2 Project Description

The proposed project is the 2018 Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS) for San Joaquin County (County). This section describes the proposed RTP/SCS, including the project objectives, project location and characteristics, 2018 RTP/SCS transportation projects, and discretionary actions needed for approval.

The full 2018 RTP/SCS is available for review at the San Joaquin Council of Governments (SJCOG) website (http://www.sjcog.org/).

2.1 Project Objectives

The objective of the 2018 RTP/SCS is to comply with the current California Transportation Commission Regional Transportation Plan Guidelines, pursuant to Government Code Section 14522, to prepare a regional transportation plan, a long-range transportation planning document which will provide policy guidelines regarding the planning and programming of transportation projects within the County through 2042. Further, Government Code Sections 65050, 65400, 65584.01-04, 65587, 65588 and Public Resources Code Section 21155 were amended in January 2009 when Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans to increase efficiency and reduce GHG emissions. The following sections describe the legislative requirements and local objectives associated with the 2018 RTP/SCS.

2.1.1 General Legislative Requirements

The San Joaquin Council of Governments (SJCOG) as the federally-designated metropolitan planning organization (MPO) representing San Joaquin County, is required by both federal and State law to prepare a long-range (at least 20-year) transportation planning document known as a Regional Transportation Plan (RTP). The RTP is a document used to achieve a coordinated and balanced regional transportation system.

SJCOG is also responsible for preparing a Sustainable Communities Strategy (SCS) as part of the RTP, pursuant to the requirements of California Senate Bill 375 as adopted in 2008 (discussed further below). The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce 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 California Transportation Commission’s document 2017 California Regional Transportation Plan Guidelines serves as the guidance for RTP development. All RTP updates started after the 2017 RTP Guidelines were adopted by the CTC (January 18, 2017) must use the new RTP Guidelines. SJCOG started their RTP/SCS after that date so is following the 2017 RTP Guidelines. Under both federal and State law, the RTPAs must update their RTPs every four years.1 SJCOG adopted its most recent RTP/SCS in June 2014. The 2014 RTP/SCS covered a planning period through 2040.

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1 23 C.F.R. §450.322(c); Gov. Code §65080(d).
### 2.1.2 SB 375 Requirements

The Sustainable Communities Strategy and Climate Protection Act, SB 375 (codified at CAL. GOVT CODE §§ 14522.1, 14522.2, 65080.01, 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588; CAL. PUB. RES. CODE §§2161.3, 21155, 21159.28), is a law passed in 2008 by the California legislature that requires each RTPA to demonstrate, through the development of an SCS, how its region will integrate transportation, housing, and land use planning to meet the greenhouse gas (GHG) reduction targets set by the State. In addition to creating requirements for MPOs, it also creates requirements for the California Transportation Commission (CTC) and CARB. Some of the requirements include the following:

- The CTC must maintain guidelines for the travel demand models that MPOs develop for use in the preparation of their RTPs or MTPs.
- The CARB must develop regional GHG emission reduction targets for automobiles and light trucks for 2020 and 2035 by September 30, 2010. These first targets were approved on September 23, 2010. New targets were set in early 2018 for this RTP/SCS. New targets for future plans will be adopted by CARB in 2018.
- Each MPO must prepare an SCS as part of its RTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation, and other outreach efforts.
- If an SCS cannot achieve the regional GHG target, the MPO must prepare an Alternative Planning Strategy (APS) showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.
- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP or MTP.
- After adoption, each MPO must submit its SCS to CARB for review.
- CARB must review each SCS to determine whether or not, if implemented, it would meet the GHG targets. CARB must complete its review within 60 days.

SJCOG reduction targets from CARB are currently identified as a 5 percent per capita reduction in 2020 and 10 percent per capita reduction by 2035 from year 2005. These targets apply to the entire SJCOG region for all on-road light duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions. Therefore, SJCOG, through the 2018 RTP/SCS, must maintain or reduce these levels to meet the 2020 target and reduce these levels to meet the 2035 targets.

