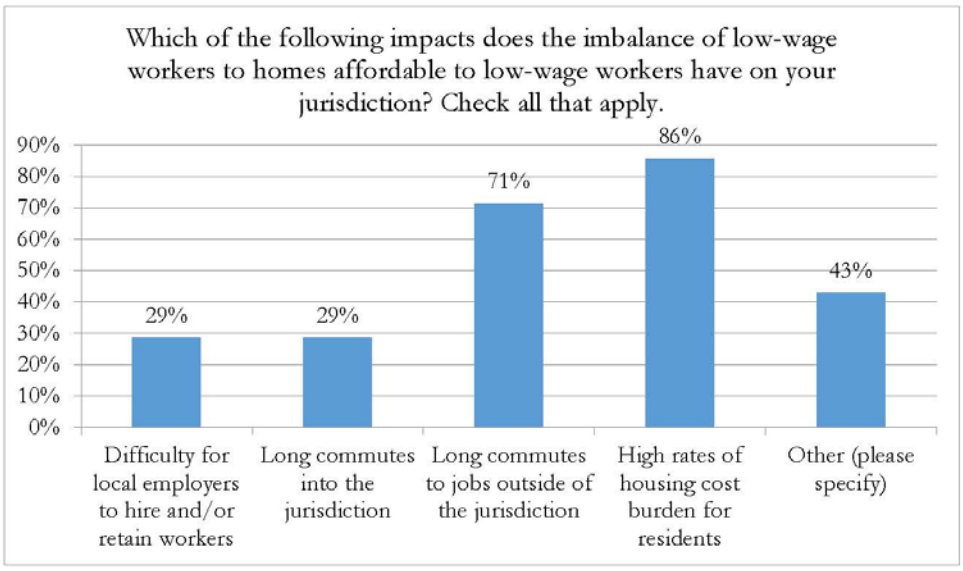
Jobs and Housing

The first section of the Survey, which included the first seven questions, focused on jobs and housing. Whereas the first two questions of the survey sought to gather information about the respondents, the third question assessed whether the jurisdiction's Jobs-Housing Fit Ratio, which measures the number of lower-wage jobs (jobs with earnings less than $3,333/month) to affordable housing units (units with rent less than $1,000/month), matched the jurisdictions perceptions. Fifty-seven percent (four of seven respondents to this question) indicated that the Jobs-Housing Fit Ratio matched the jurisdiction's perceptions.

Following up on the third question related to the Jobs-Housing Fit Ratio, the fourth question asked, "What would you say are the primary reasons for the imbalance in your jurisdiction's jobs-housing fit ratio?" Forty-three percent of respondents (three of seven) indicated that housing trends in the Bay Area were driving the imbalance in their jurisdiction's jobs-housing fit ratio.

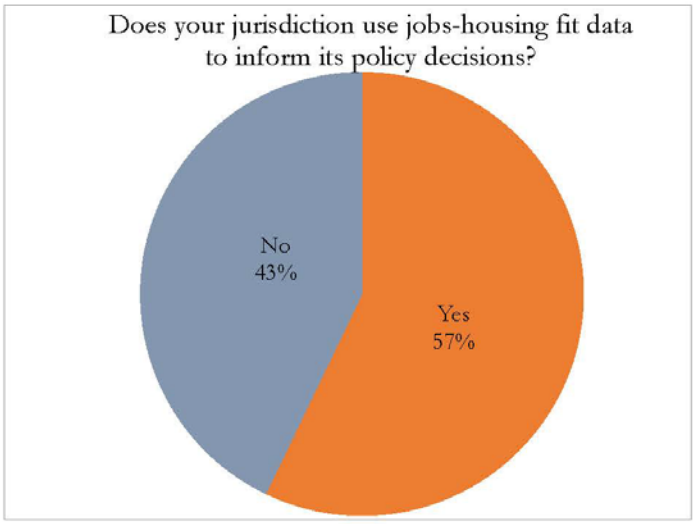
Continuing the analysis of the jurisdictions' Jobs-Housing Fit Ratio, question five asked jurisdictions to analyze the impacts of the imbalance of low wage workers to homes affordable to low wage workers in their jurisdiction. Eighty-six percent (six of seven) of jurisdictions responded that residents in their jurisdiction faced high rates of housing cost burden as a result of the ratio. Seventy-one percent (five of seven) of jurisdictions reported long commutes to jobs outside the jurisdiction as a result of the Jobs Housing Fit ratio. Forty-three percent (three of seven) of the jurisdictions responded that the Jobs-Housing Fit Ratio in their jurisdiction made it difficult for local employers to hire and/or retain workers. Twenty-nine percent (two of seven) of the jurisdictions reported long commutes into the jurisdiction as a result of the Jobs Housing Fit ratio.

Figure 1: Impact of Balance Between Low-Wage Jobs and Affordable Housing



Continuing the analysis of the jurisdictions' Jobs-Housing Fit Ratio, question six asked if jurisdictions used jobs housing fit data to inform policy decisions. Fifty-seven percent (four of seven) of jurisdictions surveyed used jobs-housing data to inform policy.

Figure 2: Use of Jobs-Housing Fit Data to Inform Policy Decisions



Question seven asked, given the jurisdiction's jobs-housing fit imbalance for low wage workers, which public policies, programs or strategies would be helpful for addressing the imbalance. Eighty-six percent of the jurisdictions (six out of seven) responded that increased funding for affordable housing would help address the jobs-housing fit imbalance. Fifty seven percent of the jurisdictions (four of seven) responded that inclusionary zoning would help address the jobs-housing fit imbalance. Three of seven jurisdictions responded that increased housing density would help address the jobs-housing fit imbalance. Three of seven jurisdictions also responded that community land trusts would help address the jobs-housing fit imbalance.

Housing Opportunities and Constraints

The second section of the Survey, which consisted of questions eight through twelve, focused on housing opportunities and constraints. Question eight asked jurisdictions to identify the constraints and opportunities for the development of additional housing by 2031 in the jurisdiction. Overall, the greatest opportunities recognized by the jurisdictions consist of the availability of parks, the availability of vacant land, the availability of water suitable for consumption and the availability of suitable land. Each of these factors were viewed as opportunities by 43% to 57% of respondents (3-4 jurisdictions). The greatest constraints recognized by the jurisdictions were financing/funding for affordable housing, sewer capacity, and state requirements to reduce vehicle miles traveled, which were cited as constraints by 57% of jurisdictions (four out of seven). 43% of jurisdictions identified construction workforce, cost of construction, availability of water suitable for consumption, county policies to preserve agricultural land, the impacts of climate change and natural disasters, and utility connection fees as constraints on the development of additional housing by 2031. At least 43% of jurisdictions identified availability of public or social services, availability of schools, impact of climate change, lands protected by federal or state programs, project labor agreements, state requirements to reduce vehicle miles traveled, and weak market conditions as both an opportunity and a constraint on the development of additional housing by 2031.

Question nine asked respondents which of the characteristics of their jurisdiction marked as opportunities in question eight represented the greatest opportunities for adding additional housing by 2031 within their jurisdiction. The jurisdictions selected the following opportunities:

1. Land availability, including public, suitable, or vacant land (four of seven respondents selected this)
2. Financing/funding for affordable housing (two of seven respondents selected this)
3. Availability of schools (one of seven respondents selected this)
4. Availability of parks and recreation programs (one of seven respondents selected this)
5. Availability of social services (one of seven respondents selected this)

Similarly, when asked to identify the three greatest constraints for the development of additional housing by 2031 in question ten, the jurisdictions selected the following eight constraints:

1. Sewer and/or water capacity limits (three of seven respondents selected this)
2. Availability of funding for affordable housing (two of seven respondents selected this)
3. Construction costs (two of seven respondents selected this)

4. State requirements to reduce VMT (two of seven respondents selected this)
5. Land protected by government programs (one of seven respondents selected this)
6. Availability of suitable land (one of seven respondents selected this)
7. Availability of schools (one of seven respondents selected this)

The responses demonstrate the significance of the availability of funding, land, and water.

Figure 3: Housing Development Constraints and Opportunities

Which of the following apply to your jurisdiction as an opportunity and/or a constraint for development of additional housing by 2031?				
	Opportunity	Constraint	Both	Total
Availability of construction workforce	13%	63%	25%	8
Availability of parks	63%	38%	0%	8
Availability of public or social services	22%	67%	11%	9
Availability of schools	75%	13%	13%	8
Availability of surplus public land	14%	71%	14%	7
Availability of vacant land	60%	10%	30%	10
Availability of water suitable for consumption	44%	44%	11%	9
Construction costs	0%	100%	0%	10
County policies to preserve agricultural land	40%	40%	20%	5
Financing/funding for affordable housing	40%	60%	0%	10
Impact of climate change and natural hazards	33%	67%	0%	6
Lands protected by federal or State programs	0%	57%	43%	7
Project labor agreements	0%	67%	33%	6
Sewer Capacity	56%	44%	0%	9
State requirements to reduce VMT	20%	50%	30%	10
Suitable land availability	56%	33%	11%	9
Utility connection fees	29%	29%	43%	7
Weak market conditions	14%	57%	29%	7

Four of the seven respondents to question eight wrote in additional constraints. The additional constraints include continued availability of state and federal funding, unpredictability and inconsistency of new legislation, market effects of Bay Area housing prices, a need for builder liability reform for condominiums and townhouses, and higher developer return on investment in other jurisdictions.

Question eleven asked jurisdictions to identify the primary obstacles to meeting affordable housing goals. The greatest obstacles include community opposition (fifty-seven percent), federal and state funding availability (seventy-one percent), lack of requisite infrastructure such as sewer and water (twenty-eight percent), local gap financing for affordable housing (fifty-seven percent), and local affordable housing development capacity (twenty-eight percent). Two jurisdictions provided additional responses, which listed development agreements and lack of financial incentives for developers and builders as additional obstacles in their jurisdiction.

