



SJCOG
CONGESTED CORRIDOR PLAN

SJCOG Congested Corridor Plan I-205, I-5, SR 120, and SR 99

September 14, 2019

What is the Congested Corridor Plan?

We all experience the challenges of getting around San Joaquin along the I-205, I-5, State Route 120 and State Route 99 Corridor.

The goal of this Congested Corridor Plan is to reduce traffic congestion and increase travel choices through a balanced set of transportation, environmental, and community access improvements.



What is SB 1?

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, is a \$54 billion transportation investment to rebuild California.



SB 1 will fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds are split equally between state and local investments.

Getting Funding from SB 1

The San Joaquin Council of Governments (SJCOG) and Caltrans have partnered to prepare the I-205, I-5, State Route 120 and State Route 99 Congested Corridor Plan

This plan is required to compete for funding from the California Transportation Commission's SB 1 Solutions for Congested Corridors Program



Other Funding Sources to Implement the Congested Corridor Plan

- ❖ SB 1 – Trade Corridor Enhancement Program (TCEP)
- ❖ SB 1 – Local Partnership Program (LPP)
- ❖ Active Transportation Program (ATP)
- ❖ Transit and Intercity Rail Capital Program
- ❖ Federal Competitive Funding
- ❖ Measure K Local Transportation Sales Tax



Goals of the Congested Corridor Plan

- ❖ Reduce Congestion / Travel Time for all modes
- ❖ Increase Carpooling, Transit, Rail, and Active Transportation (Bicycling and Walking) Options
- ❖ Move people more efficiently through High Occupancy Vehicle (HOV or Carpooling), Transit and Rail Options
- ❖ Improve Safety
- ❖ Improves Accessibility
- ❖ Create New Jobs
- ❖ Improve Air Quality