SB 375 specifically states that local governments retain their autonomy to plan local General Plan policies and land uses. The 2018 RTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. The 2018 RTP/SCS includes and accommodates the quantitative growth projections for the region. A Regional Housing Needs Assessment (RHNA) was adopted with the 2014 Plan and is scheduled to be updated again in 2022. SB 375 also requires that forecasted development patterns for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.
In addition, this 2018 RTP/SCS EIR lays the groundwork for the streamlined review of qualifying development projects within Transit Priority Areas. Qualifying projects that meet statutory criteria and are consistent with the 2018 RTP/SCS are eligible for streamlined environmental review pursuant to CEQA.

2.1.3 Fixing America’s Surface Transportation Act (Fast Act)

The most recent federal transportation legislation, Fixing America’s Surface Transportation (FAST) Act builds on the changes made by MAP-21, and, was enacted in 2015. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms. Public involvement remains a hallmark of the planning process.

The FAST Act continues requirements for a long-range plan and a short-term transportation improvement program (TIP), with the long-range statewide and metropolitan plans now required to include facilities that support intercity transportation, including intercity buses. The statewide and metropolitan long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. Additionally, the FAST Act requires the planning process to consider projects/strategies to improve the resilience and reliability of the transportation system, address stormwater mitigation, and enhance travel and tourism.

Finally, in an effort to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers, and further encourages MPOs to consult during this process with officials of other types of planning activities, including tourism and natural disaster risk reduction. MAP-21 and the FAST Act also change criteria for MPO officials to provide transit provider representatives with equal authority and allow the representative to also serve as the representative of a local municipality.

Through the RTP development process, the FAST Act encourages SJCOG to:

- Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.3

Specifically, the FAST Act requires that the RTP planning process:

- Provide for consideration of projects and strategies that will:
  (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  (B) Increase the safety of the transportation system for motorized and non-motorized users;

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2 A Transit Priority Area is an area within ½-mile of high quality transit: a rail stop or a bus corridor that provides or will provide at least 15-minute frequency service during peak hours by the year 2040.
(C) Increase the security of the transportation system for motorized and non-motorized users;
(D) Increase the accessibility and mobility of people and for freight;
(E) 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;
(F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(G) Promote efficient system management and operation;
(H) Emphasize the preservation of the existing transportation system.
(I) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
(J) Enhance travel and tourism. 4

2.1.4 Planning Final Rule – FAST Act

On May 27, 2016, the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule was issued, with an effective date of June 27, 2016, for Title 23 CFR Parts 450 and 771 and Title 49 CFR Part 613. This final rule states, “On or after May 27, 2018, an RTPA may not adopt an RTP that has not been developed according to the provisions of MAP-21/FAST Act as specified in the Planning Final Rule.” This rule applies to the SJCOG RTP/SCS as its projected adoption is for June 2018.

2.1.5 MAP-21

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in 2012. Through the RTP development process, MAP-21 encourages SJCOG to:

Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.5

Specifically, MAP-21 requires that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

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- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.\(^6\)

The 2018 RTP/SCS discusses in detail how these requirements are met.

### 2.1.6 Measure K Expenditure Plan

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

### 2.1.7 Metropolitan/Regional Transportation Plans

The procedures for developing Regional Transportation Plans, which SJCOG has prepared, are also referred to as Metropolitan Transportation Plans – are provided in the California Transportation Commission’s *2017 California Regional Transportation Plan Guidelines*. The guidelines apply to both types of document and identify the purpose of an MTP/RTP to be as follows:

- Provide an assessment of current modes of transportation and the potential of new travel options within the region;
- Project/estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region’s mobility and accessibility needs;
- Guide and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements in sufficient detail to serve as a foundation for:
  - Development of the Federal Transportation Improvement Program (FTIP) and the Interregional Transportation Improvement Program (ITIP);
  - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process; and
  - Identification of project purpose and need.
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals.
- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts,


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Native American Tribal Governments and State and Federal agencies in responding to statewide and interregional transportation issues and needs;

- Provide a forum for 1) participation and cooperation, and 2) facilitating partnerships that reconcile transportation issues which transcend regional boundaries; and
- Involve community-based organizations as part of the public, Federal, State and local agencies, Native American Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality, and environmental issues related to transportation.

RTPs and MTPs must include long-term horizons (at least 20 years) that reflect regional needs, identify regional transportation issues/problems, and develop and evaluate solutions that incorporate all modes of travel. RTPs and MTPs must also recommend a comprehensive approach that provides direction for programming decisions to meet the identified regional transportation needs. RTPs and MTPs must be fully consistent with the requirements of MAP 21 and other federal regulations, including conformity with the 1990 Clean Air Act Amendments and consistency with the Federal Transportation Improvement Program (FTIP).