Figure 4: Primary Affordable Housing Barriers

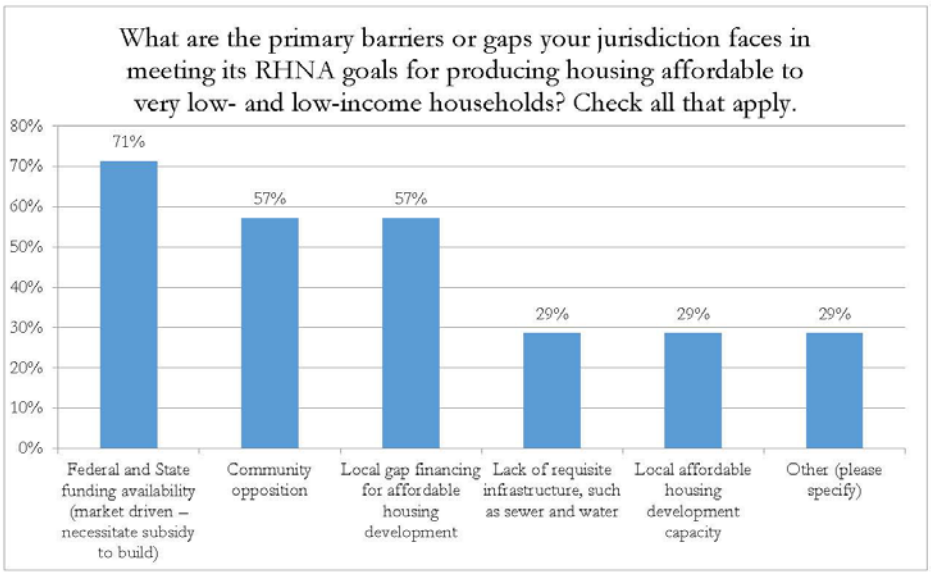
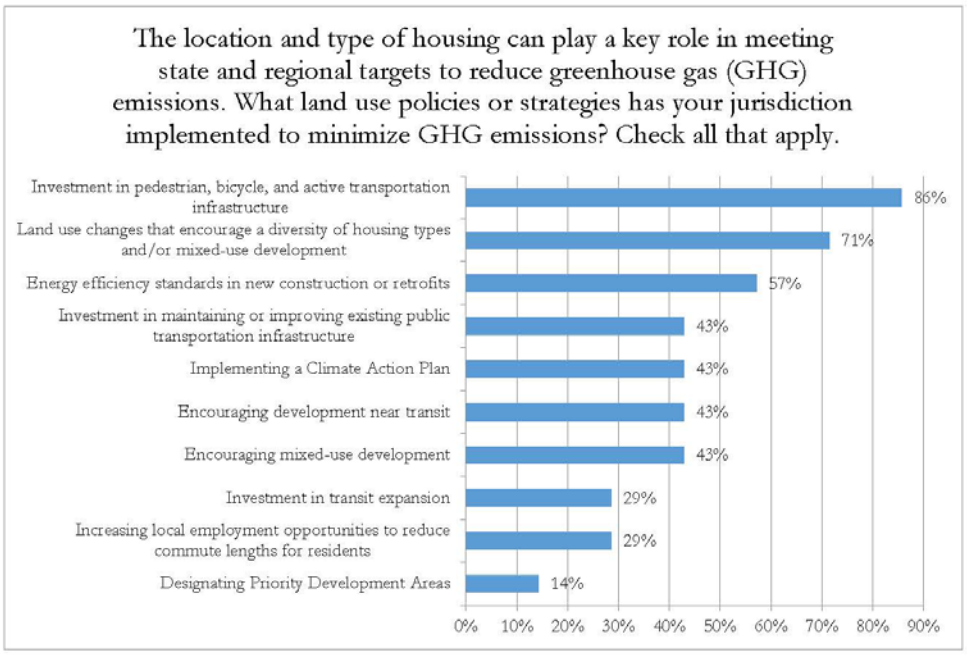


Figure 5: Greenhouse gas emission reduction policies and strategies



The final question in the section of the survey related to housing opportunities and constraints, question twelve, asked jurisdictions to identify what land use policies or strategies they have implemented to reduce greenhouse gas emissions.

The most utilized strategies include land use changes that encourage a diversity of housing types and/or mixed-use development (utilized by of five of seven jurisdictions), as well as investment in pedestrian, bicycle, and active transportation infrastructure (utilized by six of seven jurisdictions). Fifty-seven percent (four of seven) of the jurisdictions responding to this question indicated that they utilized the strategy of implementing energy efficiency standards in new construction or retrofits. Forty-three percent (three of seven) of the jurisdictions selected encouraging mixed use development, developing a climate plan, investment in maintaining and improving current transportation infrastructure and encouraging development near transit as strategies implemented to limit greenhouse gas emissions. Twenty-nine percent (two of seven) of jurisdictions selected investment in transit expansion, and one jurisdiction selected designating priority development areas as strategies implemented to reduce greenhouse gas emissions.

Housing Affordability and Overcrowding

The third section of the Survey, which included questions thirteen and fourteen, focused on issues of housing affordability and overcrowding in the jurisdictions. Question thirteen presented information on the percentage of cost-burdened households in each jurisdiction and asked the jurisdictions to explain whether they considered the impacts of high housing costs, including mortgage, rents, and other costs associated with housing (e.g., utilities, taxes, insurance), and proportions of cost-burdened households. Four jurisdictions responded "yes", one said, "don't know", one jurisdiction responded, "when housing costs are high and residents become rent burdened there are many potential impacts on families and communities," and one jurisdiction did not provide a response.

The second and final question in this section, question fourteen, presented information regarding "overcrowded" households in each jurisdiction, and it asked the jurisdictions to explain whether they considered the impacts of overcrowding on residents in the jurisdiction. Five jurisdictions considered the impacts of overcrowding, one jurisdiction did not consider overcrowding impacts, one jurisdiction didn't know if overcrowding impacts were considered and one jurisdiction provided no response.

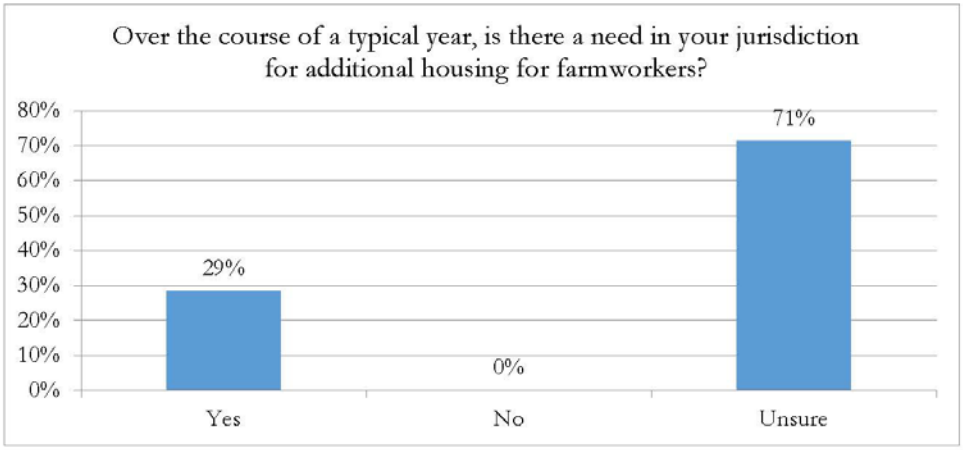
The City of Stockton mentioned that "there are multiple reasons for overcrowding, we are trying to address these." Further, the City of Lodi responded that "The increase of ADU & Jr. ADU's are further adding to this concern. [We are] working on policy to insure better diversity to minimize crowding."

Housing Demand

The fourth section of the Survey, which included questions fifteen through twenty-four, focused on issues related to housing demand in each jurisdiction. Question fifteen asked whether jurisdictions recognized a need for additional farmworker housing. Whereas two respondents (twenty-nine

percent) recognized a need for additional farmworker housing over the next year, five respondents (seventy-one percent) were unsure.

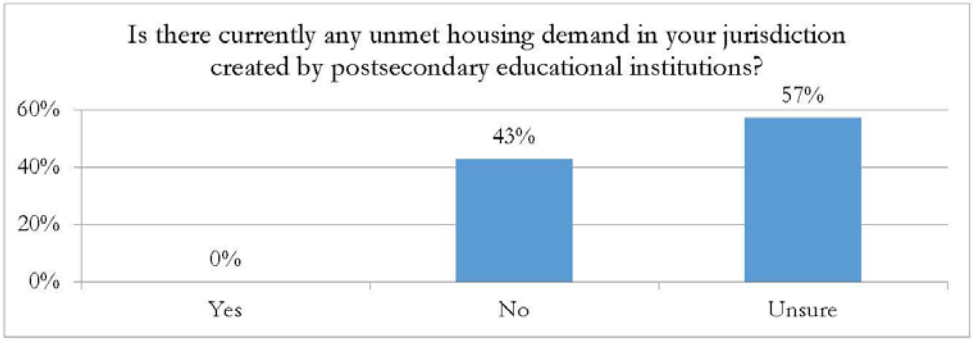
Figure 6: Recognized Need for Farmworker Housing



Question sixteen, which only applied to jurisdictions that recognized a need for additional farmworker housing, asked what the main reasons were for the unmet demand. One jurisdiction identified the current costs of development as the reason for the unmet demand.

Question seventeen asked jurisdictions to consider whether any currently unmet housing need resulted from postsecondary educational institutions. Three jurisdictions (forty-three percent) responded "no" and four jurisdictions (fifty-seven percent) responded "unsure".