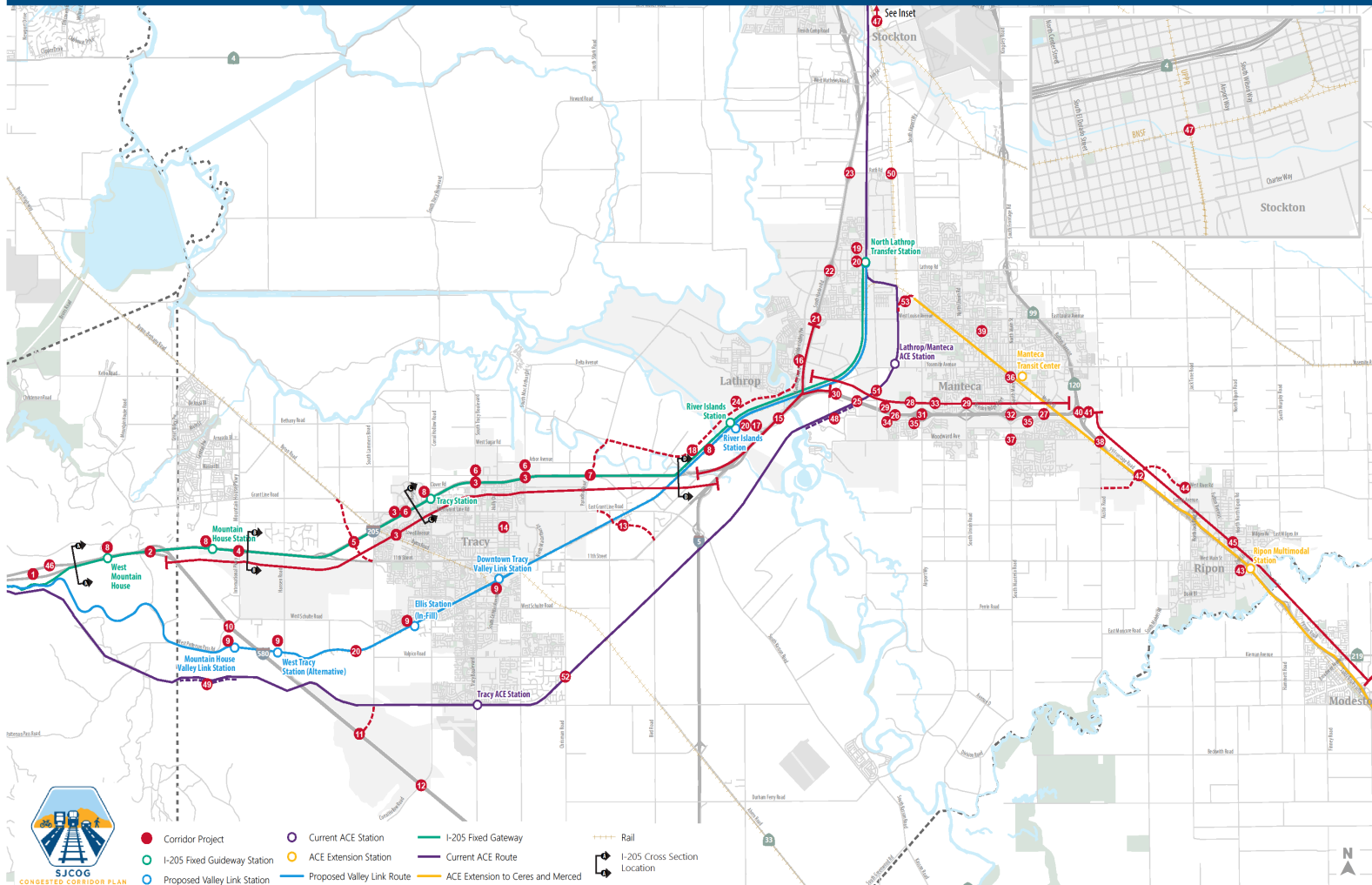


SJCOG RTP/SCS

- ❖ SJCOG is required to adopt a long range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) every 4 years
- ❖ This ambitious Plan focuses on how land-use and transportation can work together to help the region achieve lower greenhouse gas emissions, improve air quality, improve economic opportunity, and reduce impacts on vital farm and natural lands.
- ❖ The Congested Corridor Plan will help implement the 2018 RTP/SCS and inform the next 2022 RTP/SCS



Multi-Modal Projects



Summary of Projects by Sub-Corridor

- ❖ 53 Key Projects in the I-205, I-5, SR 120 and SR 99 Congested Corridor Plan
 - ❖ 16 Multi-Modal Projects in the I-205 Sub-Corridor
 - ❖ 14 Multi-Modal Projects in the I-5 Sub-Corridor
 - ❖ 15 Multi-Modal Projects in the SR 120 Sub-Corridor
 - ❖ 8 Multi-Modal Projects in the SR 99 Sub-Corridor



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CONGESTED CORRIDOR PLAN

KEY CORRIDOR PROJECTS IN DEVELOPMENT NOW

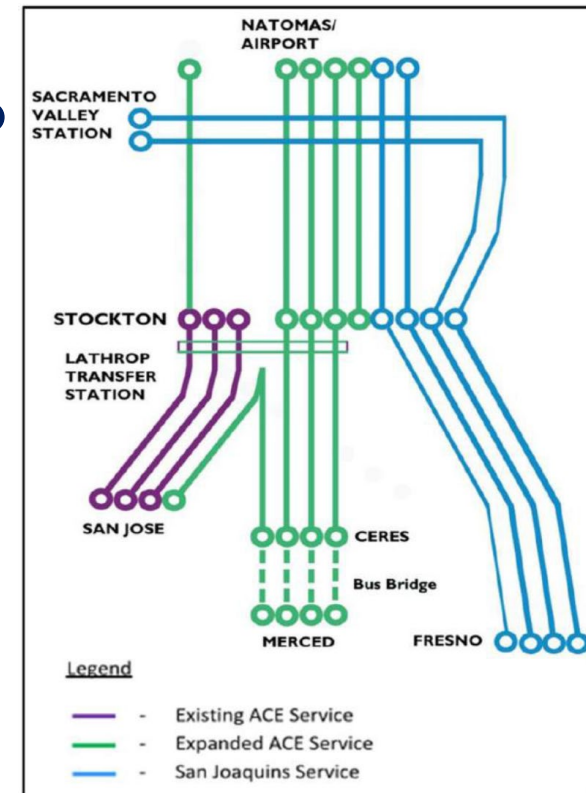
Valley Rail Project

- ❖ ACE and Amtrak service being expanded to Ceres, Merced, and Sacramento
- ❖ \$1 billion in improvements underway
- ❖ New Stations in Ripon, Downtown Manteca, and North Lathrop
- ❖ New station locations in Elk Grove, Midtown Sacramento, and Natomas with shuttle connection to Sacramento International Airport