2.1.8 Local Objectives

The 2018 RTP/SCS includes mobility as an important component and incorporates an emphasis on sustainability and integrated planning. The Plan contains projects, policies, and strategies to achieve a wide range of positive outcomes. It identifies reasonably available sources of funding for transportation. The 2018 RTP/SCS is a plan for improving the quality of life for residents of San Joaquin County by planning for wise transportation investments and informed land use choices. The Plan aims to achieve variety and efficiency in travel choices, as well as a safe, secure, and efficient transportation system that would provide improved mobility and access. It includes strategies to generally improve air quality, improve health, and reduce greenhouse gas emissions consistent with SB 375 requirements. The plan achieves its overall objectives by combining transportation investment and policies with integrated land use strategies that reduce per capita vehicle miles traveled (VMT) and emissions. These land use strategies include:

- Focusing new growth and development in areas well served by transit,
- Promoting a better fit between jobs and housing,
- Redirecting future housing growth toward more compact unit types, and
- Promoting a mix of uses and neighborhood design that enables more walk and bike trips.

2.2 Project Location

San Joaquin County is located in the northern portion of the San Joaquin Valley and covers approximately 1,440 square miles. The geographical extent of the 2018 RTP/SCS includes the area within the limits of San Joaquin County, California, including the incorporated cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, Tracy, and all unincorporated areas under the jurisdiction of the County of San Joaquin (See Figure 2). Capital improvement projects identified in the 2018 RTP/SCS are primarily located on state highways, county roads and locally owned streets, as well as on airport property, transit district property and public utility lands. A description of the study area is provided in Section 3.0, Environmental Setting.
Figure 2  Project Location
2.3 Project Characteristics

The 2018 RTP/SCS is a technical update to the 2014 RTP/SCS which was adopted in 2014. The 2018 RTP/SCS reflects changes in planning assumptions, planning lists, legislative requirements, local land use policies, and resource and revenue constraints, while preserving the foundational elements of the 2014 RTP/SCS.

The 2018 RTP/SCS is based on a preferred land use and transportation scenario which defines a pattern of future growth and transportation system investment for the region emphasizing a transit-oriented development and compact infill approach to land use and housing. Population and job growth is allocated principally within existing urban areas near public transit. Allocation of future growth directly addresses jobs-housing balance issues.

The preferred scenario consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in existing urban areas. This focus intends to minimize impacts on rural areas which contain the majority of agricultural land throughout the County. The transportation network includes additional highway, local street, active transportation, and transit investments to serve a more concentrated urban growth pattern. The preferred scenario also shifts investment towards bicycle and pedestrian improvements that complement public transit and other non-vehicle alternatives.

There are four required elements of the RTP; all of which must be internally consistent. The goals and strategies in the policy element reflect regional priorities for mobility, which are supported by the assumptions in the SCS, and are further reflected in the funding allocations in the financial element. A scenario represents the potential future interaction of these elements. Each scenario has been evaluated through a series of metrics to inform policymakers and the public how the scenario meets regional goals and strategies for improvement over current conditions. Each element’s relationship to scenario development is discussed in the subheadings below.

The 2018 RTP/SCS is comprised of the following elements: (1) a policy element that presents an overview of the challenges facing the region; the RTP goals, policies and performance outcomes; (2) planning assumptions including growth of population; (3) the SCS, which includes land use policies and forecasted future growth and land use for the region; (4) a strategic investment chapter that includes action elements necessary to implement the Plan and performance measures to determine how the Plan performs; (5) the financial element that summarizes the cost of Plan implementation constrained by a realistic projection of available revenues and provides recommendations for the allocation of funds; (6) a future links chapter that addresses trends that could affect the RTP in future cycles; and (7) a monitoring chapter that addresses monitoring the progress of the transportation system. The RTP also addresses environmental justice. Transportation projects included in the 2018 RTP/SCS are listed in Appendix 3.0, Detailed RTP Project List, and contain many of the same projects included in the 2014 RTP/SCS. The projects, policies, and strategies that have
committed, available, or reasonably available funding sources constitute the 2018 RTP/SCS that is also referred to as the “constrained plan” or Plan. In total, the RTP/SCS assumes $11.5 billion in projected revenues to be available within the 2042 horizon year of the Plan.