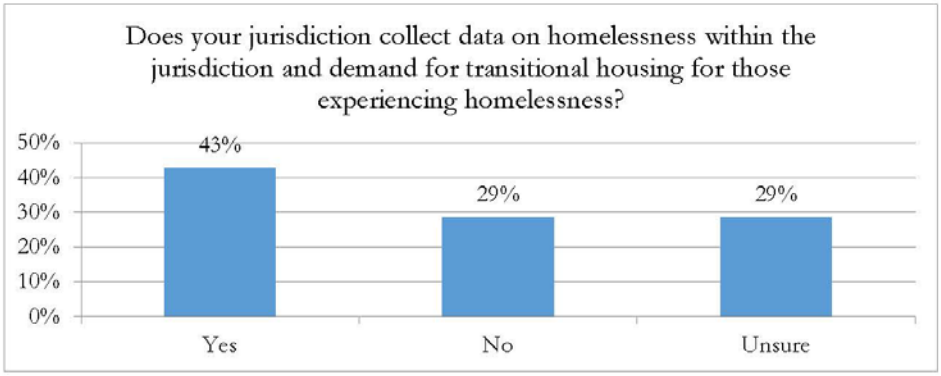
Figure 7: Recognized Postsecondary Educational Institutions' Housing Needs



Question eighteen asked respondents that recognized a currently unmet housing need from postsecondary educational institutions to explain the main reasons of the unmet demand. Since none of the jurisdictions recognized any such need, question eighteen did not apply.

Question nineteen asked jurisdictions about whether they collect data on homelessness and demand for transitional housing. Of the seven responding jurisdictions, three collected such data, two did not, and two were unsure.

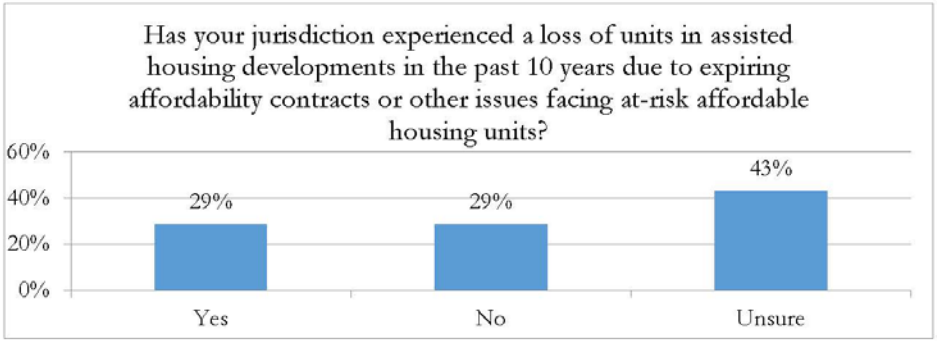
Figure 8: Collection of Data on Homelessness and Transitional Housing Need



Question twenty asked jurisdictions to provide an estimate for the local homeless population and corresponding need for transitional housing if the jurisdiction collected such data. The City of Manteca responded that they had "218+" members of the homeless population. Tracy reported that 155 homeless individuals were identified in the jurisdiction during the latest San Joaquin Continuum of Care count. Finally, the City of Lodi responded that there were around 200 homeless individuals in the jurisdiction.

Question twenty-one asked jurisdictions to indicate whether or not they experienced any loss of units in assisted housing developments in the prior decade as a result of issues facing at-risk affordable housing units. Three of seven responding jurisdictions mentioned that they were unsure whether they had experienced a loss in units in assisted housing developments, two responded that they have not experienced such a loss, and the other two stated that they had lost units.

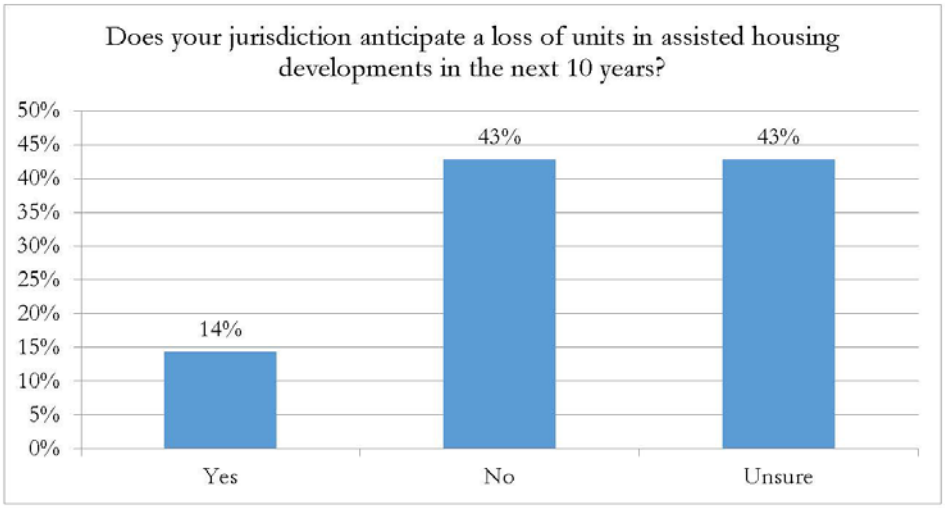
Figure 9: Experience of Loss of Assisted Housing Developments in Prior Decade



Question twenty-two asked jurisdictions that experienced a loss of units in assisted housing developments in the prior decade to estimate how many such units were lost. The city of Tracy responded that approximately sixty units in one apartment complex were lost. The city of Ripon provided an estimate of 40 units lost.

Question twenty-three asked jurisdictions to indicate whether they anticipate any loss of assisted housing development units in the next decade. Three of seven responding jurisdictions mentioned that they do not anticipate such a loss, one does anticipate a loss, and three were unsure.

Figure 10: Anticipated Loss of Assisted Housing Development Units in Next Decade

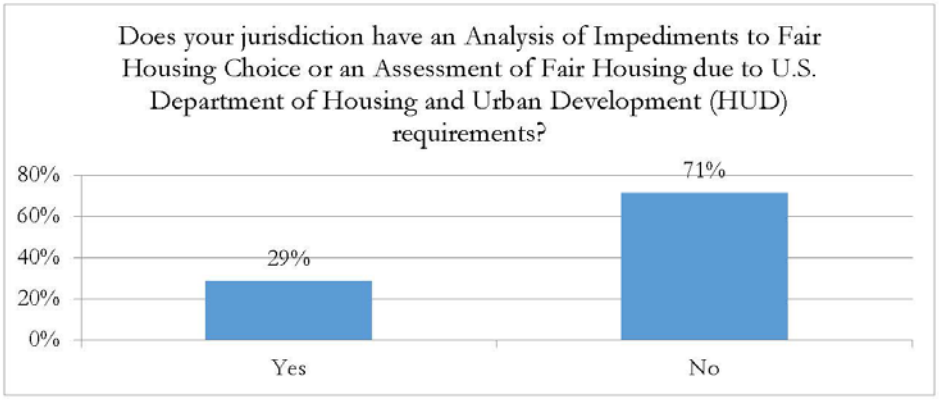


Question twenty-four asked jurisdictions that anticipated a loss of units in assisted housing developments in the next decade to estimate how many such will be lost and why. The one jurisdiction that anticipated a loss, the city of Ripon, indicated that it is unknown how many units will be lost or why.

Affirmatively Furthering Fair Housing

The fifth section of the Survey, which included questions twenty-five through thirty-four, focused on issues related to affirmatively furthering fair housing. Question twenty-five asked jurisdictions to indicate whether they have an analysis of impediments to fair housing choice or an assessment of fair housing due to U.S. Department of Housing and Urban Development (HUD) requirements. Whereas seventy-one percent (five out of seven) respondent jurisdictions indicated that they did not have an analysis of impediments to fair housing choice or an assessment of fair housing, twenty-nine percent (two of the seven) do have such an analysis or assessment.

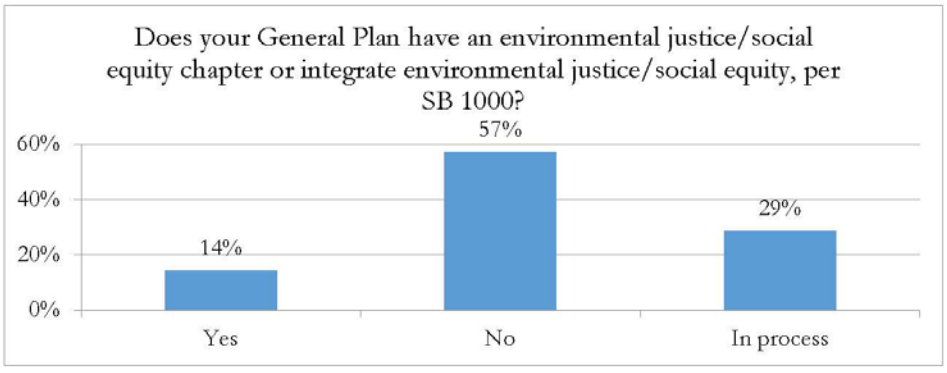
Figure 11: Analysis of Impediments to Fair Housing Choice or Assessment of Fair Housing



Question twenty-six asked jurisdictions for the year of their latest General Plan update. One jurisdiction's general plan was last updated in 1991, one plan was updated in 2006, one plan was updated in 2010, one plan was comprehensively updated in 2011 and revised periodically thereafter, one plan was updated in 2016, one plan was updated in 2018, and one plan is currently undergoing an update with adoption of the new plan expected in June 2022. Question twenty-seven asked jurisdictions for the year of the latest update of the General Plan's housing element. One jurisdiction's housing element was updated in 2015, four jurisdictions updated the housing element in 2016, and two updated their housing elements in 2019.