Valley Rail Project

- ❖ North Lathrop Transfer Station for transfers from trains to/from Sacramento and Ceres
- ❖ Increased Amtrak Service from Fresno to Stockton and Sacramento
- ❖ Service to Manteca, Ripon, Modesto, Ceres by 2023
- ❖ Service to Sacramento by 2023
- ❖ Service to Turlock and Merced by 2027
- ❖ New locomotives and railcars being delivered to allow 10-car ACE trains to San Jose



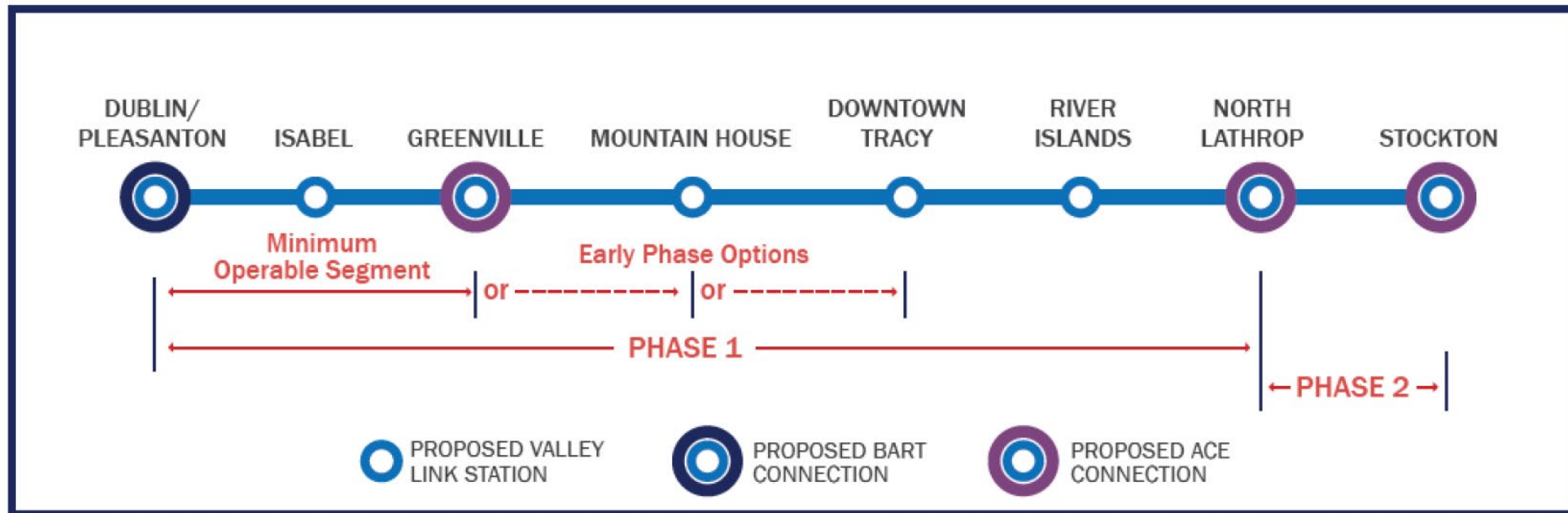
Valley Link Project

- ❖ Proposed rail service connecting ACE to BART on I-580, through Altamont Pass, and Tracy



