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

San Joaquin County encompasses approximately 912,600 acres and is the home of 746,868 residents. In addition to the unincorporated area, the region’s incorporated cities are Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. The county seat and largest city is the City of Stockton with a population of 320,554.

By the year 2042, San Joaquin County will be home to over 1,050,000 people.

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1\^ California Department of Finance Table E-1 City/County Population Estimates January 1, 2016 and 2017. Forecasts are University of the Pacific Center for Business and Policy Research, July 2016.
Demographic Trends
San Joaquin County remains one of the fastest-growing regions in California (Figure 1.1). The County’s geographical advantages and quality of life contribute to the growth. While forecast growth has slowed in recent years, San Joaquin County’s population growth rate was 5th in the state among all California Counties from 2016 to 2017, at 1.5 percent. Long-term growth rates are projected to average 1.3 percent, ranking San Joaquin within the top six fastest-growing regions within the state’s 58 counties. Comparatively, population growth rates for the state and nation are projected at 0.6 percent through 2060. Historically, the population of San Joaquin County has been younger than both the state and nation. While that is projected to be the case into the future, the population of the region is aging, following state and national trends. In 2016 those under 19 made up the largest share of the population at just over 30 percent, while the over 60 population accounted for only 17 percent. Between 2035 and 2040, these two age groups are projected to even out, accounting for around 25 percent of the total population each. The mobility needs of this aging population will be an ever-increasing priority in the region.

Housing growth in San Joaquin County has been historically influenced by the county’s proximity to the San Francisco Bay Area and the relatively cheaper cost of housing on this side of the Altamont Pass. Regional planning agencies in the Bay Area have long recognized an affordable housing problem; however, the problem is now characterized as a crisis, given a historically limited supply of both market-rate and affordable housing. The problem was exacerbated by the much faster economic recovery of Bay Area employment compared to other areas of the state.

2 US Census Bureau ACS 2016 1-Year Estimates

SJCOG’s Community Pulse website is designed to deliver insights into demographic and socio-economic trends important to residents and policy makers in San Joaquin County.

This new data repository also features infographics and data to assist staff and stakeholder groups in tracking regional progress on the Plan’s performance metrics.

It can be accessed here: http://www.sjcoq.org/345/Community-Pulse.

SJCOG also sponsors a quarterly speaker’s series to keep local partners and stakeholders up to date on demographic and community trends!
Rents, home prices, freeway congestion and weekday rail ridership for the Bay Area have all reached new highs.

On the San Joaquin County side of the Altamont Pass, both job loss and the decline of housing values attributable to the recession were more pervasive. That said, the county recovered its pre-recession jobs numbers by 2015 and has had overall robust job growth numbers since that time.

Housing has been slower to recover. The median sale price of a home in San Joaquin County, as of December 2017, was nearly $350,000, still substantially below the pre-recession high of $475,000. On the construction side, housing permits issued have been steadily climbing since bottoming out in 2009. At the height of the building boom in 2004, over 7,000 housing units a year were being constructed. That number was less than 800 in 2009. It is now approaching 3,000 units per year again – a number close to the historical average of about 3,500 units (2000-2015).

In San Joaquin County, the recession not only affected housing values and building activity, but also changed the housing growth dynamic within the County. Where the largest city, Stockton, historically garnered a high percentage of growth, Stockton was particularly hard hit by the housing crisis. The City of Manteca continued to build housing during the recession, accounting for nearly half of all housing built in the County for a period of time. Manteca, Tracy, Lathrop, and the unincorporated community of Mountain House are projected to see the most housing growth in the near-term owing to their proximity to both Bay Area job markets and emerging logistics and warehouse employment centers near Tracy and on the west side of Stockton.