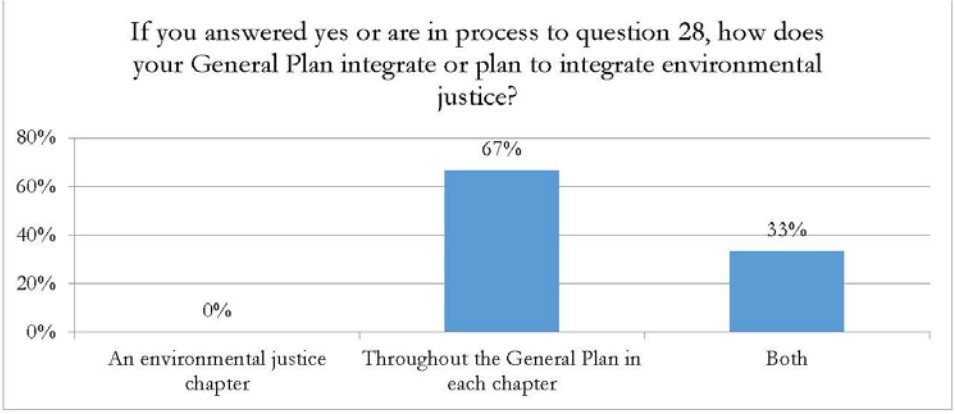
Question twenty-eight asked if the jurisdiction's General Plan has an environmental justice/social equity chapter or otherwise integrates environmental justice/social equity. Whereas fifty-seven percent (four of seven) of the responding jurisdictions indicated that they have not integrated environmental justice/social equity in their General Plan, one out of seven indicated that they do, and another twenty-nine percent (two of seven) indicated that their jurisdiction is in the process of integrating environmental justice/social equity in their General Plan.

Figure 12: Environmental Justice/Social Equity in General Plan



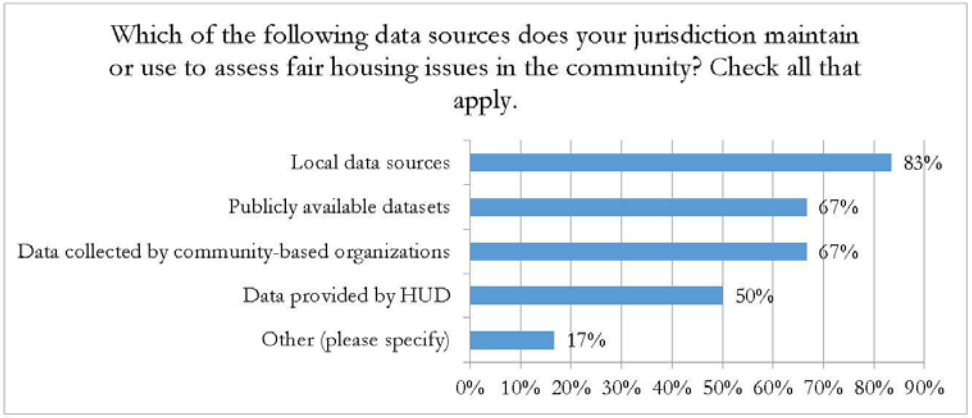
For jurisdictions integrating or in the process of integrating environmental justice/social equity in their General Plan, question twenty-nine asked about whether it is integrated in an environmental justice chapter and/or throughout the General Plan. Whereas sixty seven percent of the respondents (two out of three) indicated that environmental justice/social equity is integrated in the General Plan through a specific chapter and thirty three percent (one of three) indicated that they integrated environmental justice/social equity in a chapter and throughout the General Plan.

Figure 13: Environmental Justice/Social Equity Integration in General Plan



Question thirty asked about data sources maintained or utilized to assess fair housing issues. Of the seven respondents, fifty-seven percent (four jurisdictions) utilized data collected by community-based organizations. Three jurisdictions (forty-three percent) used data provided by HUD. Forty-three percent of jurisdictions utilized data publicly available data sources. Seventy-one percent (five of seven) of jurisdictions used local data sources.

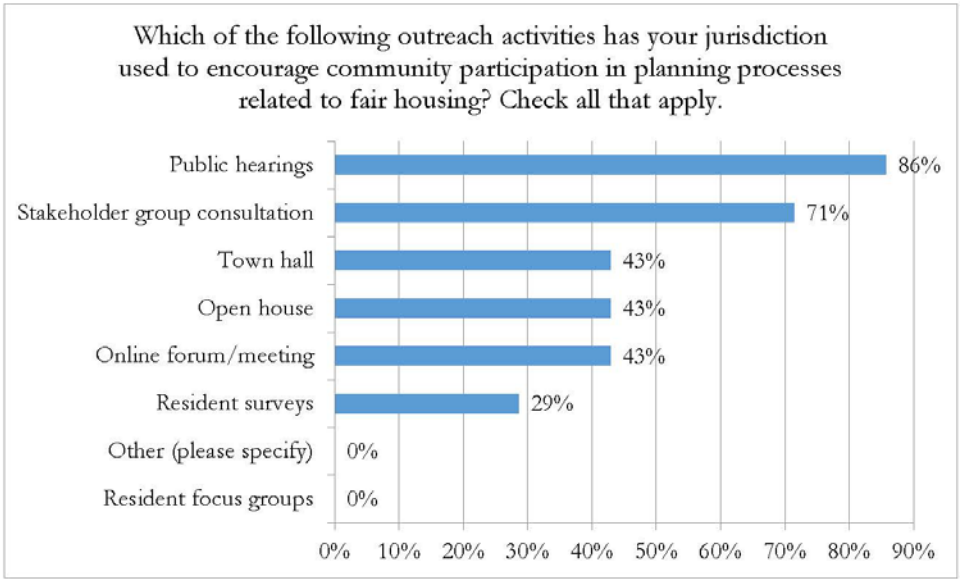
Figure 14: Data Sources for Fair Housing Issues



Question thirty-one asked jurisdictions to identify important data points to consider for affirmatively furthering environmental justice and fair housing. The City of Lodi suggested using local data sources. The City of Ripon suggested using census data. The city of Lathrop called for the analysis of "the effects of home purchases as investments vs. for housing, the effects of house flipping, the effects of the Bay Area real estate market on San Joaquin County and the effects of short-term rentals".

Question thirty-two asked jurisdictions to identify the outreach activities utilized to foster community participation in planning related to fair housing. Eighty-six percent of respondents, including six out of seven responding jurisdictions, indicated that they utilize public hearings to encourage community participation in planning related to fair housing. Five of seven responding jurisdictions used stakeholder group consultations. Three out of seven responding jurisdictions selected online forum/meeting, open house and town halls. Two of seven respondents used resident surveys.

Figure 15: Community Outreach Activities for Participation in Fair Housing Planning Processes



Question thirty-three asked jurisdictions to describe their goals for community participation in fair housing planning. The city of Lodi responded, "Annual CDBG contribution to SJC Fair Housing, received public information through City sponsored community-based committees." The City of Tracy identified "better decisions and more partnerships" as goals for community participation. The city of Ripon's goals were "to use the best available technology and achieve the widest possible participation." The city of Lathrop responded "City webpage. General Plan Update webpage. Standard noticing prior to public workshops & public hearings including newspaper advertisements and posting in various locations throughout the community. Interested parties lists, and email blasts

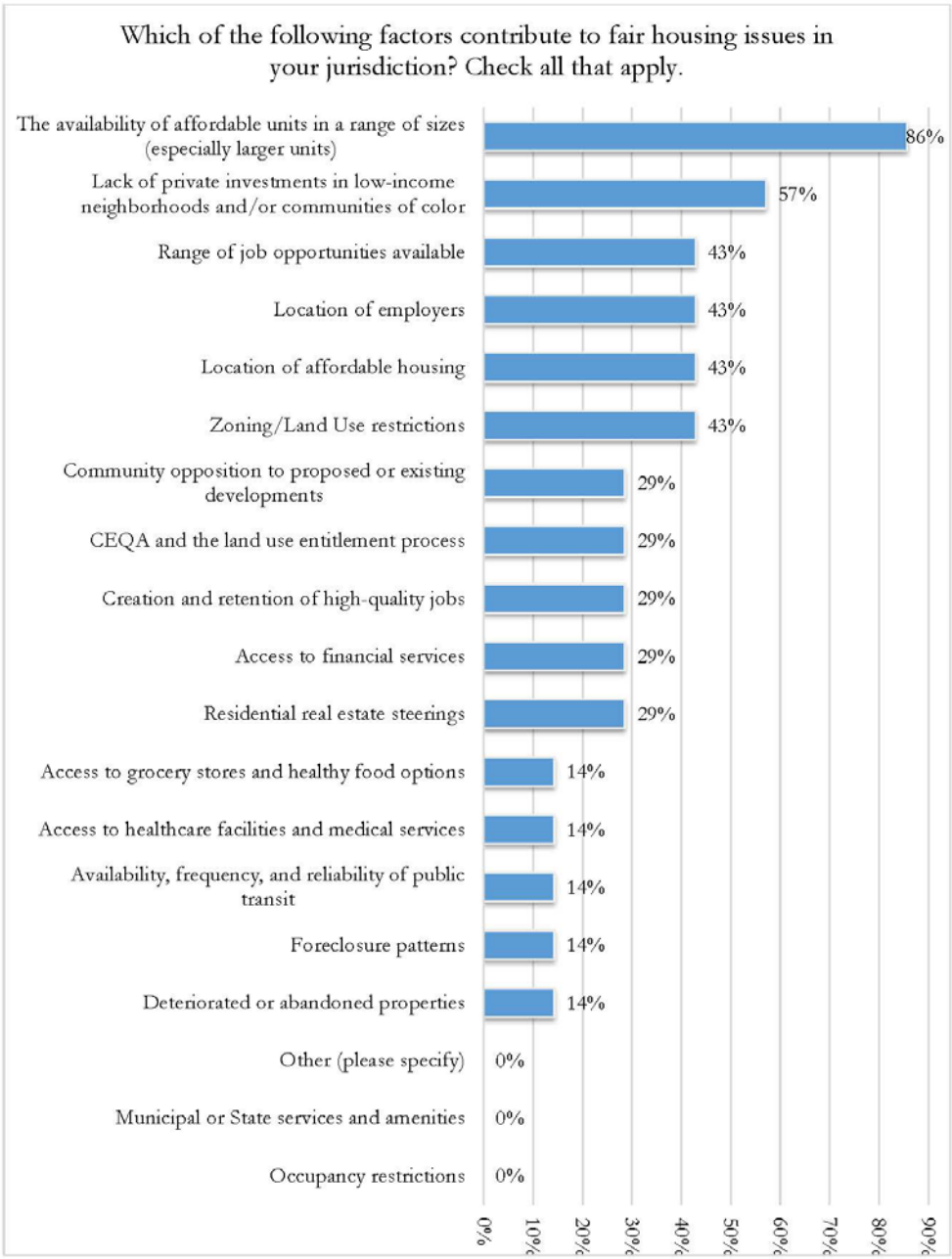
to those that provided their email address. Online Community survey." Question thirty-four asks jurisdictions to indicate their level of success at achieving goals for community participation in fair housing planning. The five jurisdictions that responded all believed that they were "somewhat successful" in achieving their goals for community participation.