2.3.1 Policy Element

The overall approach to the 2018 RTP/SCS is to build upon the “ambitious and achievable” 2014 plan with updated planning assumptions. Goals, policies, and strategies have been carried over to the 2018 plan, plus any additional policies needed to address new requirements or updated technologies. The preferred scenario addresses the overall policy goals and intent with a different strategic focus. SJCOG staff compared not only metrics from each scenario against one another, but looked at measurable results against previous and current conditions based on empirical data. SJCOG measured progress over time since the last RTP and assessed whether a forecast of future conditions is better today over a similar set of policies and strategies as in 2014.

The 2018 RTP/SCS does not provide project designs or a construction schedule. Adoption of the 2018 RTP/SCS would not represent an approval action for any of the individual transportation programs and projects listed in the financially constrained Plan. Detailed site-specific alignment, location, design, and scheduling of the improvement projects which are included in the 2018 RTP/SCS are not fixed by the 2018 RTP/SCS, and these individual projects may be modified substantially from their initial description in the 2018 RTP/SCS at the time they are considered for implementation.

2.3.2 Financial Element

The total funding for the 2018 RTP/SCS has been allocated to projects in five broad funding categories: roadway expansion, roadway operations and maintenance, bus transit, rail transit, and active transportation.

SJCOG staff estimates the total funding for the 2018 RTP at $11.5 billion. This funding is allocated to each of the five broad funding categories: highway and regional roadway expansion, roadway operations and maintenance, bus transit, rail transit, and active transportation. Of the total $11.5 billion funding amount, the 2018 RTP/SCS would allocate approximately $0.32 billion to active transportation projects (primarily in the form of bicycle and pedestrian improvements), $1.21 billion to railroad and railway improvement projects, $2.36 billion to bus transit operations, $4.45 billion to roadway maintenance and rehabilitation efforts, and $3.12 billion towards general roadway expansions, widenings, etc.

2.3.3 Action Element

SJCOG staff met with each jurisdiction in the County, as well as the Regional Transit District, Caltrans, and the Regional Rail Commission to update and refine a baseline project list for the 2018 RTP. This includes removal of completed or substantially completed projects, adding any new future projects, or modifications to projects based on changes to scope or schedule. Project lists were modified to reflect the different theme, policy choices, and investment priority focus of each of the alternative scenarios. The final project list is established based on those priorities and investments, and are discussed further in Section 2.4 below.
2.3.4 Sustainable Communities Strategy

This element provides future land-use assumptions upon which the SCS is constructed. SJCOG staff has met with each jurisdiction in San Joaquin County to discuss any changes to current planning assumptions, or potential changes to the location of future development since the last RTP/SCS was developed. As with 2014, the scenarios presented for consideration varied in the location and intensity of future growth. These assumptions are guided in each scenario by general plans; however, general plans provide for a range of specific development characteristics based on future priorities and desires of residents, shifting demographics, incentives, and private sector responses to these variables. The land-use assumptions are matched to investment priorities and project lists for the public, stakeholders, and SJCOG committees and Board, upon which results in the 2018 RTP/SCS.

The SCS consists of the preferred land use and transportation scenario selected by SJCOG as best capable of meeting RTP goals. The 2018 RTP/SCS simultaneously addresses the region’s transportation needs and encourages infill development near transit investments to reduce vehicle miles traveled (VMT) and overall GHG emissions. This strategy selectively invests in transportation systems that complement compact growth within transit corridors in existing urban areas.

The transportation projects, programs, and strategies contained in the RTP are major components of the SCS. However, the SCS also focuses on the general land use growth pattern for the region, because the geographic relationships between land uses—including density and intensity—help determine travel demand. Thus, to meet requirements of SB 375, the SCS:

- Identifies existing and future land use patterns;
- Establishes a future land use pattern to meet GHG emission reduction targets;
- Identifies transportation needs and the planned transportation network;
- Considers statutory housing goals and objectives;
- Identifies areas to accommodate long-term housing needs;
- Identifies areas to accommodate eight-year housing needs;
- Considers resource areas and farmland; and

These requirements, as outlined in California Government Code Section 65080(b)(2)(B), do not mean that the SCS creates a mandate for certain land use policies at the local level. In fact, SB 375 specifically states that the SCS cannot dictate local General Plan policies (see Government Code Section 65080(b)(2)(J)). Rather, the SCS is intended to provide a regional policy foundation that local governments may build upon as they choose and generally includes quantitative growth projections.