“[Housing] is often one of the first sectors to rise or fall when economic conditions improve or decline...Limited affordable housing can result in long commutes, limited free time, and increased traffic congestion. Finally, high housing costs can make meeting other financial needs a challenge for households.” – Center for Business and Policy Research
Figure 1.1 Population, Employment, & Housing Projections

Source: Center for Business and Policy Research Projections
2010 and 2015 from ACS data
Economically, San Joaquin County continues to grow in many segments of its economy. Downtown revitalization efforts in Stockton, the Big League Dreams sports complex area (including substantial retail development and a proposed “destination” hotel complex and water park) in Manteca, Ripon’s additions to the Mistlin sports park, and the Lodi area’s success in producing world-class wines are shaping San Joaquin County into a destination for tourism and entertainment.

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

There are over 234,000 jobs in San Joaquin County. Job creation will continue at a steady pace where San Joaquin County will be supporting nearly 320,000 jobs by the year 2042. With over $2.7 billion in gross value of production in 2015, agriculture continues to be one of the largest-producing industries in San Joaquin County.

Additional examples of economic growth include the City of Stockton’s downtown revitalization efforts and the emergence of anchor retailer stores such as Bass Pro Shop in Manteca and Costco in Lodi. In the last five years Amazon has opened two fulfillment centers in and near the City of Tracy, and has established a shipping hub at Stockton International Airport. The company will be adding a third facility near the Stockton airport in 2018. Not surprisingly, warehousing jobs are projected to make up an increasing share of future employment opportunities for the County. Where Amazon had no significant employment presence in San Joaquin County prior to 2014, they will soon be San Joaquin County’s largest private employer.
Due primarily to the availability of housing at lower costs than surrounding communities to the north and to the west of San Joaquin County, the county is a place where many residents travel long distances for employment outside the county. Of the 241,128 residents representing the employed workforce, approximately 114,610 commute outside of the region to their employment sites. The future housing market will continue to grow at a stable rate to accommodate future growth. The region supports an estimated 241,262 households. Forecasts suggest that by 2042 the housing market will need to grow to accommodate 100,000 additional households. As San Joaquin County transforms, these growth factors have profound effects on the ability to finance, deliver, and maintain the transportation infrastructure.

**Transportation System**

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

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*Roadway Network*

According to the Department of Transportation 2015 California Public Road Data, San Joaquin County’s roadway network includes more than 3,600 maintained miles. On a north–south axis, this includes State Route 99, the “Main Street” of the San Joaquin Valley, and Interstate 5 (I-5), a corridor of statewide and national significance. Within the last 10 years, each route has experienced dramatic traffic growth and levels of congestion. Each route also carries truck traffic at volumes much higher than the statewide average for the highway system, making them vital to goods movement.

State Route 132 handles major east-west movement at the southern tip of the county. Other highway corridors that facilitate goods movement include Interstates 580 (I-580) and 205 (I-205) in the...
southwest region of the county, as well as State Route 120, State Route 4, and State Route 12. Interstates 205 and 580 serve as the gateway connection between the San Joaquin Valley and the Bay Area, and are critical to interregional travel and commerce. Each, however, has experienced increased travel movement much beyond the statewide average. I-205 in particular remains one of the most impacted travel routes in the county. State Routes 4 and 12 are primarily two-lane conventional highways linking the east and west sides of the county. Each operates as a freeway segment for a brief but important segment between State Route 99 and I-5. Both routes also connect with Bay Area counties across the San Joaquin Delta and carry significant commuter and interregional traffic.
Highways 26 and 88 in the central and northeast portion of the county are two-lane rural highways that link to Calaveras and Amador Counties. Each roadway has also experienced significant traffic volume increases, partly due to recreational traffic but also resulting from rapid growth occurring in these neighboring counties to the east.

Public Transit System

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

The frequency increased in November 2009 to three trains daily in each direction and then increased to four trains daily in each direction in September 2012. There are ten stops along its 86-mile route; present travel time is about 2 hours and 10 minutes from end-to-end. The ACE transit service uses Bombardier Bi-level coaches and MPI F40PH-3C locomotives, which run on tracks owned by Union Pacific Railroad (UPRR). The San Joaquin Regional Rail Commission (SJRRC) manages ACE. During the time horizon of the Plan, SJRRC will expand ACE service in the central valley between the Modesto and Sacramento areas, providing additional traveling options for both in-county and out of county commuters.