When explaining a lack of success at meeting goals for community participation in fair housing planning, one respondent mentioned low attendance while one respondent was "not sure" why participation goals were only somewhat successful. One respondent credited the online survey with contributing to a somewhat successful result.

Fair Housing Issues

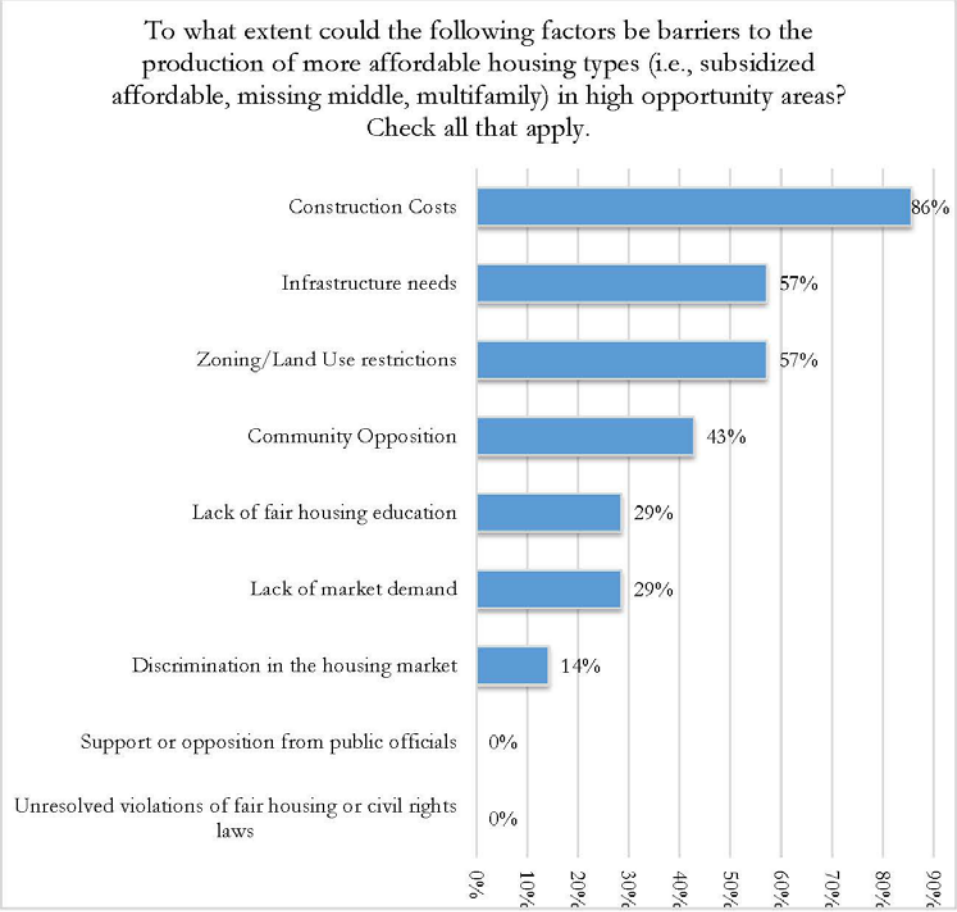
The next section of the Survey, which focused on fair housing issues, consisted of questions thirty-five and thirty-six. Question thirty-five asked jurisdictions to indicate what factors contributed to fair housing issues in the jurisdiction. No jurisdictions selected occupancy restrictions or municipal and state services and amenities. Six jurisdictions (eighty-six percent) cited the availability of affordable units in a range of sizes (especially larger units). Four jurisdictions (fifty-seven percent) cited lack of private investments in low-income neighborhoods and/or communities of color, including services or amenities. Three jurisdictions (forty-three percent) cited location of employers, location of affordable housing, and the range of job opportunities available. Two jurisdictions cited residential real estate steerings, access to financial services, creation and retention of high-quality jobs, CEQA and the land use entitlement process, and community opposition to proposed or existing developments. Deteriorated or abandoned properties, foreclosure patterns, availability, frequency, and reliability of public transit, access to healthcare facilities and medical services, access to grocery stores and healthy food options were all cited by one jurisdiction.

Figure 16: Factors Contributing to Fair Housing Issues in Jurisdiction



Question thirty-six asked jurisdictions to identify factors that could act as barriers to the production of more types of affordable housing in high opportunity areas.

Figure 17: Barriers to Production of More Affordable Housing Types in High Opportunity Areas

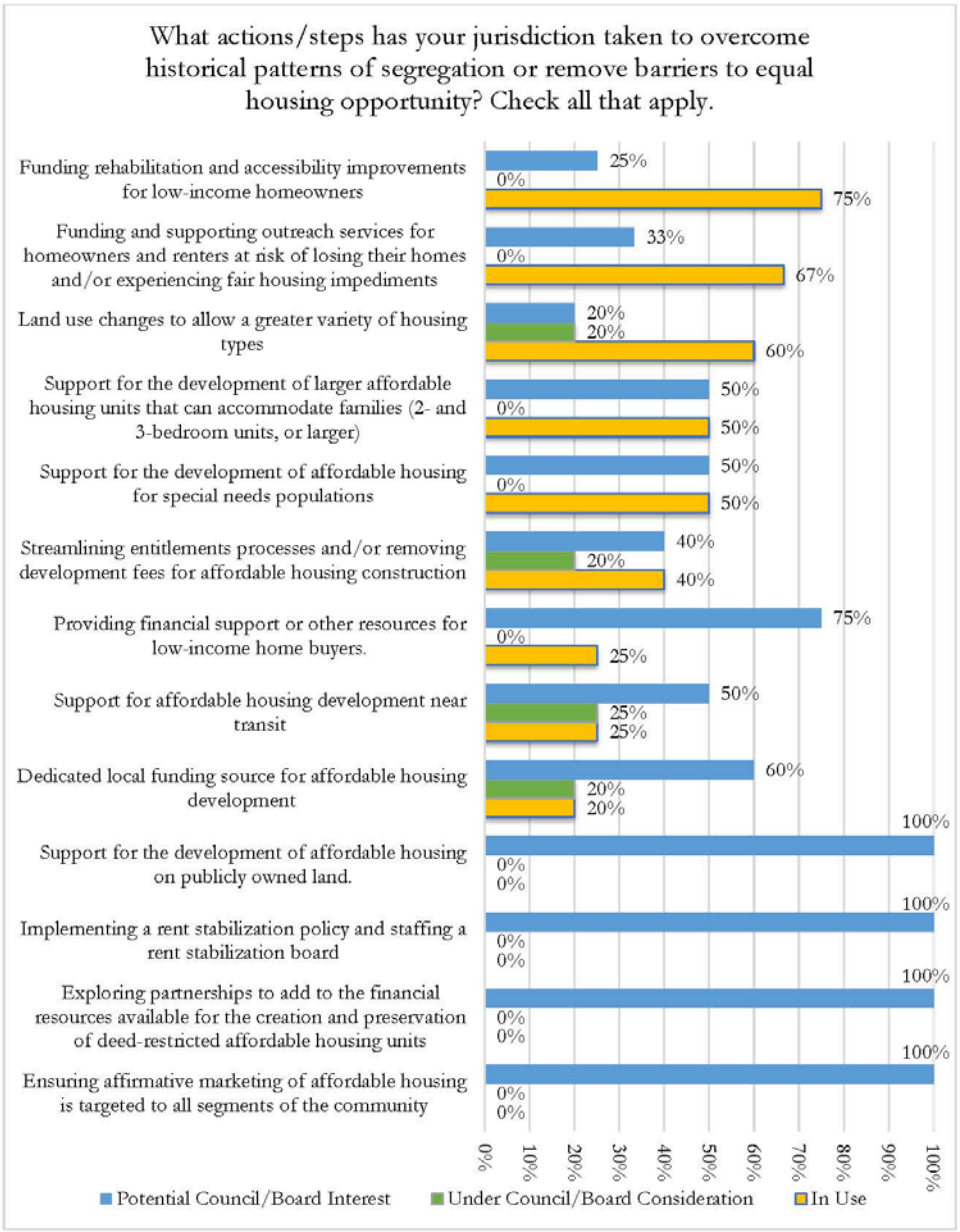


Six jurisdictions (eighty-six percent) cited construction costs as a barrier to production of more affordable housing. Four jurisdictions (fifty-seven percent) cited Zoning/Land Use restrictions (density/intensity/ height limits, parking requirements, minimum lot size) as a barrier. Four jurisdictions (fifty-seven percent) cited infrastructure needs as a barrier. Three jurisdictions (forty-three percent) cited community opposition. Lack of resources for fair housing agencies and organizations were cited by two jurisdictions (twenty-nine percent) as was lack of fair housing education and lack of market demand. One jurisdiction cited discrimination in the housing market.