Valley Link Project

Valley Link Proposed Phasing

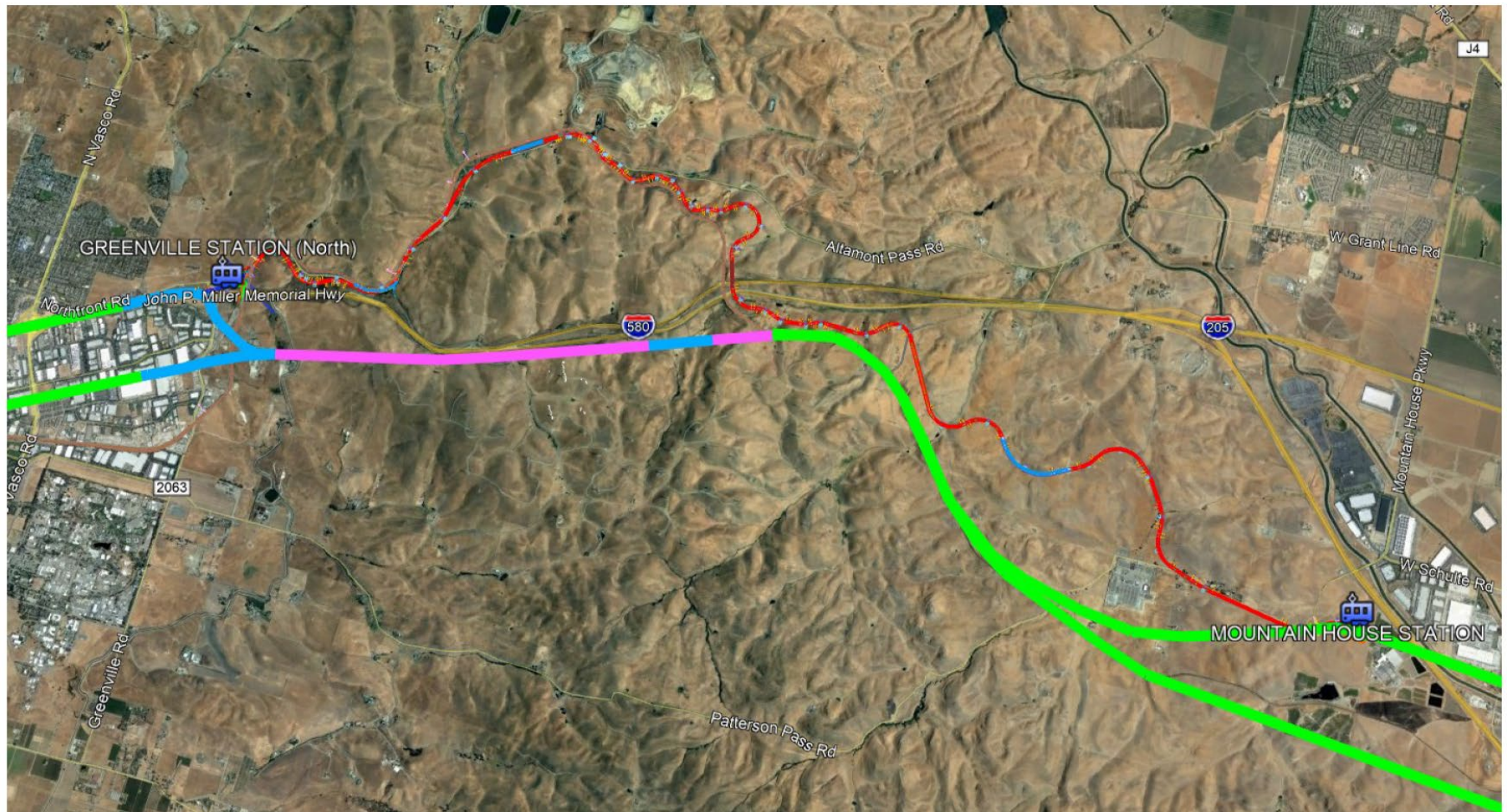


Altamont Corridor Vision

- ❖ Partnership between ACE and Valley
- ❖ Near term:
 - ❖ 5th and 6th ACE daily round-trips
 - ❖ Valley Link Phase 1
 - ❖ Rail Tunnel through Altamont Pass
- ❖ Mid Term:
 - ❖ 10 ACE daily round-trips over Altamont Pass
- ❖ Long term:
 - ❖ ACE or Valley Link Trains every 15 to 30 minutes
 - ❖ Universal corridor with one seat ride from Valley to San Jose, Oakland, San Francisco, or Peninsula