Bus-related transit services in San Joaquin County have grown dramatically over the past 20 years. The region is served by the San Joaquin Regional Transit District (RTD), Lodi’s Grapeline, the Tracy Tracer, Manteca Transit, and smaller transit services in the cities of Escalon (eTrans) and Ripon (Blossom Express). The combination of services supports local transit systems, bus rapid transit, intercity and interregional bus transit services, and needed services such as demand response for both those who are in need of transit for medical purposes and those in the rural areas of the county. RTD has been at the forefront of several innovative transit solutions and continues to expand the most mature Bus Rapid Transit system in the San Joaquin Valley. Highlights of major transit innovations by RTD include:

- RTD Go! – a pilot project with Uber to explore ways to provide better, more economical service to rural areas not well served by current bus routes. Users of the app received 50% off (up to $5.00) off Uber services to connect to other transit options.
• Non-Emergency Medical Transportation – at the request of public health advocates, SJCOG worked with RTD to provide more regular service for residents challenged with travel outside of the County for medical appointments. RTD provided the leadership and forward-thinking necessary to produce a robust plan that will connect residents with existing transit services, including Stanislaus County’s existing service to the Bay Area, ACE, and its own interregional bus service. This is accomplished through an integrated trip planning platform. Service is expected to begin in early 2018.

• The first of its kind all electric BRT (Bus Rapid Transit) route – RTD’s Route 44 Express Bus service on Airport Way provides service through RTD’s fast-charging Proterra electric bus fleet.

**Goods Movement**

The movement of goods and people is the primary function of a highly accessible highway and regional roadway transportation system that links San Joaquin County to major destinations (Figure 1.3). The region is a major Northern California transition point where two primary north–south highways, I-5 and State Route 99, run through the county. These major highways are joined by the Stockton Crosstown Freeway (State Route 4) and State Route 120 through Manteca. I-5 is the main north-south route for transportation along the west coast from Canada to Mexico. State Route 99 is the main inland route through California connecting the major cities in the San Joaquin Valley. This highway infrastructure positions San Joaquin County as a cost-effective location for large companies interested in operating west coast distribution centers. Interstates 580 and 205 provide direct access to the Bay Area and connections to I-5 and State Route 99. With increasing demographic and economic ties to both the San Francisco Bay Area and Sacramento, San Joaquin is an integral part of the what has become known as the Northern California Mega-Region.
Figure 1.3 San Joaquin County is central in the Northern CA Megaregion
Truck traffic in the county is concentrated along the I-5 and State Route 99 north–south corridors. I-5 between Tracy and Lathrop averages 40,000 trucks per day, by far the most truck traffic in the county. North of Lathrop up through Stockton, I-5 averages between 25,000 and 30,000 trucks per day. State Route 99 follows a comparable pattern with traffic at its greatest, around 11,000 average trucks per day, in the region from Stockton south to the Stanislaus County line. The I-205 and I-580 corridors are also principal areas of truck traffic in the county, with average daily truck traffic around 12,000 and 5,000 on these routes, respectively.

Movement of Goods by Water

The Port of Stockton is 75 nautical miles from the San Francisco Bay. The port’s operations span 4,000 acres and over seven million square feet of covered storage area, including 12,000 lineal feet of waterside docking with shipside rail, 1.1 million square feet of dockside transit sheds, and 7.7 million square feet of warehousing. It is categorized as one of the principal ports of the United States by the US Army Corps of Engineers. The Port is stationed along the Deep Water Ship Channel next to Interstate 5, State Route 99, and the Union Pacific and BNSF Railway.