Fair Housing Goals and Actions

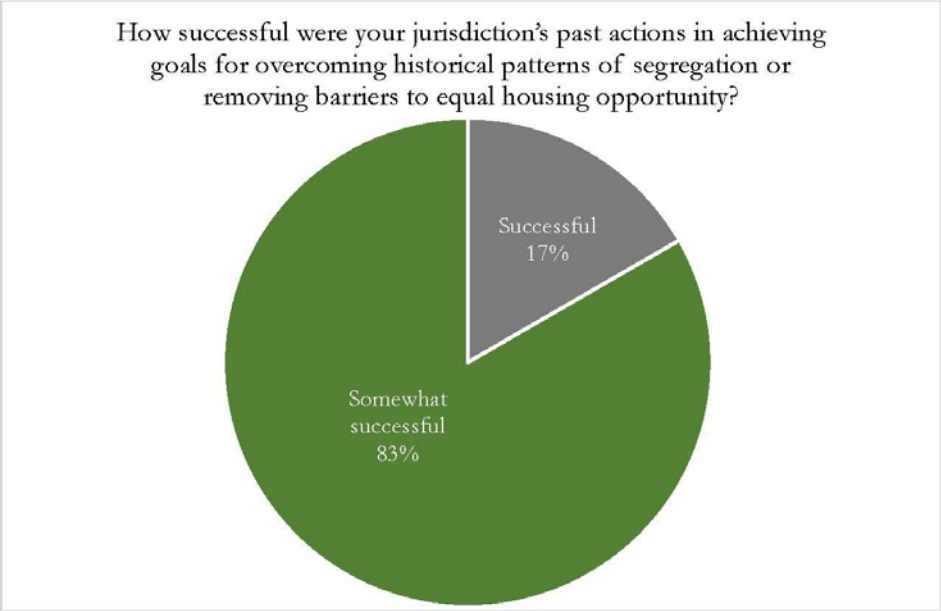
The seventh and final section of the Survey, which focuses on fair housing goals and actions, consists of questions thirty-seven through forty-one. Question thirty-seven asked jurisdictions to identify actions taken to overcome historical patterns of segregation or to remove barriers to equal housing opportunity. Seventy-one percent of responding jurisdictions (five of seven) indicated that the following actions were either in use, under consideration for use, or potentially of interest for use in the jurisdiction: Dedicated local funding source for affordable housing development, land use changes to allow a greater variety of housing types, streamlining entitlements processes and/or removing development fees for affordable housing construction. Fifty-seven percent of responding jurisdictions (four of seven) indicated that the following actions were either in use, under consideration for use, or potentially of interest for use in the jurisdiction: funding rehabilitation and accessibility improvement for low income homeowners, support for affordable housing development near transit, support for the development of additional housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues etc.), support for the development of larger housing units that can accommodate families, and/or providing financial resources or other support for low-income home buyers. Forty-three percent of responding jurisdictions (three of seven) indicated that the following actions were either in use, under consideration for use, or potentially of interest for use in the jurisdiction: ensuring affirmative marketing of affordable housing is targeted to all segments of the community, exploring partnerships with Community Development Financial Institutions, large regional employers and investors to add to the financial resources available for the creation and preservation of deed-redistricted affordable housing units, funding and supporting outreach services for homeowners and renters at risk of losing their homes and/or experiencing fair housing impediments, implementing a rent stabilization policy and staffing a rent stabilization board, and/or support for the development of affordable housing on publicly owned land.

Figure 18: Actions to Overcome Historical Segregation or to Remove Barriers to Equal Housing Opportunity



Question thirty-eight asks jurisdictions to indicate their level of success in achieving goals for overcoming historical patterns of segregation or removing barriers to equal housing opportunity. Seventy-one percent of jurisdictions surveyed (five of seven) indicated that they were "[s]omewhat successful" and another one of seven indicated that they were successful. One jurisdiction did not respond to the question.

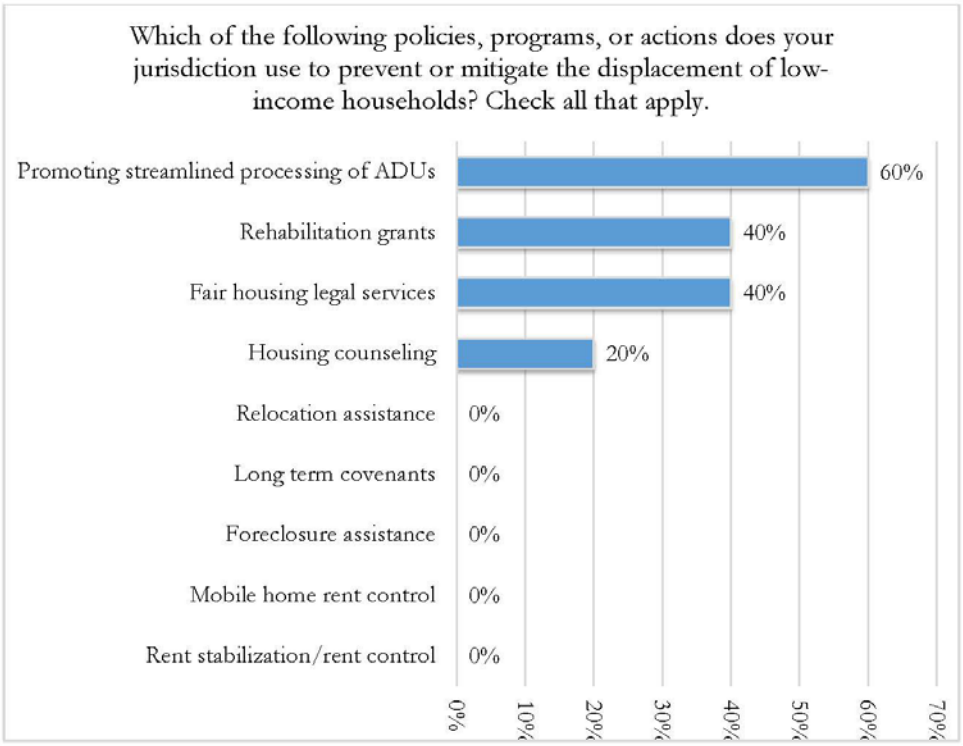
Figure 19: Assessment of Overcoming Historical Segregation or Removing Barriers to Housing Opportunity



Question thirty-nine asked jurisdictions to explain their success or lack of success at overcoming historical patterns of segregation or removing barriers to equal housing opportunity. The City of Lathrop explained their somewhat successful outcomes by stating that "The City of Lathrop took action several years ago to create an overlay zone in the Historical Lathrop area that allows a larger variety of housing types and densities to be intermixed with existing low-density, single-family residences. Although the overlay zoning has existed for several years, there has not been a lot of interest in development of multi-family housing." The City of Lodi said that their somewhat successful ability to overcome patterns of segregation and remove barriers to equal housing was "based on" [their] Annual Citizen Participation Plan."

Question forty asked jurisdictions to identify policies, programs, or actions used to prevent or mitigate the displacement of low-income households in the jurisdiction.

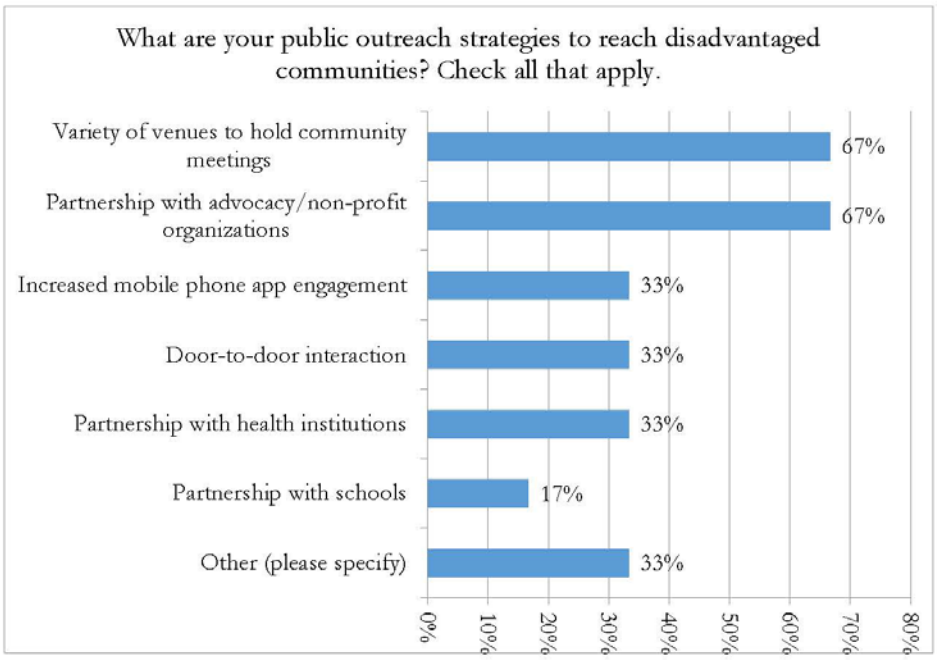
Figure 20: Methods Used to Prevent or Mitigate Displacement of Low-Income Households



Forty-three percent responding jurisdictions (three of seven) engage in "promoting streamlined processing of ADUs" in order to prevent or mitigate the displacement of low-income households. Twenty-nine percent of responding jurisdictions (two out of seven) utilize "rehabilitation grants" and/or "fair housing legal services". One jurisdiction utilizes "housing counseling". None of the responding jurisdictions utilize "mobile home rent control", "rent stabilization/rent control", "foreclosure assistance", "long term covenants", or "relocation assistance" to prevent or mitigate the displacement of low-income households.