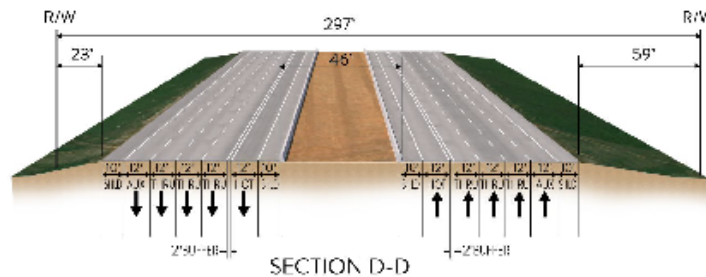
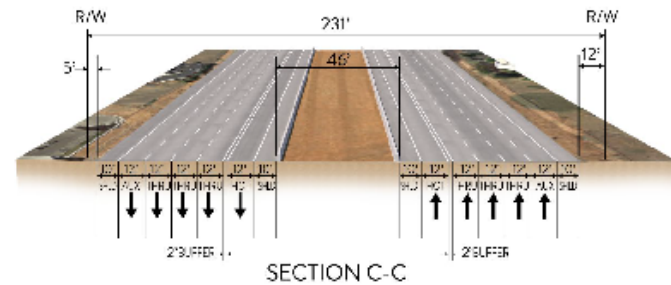
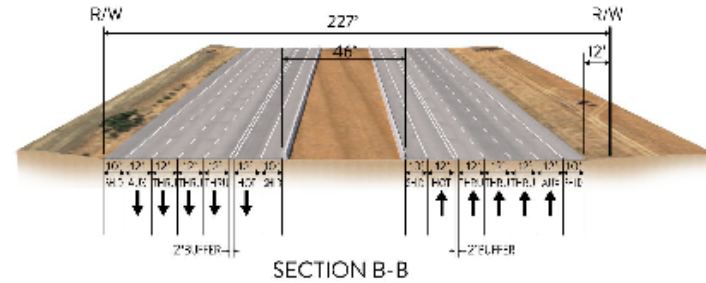
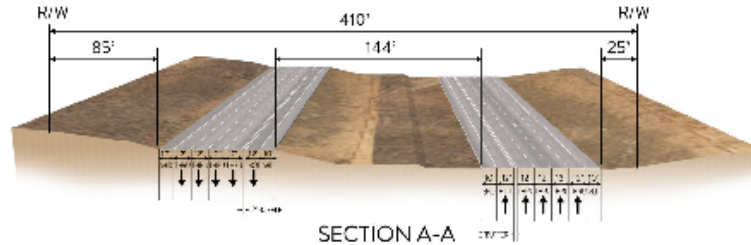