2.4 2018 RTP/SCS Transportation Projects

The types of transportation projects comprising the 2018 RTP/SCS are summarized below. All projects by type and jurisdiction are shown in Appendix B.

- **Active Transportation.** 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. The projects in the 2018 RTP/SCS are focused on improvements
designed to benefit pedestrians and bicyclists. They include the construction of Class I-III bicycle lanes, sidewalk gap closures, ADA accessible ramps and sidewalks, pedestrian crossings, maintenance, rehabilitation, and repair projects, roundabouts, and new lighting. Specific projects include “complete streets” improvements on Miner Avenue and the installation of numerous Class II bicycle lanes in the City of Stockton. Another project includes the installation of crosswalks, LED in-pavement crosswalk lights, and new signs in the City of Ripon in order to implement the Parkview Elementary Safe Routes to School program.

- **Interchanges.** These projects focus mainly on the reconstruction and construction of interchanges throughout the County. These projects include the modification of existing interchanges, such as the projects located in the City of Tracy, as well as the construction of new interchanges and auxiliary lanes in the City of Stockton. Specific projects include the development of a new interchange and lanes along I-5 at Otto Drive in Stockton, and reconstructed interchanges in the City of Lathrop along I-5 at Louise Avenue and Lathrop Road.

- **Regional Roadways.** These projects include the development of new infrastructure such as reconstructed interchanges, intersection improvements, and new, widened, and extended roadway lanes, designed to improve safety and capacity. Specific projects include the widening and construction of new lanes on Airport Way and Atherton Drive in the City of Manteca, as well as a number of roadways widenings in the City of Stockton.

- **Rail Corridor/Railroad Crossings.** Railroad crossing projects focus on improvements to railroad crossings, safety improvements, and construction of new grade separations. Specific projects included in the 2018 RTP/SCS include the construction of 4 and 6 lane grade separations along the UPRR in the City of Stockton, and grade separations in Escalon, Lathrop, and Manteca. Rail corridor projects include the purchase of rail stock, railway realignments, rehabilitation and upgrade to existing tracks and stations.

- **Airports.** San Joaquin County's airports provide services which 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 US 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 projects included in the 2018 RTP/SCS are focused on reconstruction, rehabilitation, and general improvements at both the Tracy Municipal Airport, and the Stockton Metro Airport. Specific projects include runway, taxiway, and lighting improvements at the Stockton Metro Airport, and the installation of wash facilities, a helicopter pad, and new fencing at the Tracy Municipal Airport.

- **Transportation Control Measures (TCM).** Transportation Control Measures 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). 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. TCM projects in the 2018 RTP/SCS include the installation of traffic signals, roundabouts, complete streets improvements, new bicycle facilities and lanes, pedestrian improvements such as widening and maintenance to local pathways, and technological improvements such as signal systems and monitoring traffic flows.
Bus Transit. Transit systems consist 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. There are four types of public transit services currently operated by RTD and the cities in San Joaquin County: general public fixed-route, general public dial-a-ride, general public route-deviation, and para-transit dial-a-ride. The transit projects included in the 2018 RTP/SCS focus on improvements such as the purchase of rolling stock, bus rehabilitation, purchase of communication equipment, bus shelters and ancillary equipment used to rehabilitate/upgrade existing transit stops/stations. Specific improvements would include traffic signal upgrades, bus stop amenities and access enhancements in the Stockton Metropolitan Area, as well as new bus replacements and new passenger amenities in the City of Escalon.

Operations and Maintenance. These types of projects are located throughout the County, and are diverse in definition. The project description of these projects include projects similarly discussed above, and include improvements such as the construction of roundabouts, pedestrian and bicycle facility upgrades, roadway rehabilitation, and the installation of ramp meters and Intelligent Transit System (ITS) elements. Currently there are several ITS projects targeted specifically for San Joaquin County. These projects would fall under the focused urban area ITS and include advanced warning systems, vehicle tracking, signal coordination and synchronization, and advanced transit systems. Other improvements include the installation of adaptive traffic signals through signal coordination efforts, and new traffic responsiveness control systems.