Finally, question forty-one, the last question of the Survey, asked respondents to identify public outreach strategies used to reach disadvantaged communities. The majority of responding jurisdictions (four out of seven) utilize "partnerships with advocacy/nonprofit organizations" and/or a "variety of venues to hold community meetings". The following strategies were utilized by twenty nine percent of jurisdictions: "increased mobile phone app engagement", "partnership with health institutions", and "door to door interaction." One jurisdiction utilized "[a] partnership with schools."

Figure 21: Public Outreach Strategies to Reach Disadvantaged Communities



ATTACHMENT F: Jurisdictional Survey of the Housing Environment

DRAFT

SJCOG_RHNA6_Survey

Introduction

California Government Code requires that each Council of Government must survey its member jurisdictions for information to inform development of the RHNA Methodology and Plan. This survey contains a series of questions related to these Objectives and Factors required for consideration. The Objective and Factors are described below:

Government Code specifies five Objectives all RHNA Plans must further:

1. Increase housing supply and mix of housing types, with the goal of improving housing affordability and equity in all cities and counties within the region.
2. Promote infill development and socioeconomic equity; protect environmental and agricultural resources; encourage efficient development patterns; and achieve greenhouse gas reduction targets.
3. Improve intra-regional jobs-to-housing relationship, including the balance between low-wage jobs and affordable housing units for low-wage workers in each jurisdiction.
4. Balance disproportionate household income distributions (more high-income allocation to lower-income areas, and vice versa)
5. Affirmatively further fair housing to promote fair housing choice and foster inclusive communities that are free from discrimination.

Additionally, Government Code identifies several Factors to be considered when developing the RHNA methodology:

1. Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing.
2. Lack of capacity for sewer or water service due to decisions outside jurisdiction's control.
3. Availability of land suitable for urban development.
4. Lands protected from urban development under existing federal or State programs.
5. Policies to preserve or protect land from urban development.
6. Opportunities to maximize use of transit and existing transportation infrastructure.
7. Policies directing growth toward incorporated areas.
8. Existing or projected loss of units contained in affordable housing developments.
9. High housing cost burdens.
10. The rate of overcrowding.
11. Housing needs of farm-workers.
12. Housing needs generated by a university within the jurisdiction.
13. Housing needs of individuals and families experiencing homelessness.
14. Units lost during a state of emergency that have yet to be replaced.
15. The region's SB 375 Greenhouse Gas Reduction Targets.

Please contact Thomas Pogue at tpogue@pacific.edu with any questions about the survey or its relationship to the RHNA Methodology and Plan.

* 1. Please tell us which jurisdiction your responses are for:

Name of Jurisdiction

2. Please share with us your contact details

Your Name

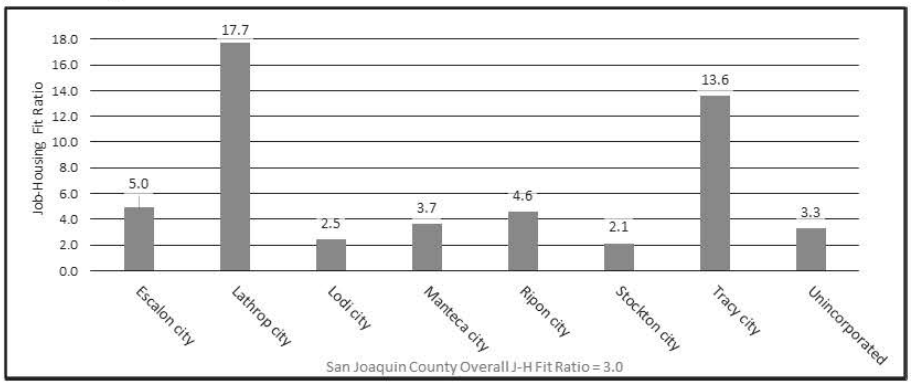
Your Title

Please provide a contact email address

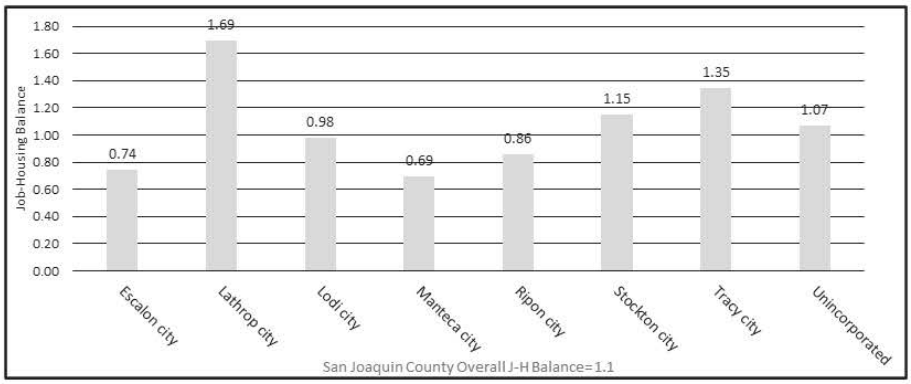
SJCOG_RHNA6_Survey

Jobs and Housing

Job-Housing Fit Ratio



Job-Housing Balance



3. The Jobs-Housing Fit Ratio in the first figure above measures the number of lower-wage jobs (earnings less than $3,333/month) to affordable housing units (rent less than $1,000/month). The Jobs-Housing Balance in the second figure above measures the number of all jobs relative to the number of all housing units. Does this information correspond to your jurisdiction's perceptions?

4. What would you say are the primary reasons for the imbalance in your jurisdiction's **jobs-housing fit ratio**?

5. Which of the following impacts does the imbalance of low-wage workers to homes affordable to low-wage workers have on your jurisdiction? Check all that apply.

- [ ] Difficulty for local employers to hire and/or retain workers
- [ ] High rates of housing cost burden for residents
- [ ] Other (please specify)
- [ ] Long commutes into the jurisdiction
- [ ] Long commutes to jobs outside of the jurisdiction

6. Does your jurisdiction use jobs-housing fit data to inform its policy decisions?

- ◯ Yes
- ◯ No

7. Given your jurisdiction's imbalance in the jobs-housing fit for low-wage workers, which of the following policies, programs, or strategies would be helpful to address this imbalance? Check all that apply.

- [ ] Increased funding for affordable Housing
- [ ] Increased housing density
- [ ] Inclusionary zoning
- [ ] Community land trusts
- [ ] Living wage employment ordinances
- [ ] Rent stabilization/rent control
- [ ] First source hiring ordinances
- [ ] None of these would be helpful

SJCOG_RHNA6_Survey

Housing Opportunities and Constraints

8. Which of the following apply to your jurisdiction as an opportunity and/or a constraint for development of additional housing by 2031?

	Opportunity	Constraint	Both
Availability of construction workforce	☐	☐	☐
Availability of parks	☐	☐	☐
Availability of public or social services	☐	☐	☐
Availability of schools	☐	☐	☐
Availability of surplus public land	☐	☐	☐
Availability of vacant land	☐	☐	☐
Availability of water suitable for consumption	☐	☐	☐
Construction costs	☐	☐	☐
County policies to preserve agricultural land	☐	☐	☐
Financing/funding for affordable housing	☐	☐	☐
Impact of climate change and natural hazards	☐	☐	☐
Lands protected by federal or State programs	☐	☐	☐
Project labor agreements	☐	☐	☐
Sewer Capacity	☐	☐	☐
State requirements to reduce Vehicle Miles Traveled (VMT)	☐	☐	☐
Suitable land availability	☐	☐	☐
Utility connection fees	☐	☐	☐
Weak market conditions	☐	☐	☐

Please use the space below to describe other opportunities and/or constraints for your jurisdiction's development of additional housing by 2031.

9. Of the issues that you marked as opportunities in Question 8, list up to three that you feel represent the greatest opportunities for developing additional housing in your jurisdiction by 2031 and explain the reasoning for your selection?

10. Of the issues that you marked as constraints in Question 8, list up to three that you feel represent the greatest constraints for developing additional housing in your jurisdiction by 2031 and explain the reasoning for your selection?

11. What are the primary barriers or gaps your jurisdiction faces in meeting its RHNA goals for producing housing affordable to very low- and low-income households? Check all that apply.

- [ ] Community opposition
- [ ] Federal and State funding availability (market driven – necessitate subsidy to build)
- [ ] Lack of requisite infrastructure, such as sewer and water
- [ ] Other (please specify)
- [ ] Local gap financing for affordable housing development
- [ ] Local affordable housing development capacity

12. The location and type of housing can play a key role in meeting state and regional targets to reduce greenhouse gas (GHG) emissions. What land use policies or strategies has your jurisdiction implemented to minimize GHG emissions? Check all that apply.

- [ ] Designating Priority Conservation Areas
- [ ] Designating Priority Development Areas
- [ ] Encouraging mixed-use development
- [ ] Encouraging development near transit
- [ ] Energy efficiency standards in new construction or retrofits
- [ ] Implementing a Climate Action Plan
- [ ] Increasing local employment opportunities to reduce commute lengths for residents
- [ ] Investment in transit expansion
- [ ] Investment in maintaining or improving existing public transportation infrastructure
- [ ] Investment in pedestrian, bicycle, and active transportation infrastructure
- [ ] Land use changes that encourage a diversity of housing types and/or mixed-use development
- [ ] Other (please specify)

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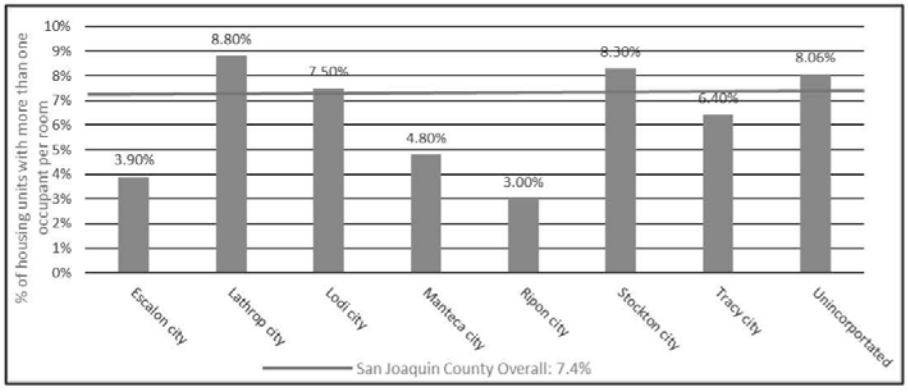
Housing Affordability and Overcrowding

Percentage of Cost Burdened Households by Ownership Type

13. Please see the cost burden data in the figure above for the percentage of households in your jurisdiction currently paying more than 30% of their income toward housing costs. Has your jurisdiction considered what impacts high housing costs and the proportion of rent-burdened households have on residents in your jurisdiction?