Altamont Corridor Vision Altamont Pass Tunnel Concept



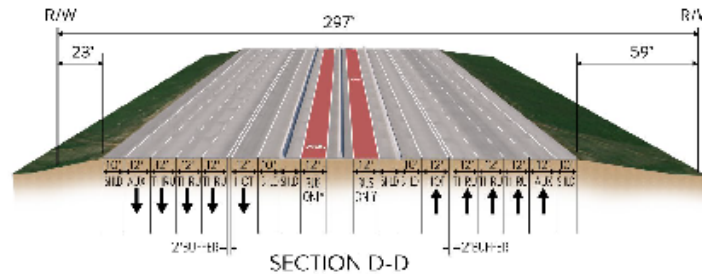
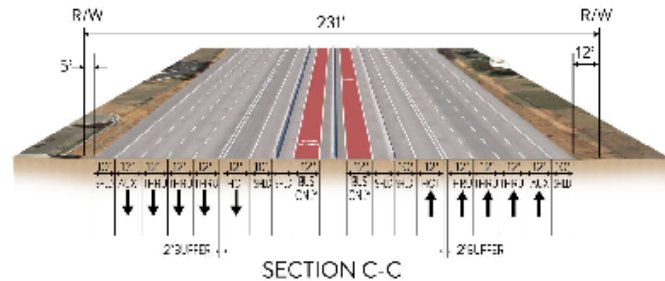
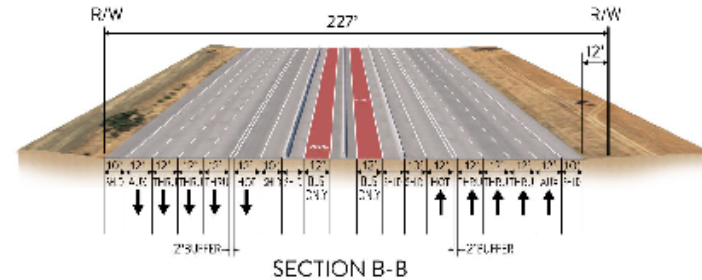
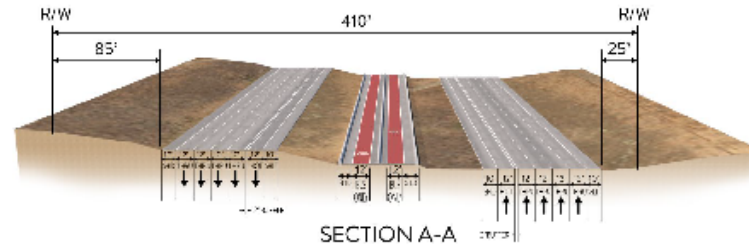
I-205 Cross Sections

HOV or Express Lanes Only



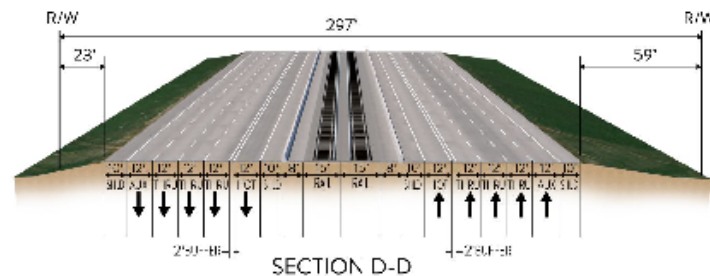
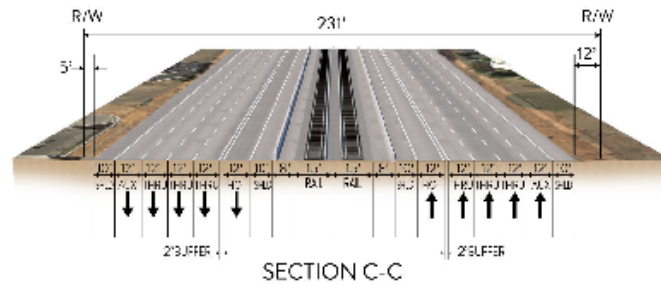
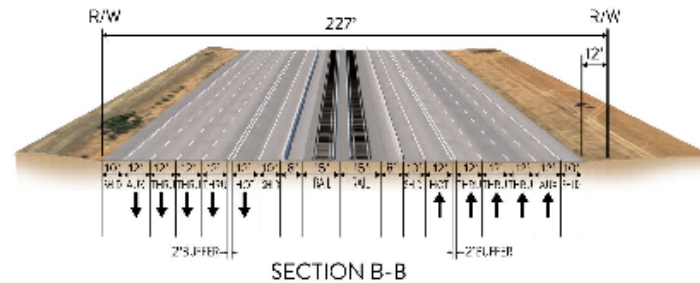
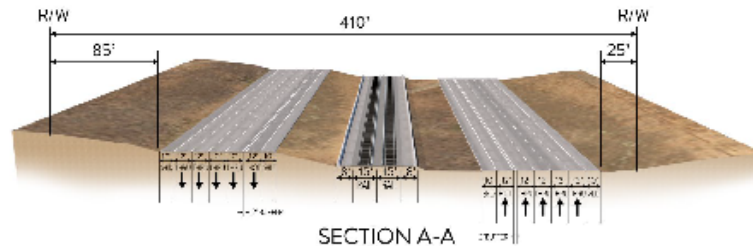
I-205 Cross Sections