The general location of projects that comprise the 2018 RTP/SCS are shown in Figure 3.

2.5 Intended Use of EIR

2.5.1 Agencies Expected to Use EIR in Decision-making

The CEQA Guidelines (Section 15124(d)) require EIRs to identify the agencies that are expected to use the EIR in their decision-making, and the approvals for which the EIR will be used. SJCOG will use this Program EIR as part of its review and approval of the 2018 RTP/SCS. The sponsor agencies for projects analyzed in this program EIR may use it as the basis for cumulative analysis of specific project impacts, together with the projected growth in the region. Cities and counties may use information in this EIR in their future housing elements. In addition, for projects that may be eligible for CEQA Streamlining, applicable mitigation measures from this EIR shall be incorporated into those projects as appropriate. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions. It is the intent of SJCOG that member agencies and others use the information contained within the Program EIR in order to “tier” subsequent environmental documentation of projects in the region. Information from this document may also be incorporated in future County Congestion Management Programs and associated environmental documents, as applicable.

The 2018 RTP/SCS is intended to meet the changing socioeconomic, transportation infrastructure, financial, technological, and environmental conditions of the region. Individual projects are preliminarily identified in the 2018 RTP/SCS; however, this Program EIR is programmatic in nature and does not specifically analyze these projects. Project-level analysis will be prepared by
implementing agencies on a project-by-project basis. Project-specific planning and implementation undertaken by each implementing agency will depend on a number of issues, including: policies, programs and projects adopted at the local level; restrictions on federal state and local transportation funds; the results of feasibility studies for particular corridors; and further environmental review of proposed projects.

This EIR is also intended to help activate the CEQA streamlining benefits of SB 375 for local jurisdictions and private development, described in Section 1.3.1, CEQA Streamlining Opportunities.

2.5.2 Project Permits and Approvals

To complete the 2018 RTP/SCS process, SJCOG will first adopt the 2018 RTP/SCS and certify the EIR, and adopt any specific findings and Statements of Overriding Considerations to complete the CEQA review process. Additional environmental review will be conducted by project sponsors, as the lead agency for the individual projects contained within the 2018 RTP/SCS, prior to project implementation.

Depending on the location of the project, future approvals for individual transportation projects identified in the 2018 RTP/SCS would have to be completed by one or more of the following agencies:

- California Department of Transportation (Caltrans)
- San Joaquin Valley Air Pollution Control District
- San Joaquin Joint Powers Authority
- Transit agencies within San Joaquin County
- San Joaquin Council of Governments
- San Joaquin County
- Cities of: Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy

The following public agencies would need to review the assumptions inherent in the 2018 RTP/SCS before it could be implemented:

- SJCOG
- Caltrans
- California Transportation Commission
- Cities of: Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy
- County of San Joaquin
- San Joaquin Valley Air Pollution Control District
- Transit agencies within San Joaquin County

As future transportation system improvement projects identified in the 2018 RTP/SCS are planned and designed, site-specific environmental review will be conducted by the agencies responsible for implementing such projects.

Caltrans is a Responsible Agency for all projects planned within its rights-of-way. Any public agencies or private developers contemplating work within a Caltrans right-of-way are required to obtain an approved encroachment permit from Caltrans prior to beginning that work.
2.6 Relationship with Other Plans and Programs

The 2018 RTP/SCS Program EIR builds on the analysis and mitigation contained in the 2014 RTP/SCS Program EIR. The 2018 RTP/SCS project list is similar to the project list for the 2014 RTP/SCS, although some of the transportation projects from the 2014 RTP are now considered committed and are included in the No Project Alternative. The 2018 RTP/SCS evaluates the most recent projects and policies and provides more direct comparisons between current conditions and expected future Plan conditions. The 2018 RTP/SCS Program EIR includes additional analysis of cumulative, growth-inducing, and other indirect impacts.

The 2018 RTP/SCS has maintenance and operations focus. As such, there are less environmental impacts as there are fewer capacity increasing projects than in previous plans; those that are included are generally focused in already developed areas and are anticipated to include features supporting alternative modes of transportation and/or ride sharing options as contextually appropriate.