Overcrowding Rate



14. Government Code Section 65584.01(b)(1)(C)(i) defines an "overcrowded" household as a household with more than one resident per room in each room in a dwelling. Accordingly, the overcrowding rate in your jurisdiction is reported above for your reference. Has your jurisdiction considered what impacts overcrowding has on residents in your jurisdiction?

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Housing Demand

15. Over the course of a typical year, is there a need in your jurisdiction for additional housing for farmworkers?

- ◯ Yes
- ◯ No
- ◯ Unsure

16. If you answered yes to Question 15, what are the main reasons for this unmet demand?

17. Is there currently any unmet housing demand in your jurisdiction created by postsecondary educational institutions?

- ◯ Yes
- ◯ No
- ◯ Unsure

18. If you answered yes to Question 17, what are the main reasons for this unmet demand?

19. Does your jurisdiction collect data on homelessness within the jurisdiction and demand for transitional housing for those experiencing homelessness?

- ◯ Yes
- ◯ No
- ◯ Unsure

20. If you answered yes to Question 19, please provide an estimate for the local homeless population and corresponding need for transitional housing.

21. Has your jurisdiction experienced a loss of units in assisted housing developments in the past 10 years due to expiring affordability contracts or other issues facing at-risk affordable housing units?

- ◯ Yes
- ◯ No
- ◯ Unsure

22. If you answered yes to Question 21, please provide an estimate of the number of lost units.

23. Does your jurisdiction anticipate a loss of units in assisted housing developments in the next 10 years?

- ◯ Yes
- ◯ No
- ◯ Unsure

24. If you answered yes to Question 23, please estimate how many units will be lost and why.

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Affirmatively Furthering Fair Housing

As a result of recent legislation, RHNA and local Housing Elements are now required to "affirmatively further fair housing" [Government Code Section 65584(d)]. Per Government Code 65584(e), affirmatively furthering fair housing is defined as "*taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.*"

To comply with this requirement, SJCOG is collecting information on local jurisdictions' fair housing issues as well as strategies and actions for achieving fair housing goals. In developing the fair housing questions that follow in this section of the survey, SJCOG relied on guidance documents from the U.S. Department of Housing and Urban Development (HUD). While recognizing that not all jurisdictions have completed an Analysis of Impediments or Assessment of Fair Housing for HUD, these questions should help jurisdictions understand the analysis framework they will need to use in demonstrating that their Housing Element affirmatively furthers fair housing.

Please answer the questions in this section to the best of your ability using your jurisdiction's Housing Element, Analysis of Impediments to Fair Housing Choice, Assessment of Fair Housing, and/or other data sources.

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Fair Housing Planning and Data Sources

25. Does your jurisdiction have an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing due to U.S. Department of Housing and Urban Development (HUD) requirements?

- ◯ Yes
- ◯ No

26. When did your jurisdiction last update the General Plan? Please provide the year.

27. When did your jurisdiction last update the General Plan's Housing Element? Please provide the year.

28. Does your General Plan have an environmental justice/social equity chapter or integrate environmental justice/social equity, per SB 1000?

- ◯ Yes
- ◯ No
- ◯ In process

29. If you answered yes or are in process to question 28, how does your General Plan integrate or plan to integrate environmental justice?

- ◯ An environmental justice chapter
- ◯ Throughout the General Plan in each chapter
- ◯ Both

Please use the space below to make further comments

30. Which of the following data sources does your jurisdiction maintain or use to assess fair housing issues in the community? Check all that apply.

- ☐ Data collected by community-based organizations
- ☐ Local data sources
- ☐ Data provided by HUD
- ☐ Publicly available datasets
- ☐ Other (please specify)

31. Are there particular data points that are important to consider in developing the SJCOG RHNP, especially those measuring equity or opportunity in the context of furthering of environmental justice and Affirmatively Furthering Fair Housing?

32. Which of the following outreach activities has your jurisdiction used to encourage community participation in planning processes related to fair housing? Check all that apply.

- [ ] Online forum/meeting
- [ ] Open house
- [ ] Public hearings
- [ ] Resident focus groups
- [ ] Other (please specify)
- [ ] Resident surveys
- [ ] Stakeholder group consultation
- [ ] Town hall

33. Please describe your goals for the process to elicit community participation for fair housing planning.

34. How successful was your jurisdiction in achieving its goals for the process to elicit community participation for fair housing planning?

- ○ Successful
- ○ Somewhat successful
- ○ Somewhat unsuccessful
- ○ Unsuccessful

Describe the reasons for the success or lack of success of your jurisdiction's community engagement efforts.

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Fair Housing Issues

35. Which of the following factors contribute to fair housing issues in your jurisdiction? Check all that apply.

- [ ] Zoning/Land Use restrictions (density/intensity/ height limits, parking requirements, minimum lot size)
- [ ] Occupancy restrictions
- [ ] The availability of affordable units in a range of sizes (especially larger units)
- [ ] Residential real estate steerings
- [ ] Deteriorated or abandoned properties
- [ ] Lack of private investments in low-income neighborhoods and/or communities of color, including services or amenities
- [ ] Access to financial services
- [ ] Location of affordable housing
- [ ] Location of employers
- [ ] Other (please specify)
- [ ] Foreclosure patterns
- [ ] Municipal or State services and amenities
- [ ] Availability, frequency, and reliability of public transit
- [ ] Access to healthcare facilities and medical services
- [ ] Access to grocery stores and healthy food options
- [ ] Creation and retention of high-quality jobs
- [ ] Range of job opportunities available
- [ ] CEQA and the land use entitlement process
- [ ] Community opposition to proposed or existing developments

36. To what extent could the following factors be barriers to the production of more affordable housing types (i.e., subsidized affordable, missing middle, multifamily) in high opportunity areas? Check all that apply.

- [ ] Zoning/Land Use restrictions (density/intensity/ height limits, parking requirements, minimum lot size)
- [ ] Community Opposition
- [ ] Construction Costs
- [ ] Lack of market demand
- [ ] Infrastructure needs
- [ ] Other (please specify)
- [ ] Unresolved violations of fair housing or civil rights laws
- [ ] Discrimination in the housing market
- [ ] Support or opposition from public officials
- [ ] Lack of fair housing education
- [ ] Lack of resources for fair housing agencies and organizations

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Fair Housing Goals and Actions

37. What actions/steps has your jurisdiction taken to overcome historical patterns of segregation or remove barriers to equal housing opportunity? Check all that apply.

	In Use	Under Council/Board Consideration	Potential Council/Board Interest
Dedicated local funding source for affordable housing development	○	○	○
Ensuring affirmative marketing of affordable housing is targeted to all segments of the community	○	○	○
Exploring partnerships with Community Development Financial Institutions, large regional employers, and investors to add to the financial resources available for the creation and preservation of deed-restricted affordable housing units	○	○	○
Funding rehabilitation and accessibility improvements for low-income homeowners	○	○	○
Funding and supporting outreach services for homeowners and renters at risk of losing their homes and/or experiencing fair housing impediments	○	○	○
Implementing a rent stabilization policy and staffing a rent stabilization board	○	○	○
Land use changes to allow a greater variety of housing	○	○	○

types			
Streamlining entitlements processes and/or removing development fees for affordable housing construction	○	○	○
Support for affordable housing development near transit	○	○	○
Support for the development of affordable housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues, etc.)	○	○	○
Support for the development of larger affordable housing units that can accommodate families (2- and 3-bedroom units, or larger)	○	○	○
Support for the development of affordable housing on publicly owned land.	○	○	○
Providing financial support or other resources for low-income home buyers.	○	○	○

Other (please specify)

38. How successful were your jurisdiction's past actions in achieving goals for overcoming historical patterns of segregation or removing barriers to equal housing opportunity?

- ○ Successful
- ○ Somewhat successful
- ○ Somewhat unsuccessful
- ○ Unsuccessful

39. Describe the reasons for the success or lack of success of your jurisdiction's actions to overcome historical patterns of segregation or remove barriers to equal housing opportunity.

40. Which of the following policies, programs, or actions does your jurisdiction use to prevent or mitigate the displacement of low-income households? Check all that apply.

- [ ] Rent stabilization/rent control
- [ ] Mobile home rent control
- [ ] Foreclosure assistance
- [ ] Promoting streamlined processing of ADUs
- [ ] Fair housing legal services
- [ ] Housing counseling
- [ ] Long term covenants
- [ ] Rehabilitation grants
- [ ] Relocation assistance

41. What are your public outreach strategies to reach disadvantaged communities? Check all that apply.

- [ ] Partnership with advocacy/non-profit organizations
- [ ] Partnership with schools
- [ ] Partnership with health institutions
- [ ] Other (please specify)
- [ ] Variety of venues to hold community meetings
- [ ] Door-to-door interaction
- [ ] Increased mobile phone app engagement

ATTACHMENT G: Housing Element and RHNA Law

ARTICLE 10.6. Housing Elements [California Government Code §§ 65580 - 65589.11]

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=10.6.

DRAFT