HOV or Express Lanes With Bus Lane



I-205 Cross Sections

HOV or Express Lanes with Rail



Integrated Corridor Management Plan

- ❖ Caltrans working with SJCOG and local agencies to look at strategies to improve operations on highway system and local roads
- ❖ Coordinated planning and operations
- ❖ Real-time monitoring of transportation conditions
- ❖ Intelligent Transportation Systems infrastructure
- ❖ Accurate, real-time traveler information for all modes
- ❖ Alternate routes to get travelers safely and efficiently back to the highway system during incidents

Integrated Corridor Management Plan Potential Strategies

	Active Freeway Management	Surface Street Management	Transit Management	Traveler Information	Incident Management	Maintenance and Construction Management	Commercial Vehicle Operations
Short-Term	• Queue warning • Ramp metering	• Traffic signal upgrades • Enhanced vehicle detection • Traffic signal optimization • CCTV cameras • Traffic signal interconnect (communications)	• Transit arrival information	• CMS	• Inter-Agency coordination • Arterial CMS/ trailblazers • Coordination during emergencies • EVP		• Dynamic freight routing • Freight traveler information • Open source architecture package for drayage dispatch and driver locations • Freight signal priority at upslope ramps
Mid-Term	• Bus-on-shoulder • Hard shoulder running	• Adaptive signal control	• Smart park & ride lots		• Flush plans	• Smart work zone technology	• Freight lane restrictions • Freight parking
Long-Term	• Dynamic speed control • Dynamic lane reversal/ contraflow • Dynamic lane usage	• SPaT	• Parking information	• Mobile application interface (queue warning, mode connection info)			



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CONGESTED CORRIDOR PLAN

CONGESTED CORRIDOR PLAN ANALYSIS AND RESULTS

Improving Travel Choices

- ❖ Reduce Congestion / Travel Time by providing multi-modal choices for travel within San Joaquin County and also to and from the San Francisco Bay Area
- ❖ Increase Percent of People using Carpooling, Transit, Rail, and Active Transportation Options
- ❖ Increase Person Throughput via transit and rail options
- ❖ Reduce Vehicle Miles Traveled by Single Occupancy Vehicles (SOV)

Improving Safety and Accessibility

- ❖ Improve Safety by constructing improvements at current locations with recurring congestion and where collisions occur
- ❖ Implement Multi-Modal and Complete Streets projects for transit, rail, bicycle and pedestrian trips
- ❖ Improve Accessibility for all modes of travel via Park and Ride Lots, Bus Transit, and Passenger Rail Improvements.

Economic Growth and Improved Air Quality

- ❖ SJCOG'S RTP/SCS projects that by 2045 San Joaquin County will be home to nearly 1,100,000 people
- ❖ The RTP/SCS also projects there will be 100,000 new jobs added between 2020 and 2045
- ❖ Providing multimodal options for long distance trips to the Bay Area and local career opportunities will Improve Air Quality

Potential Benefits of These 53 Multi-Modal Projects

- ❖ Reduce Vehicle Miles Traveled per Capita (population) by more than 12%
- ❖ Reduce Single Occupant Mode Share by 5%
- ❖ Increase percent of people that Carpool, use Transit, Rail, or Bike and Pedestrian Mode by more than 50%
- ❖ Increase person throughput between the Central Valley and the San Francisco Bay Area by more than 25%

Potential Benefits of These 53 Multi-Modal Projects

- ❖ Reduce travel time between the Stanislaus River and Altamont Pass by about 30% for HOV and transit trips
- ❖ Reduce travel time between the Central Valley and the San Francisco Bay Area by about 50% for commuter rail passengers via ACE or Valley Link
- ❖ Improved air quality by decreasing emissions from Single Occupant Vehicles

Questions?