The Port of Stockton boasts first class warehouse storage and handling facilities for both dry and liquid bulk materials, facilities and equipment to handle break-bulk, and containerized cargoes by land or sea. With the Port of Stockton situated in the hub of four major freeways, two transcontinental railroads, an international waterway, and a regional airport; it is centrally located to provide the optimum service for shipment and storage of product and cargo. The Port provides 5,500 jobs in San Joaquin County and is home to 131 distinct business partners from major distribution centers to local artists. In 2015 the Port handled 3.87 million metric tons of cargo. All of these components place the port in an ideal position for domestic and international distribution.
Movement of Goods by Air

The Stockton Metropolitan Airport has become increasingly important to goods movement since initiation of cargo service by Amazon. In 2016 Air Transport International began flying goods in and out of Stockton for Amazon Fulfillment Services. They now operate 3 to 4 flights daily to support the two Amazon facilities near Tracy, one near Patterson in Stanislaus County, and the new 600,000 square-foot warehouse operation near the airport that is expected to be completed in 2018.

As more logistics, warehouse, and manufacturing concerns locate operations in San Joaquin County, Stockton Metropolitan Airport will become an increasingly viable alternative to congested Bay Area airport locations. The airport continues to improve its infrastructure and market itself both nationally and internationally as an air cargo hub.
AIR

The Stockton Metropolitan Airport supports passenger, private, military, and air cargo operations (Figure 1.4). It is located on the southern boundary of the City of Stockton in the heart of California’s Central Valley. Situated on 1,449 acres of land, the Stockton Metropolitan Airport has an 8,650-foot-long, 150-foot-wide primary ILS runway, with a takeoff distance available of 11,037 feet. The Stockton Metropolitan Airport also has a 4,458-foot-long, 75-foot-wide general aviation runway. Six air carrier gates adjoin the 44,355-square-foot terminal building.

RAIL

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

Figure 1.4 San Joaquin County Airports
Regulatory Setting

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

MAP-21 & the FAST Act

MAP-21 (Moving Ahead for Progress in the 21st Century Act) requires the federally designated metropolitan planning organizations (which is San Joaquin Council of Governments (SJCOG) for the San Joaquin region) to develop regional planning documents that incorporate the metropolitan planning process. It was enacted in 2012 and is meant to address transportation challenges in the U.S. This performance-based requirement incorporated new federal changes when the FAST Act (Fixing America's Surface Transportation Act) was signed in 2015. The FAST Act funds surface transportation programs through the years 2016-2020 and has added new performance measures in addition to the 2014 federal planning factors. These factors are the following:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2) Increase the safety of the transportation system for motorized and non-motorized users.

3) Increase the security of the transportation system for motorized and non-motorized users.

4) Increase the accessibility and mobility of people.

5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

6) Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.

7) Promote efficient system management and operation.

8) Emphasize the preservation of the existing transportation system.

9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10) Enhance travel and tourism.

Beginning with the 2018 RTP/SCS, metropolitan planning organizations are required to integrate the performance-based planning approach and incorporate the first performance measures related to safety.
Federal Clean Air Act

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

Title VI of the Civil Rights Act of 1964

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

People concerned that everyone within the US deserves equal protection under the country’s federal laws created the term “environmental justice.” President Clinton issued Executive Order 12898 in 1994 in response to this concern. The order directs each federal agency to review its procedures and to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. The Federal Highway Administration (FHWA) has set policies for integrating environmental justice principles into existing operations to address disproportionate, adverse effects on low-income and minority populations.
All federally funded transportation plans, projects, and decisions must involve an environmental justice assessment process that explicitly considers adverse effects (or the potential of adverse effects) on the environmental justice population. The Plan has an environmental justice analysis that documents the degree to which, to the extent possible, all people, regardless of race, color, national origin, or income, are protected from disproportionate negative or adverse impacts due to the program of projects listed in the Plan. In addition, this analysis also describes whether all neighborhoods have reasonable shares of the benefits from the proposed program. As the metropolitan planning organization for San Joaquin County, the SJCOG has developed its first Regional Transportation Plan (RTP) that incorporates an SCS. This document refers to the San Joaquin RTP/SCS simply as “the Plan” throughout.

Senate Bill 375

With the passage of Senate Bill (SB) 375 in 2009, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emissions reduction targets for cars and light trucks. These targets set by the California Air Resources Board call for the region to reduce per capita emissions 5 percent by 2020 and 10 percent by 2035 below a 2005 baseline. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy demonstrating how targets could be achieved must be developed. The 2014 Plan was the first to incorporate the requirements of SB 375.
It is important to note that while the RTP builds the SCS as a new element along with the traditional policy element, action element, and financial element, 2014 was not the first plan with sustainability features. San Joaquin’s RTP has always embodied policies and strategies committed toward sustainability through air quality measures, environmental preservation and conservation objectives, and growth management strategies. The Plan will guide the San Joaquin region toward a more sustainable future by integrating land use, housing, and transportation planning to build more sustainable communities. Some characteristics of these communities include location in compact development with a focus on infill development, and access to travel options including transit and bike/pedestrian facilities. Sustainability also requires efficiently located communities to better utilize public infrastructure and resources while minimizing impacts to prime farmland.

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

**California Environmental Quality Act**

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

**Delta Reform Act**

Enacted in November 2009, this act created the Delta Stewardship Council charged with developing, adopting, and implementing the Delta Plan. This plan serves to address strategies of providing reliable water supply for
California and protecting, restoring, and enhancing the Delta ecosystems. The Delta Stewardship Council is also responsible for advising local and regional agencies regarding consistency of their planning documents to the Delta Plan. The act requires that “covered actions,” as defined by the act, and which include plans, programs, or projects within the primary or secondary zones of the Delta, be consistent with the Delta Plan. SJCOG is required to ensure consistency of the Plan to the adopted Delta Plan. Local project exemptions from Delta Plan requirements are possible if there is a determination that they are consistent with the Plan.
A Regional Plan with Local Input

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

The Plan is a transportation investment strategy through 2042, identifying transportation needs to keep pace with anticipated growth and development as well as advancing various sustainability goals. It identifies the funding for these transportation projects in its financial element. While conceptual land use scenarios are essential in building the transportation system and then determining reasonable funding expectations, the Plan does not permit or deny any development projects under review or future proposals.

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

A. Enhance the Environment for Existing and Future Generations and Conserve Energy
B. Maximize Mobility and Accessibility
C. Increase Safety and Security
D. Preserve the Efficiency of the Existing Transportation System
E. Support Economic Vitality
F. Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts
G. Maximize Cost-Effectiveness
H. Improve the Quality of Life for Residents.

“Transportation allows residents…to travel for work and leisure, allows visitors to travel within the region, is necessary for economic activity [and] is especially important for the Northern San Joaquin Valley region because of…transportation, warehousing, and logistics sectors.” – Center for Business and Policy Research NSJV Index
Aligning Sustainability Goals with a Transportation Investment Strategy

The approach to the 2018 Plan is a refresh of the ambitious 2014 Plan, with a focus on implementation activities. Thus, the 2018 effort continues to rely on the 2014 Plan’s sustainability goals and their alignments with transportation investment strategies. This is accomplished through a focus on the following building blocks:

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

With the 2018 Plan, SJCOG recognizes the increasing importance of new technologies and innovation and the uncertainties inherent in planning for their integration into the transportation system. The Plan identifies potential opportunities and lays the groundwork for future investments in this area.
The Plan demonstrates that the region can meet and exceed the greenhouse gas targets imposed under SB 375. It further shows that those targets can be achieved with land use patterns focused on compact development that more effectively link transportation systems.

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

SJCOG’s continuing commitment to constant improvement in public engagement has resulted in the highest level of community involvement in any RTP/SCS to date. Through the Plan’s extensive civic engagement and involvement of local jurisdictions, businesses, environmental, and housing experts, the Plan builds a transportation future where transportation infrastructure can coexist with the goals of habitat conservation, farmland preservation, efficient energy consumption, and economic vitality.
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