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

September 12, 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.

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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.

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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

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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

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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

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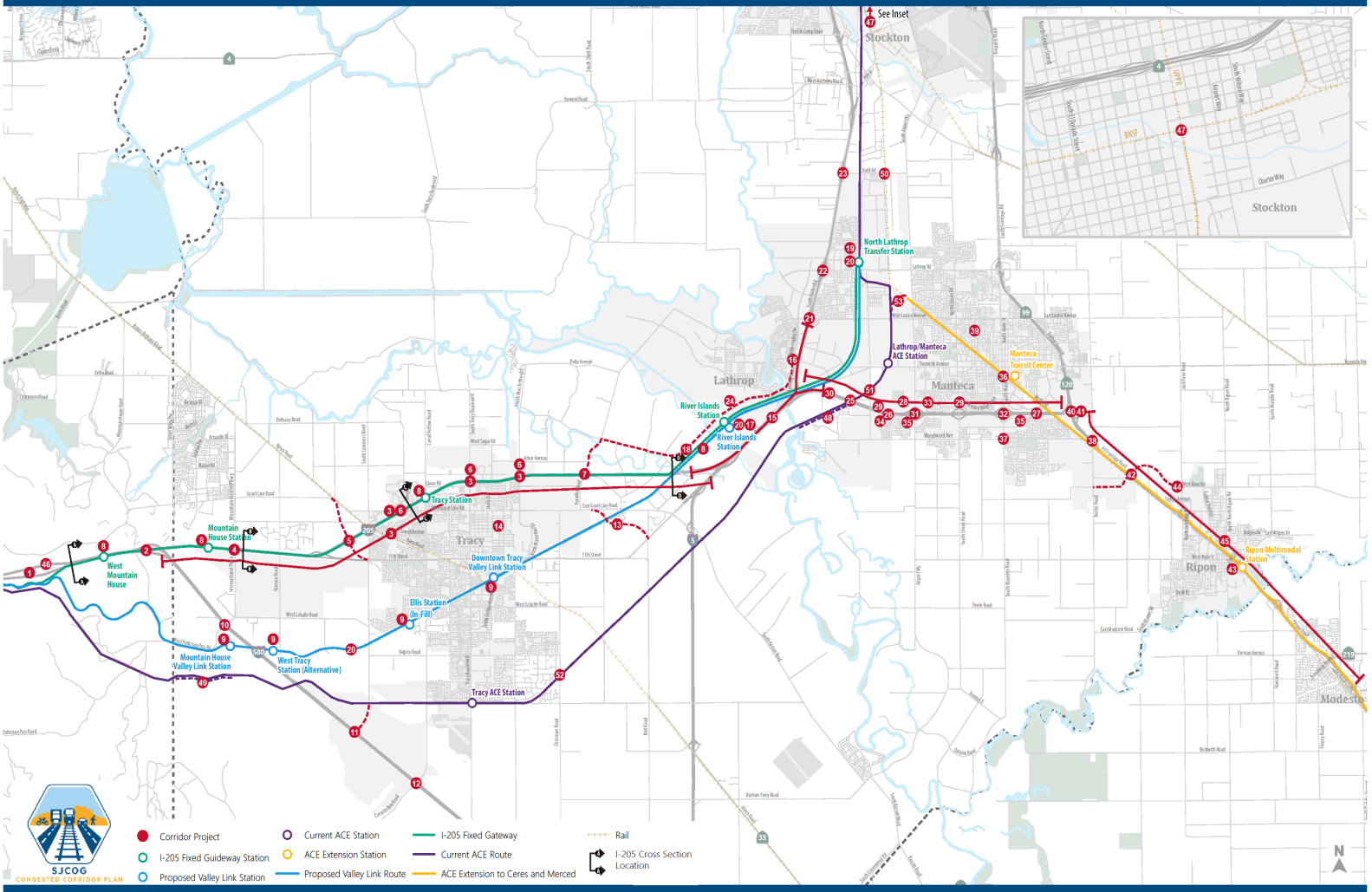
Multi-Modal Projects



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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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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

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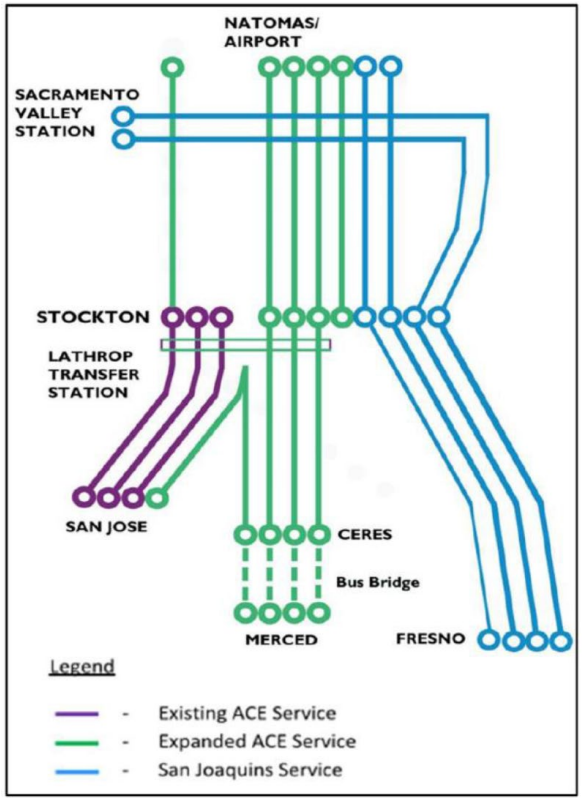
Valley Rail Project

- 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



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Valley Link Project

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

Valley Link
Connecting People, Housing, and Jobs

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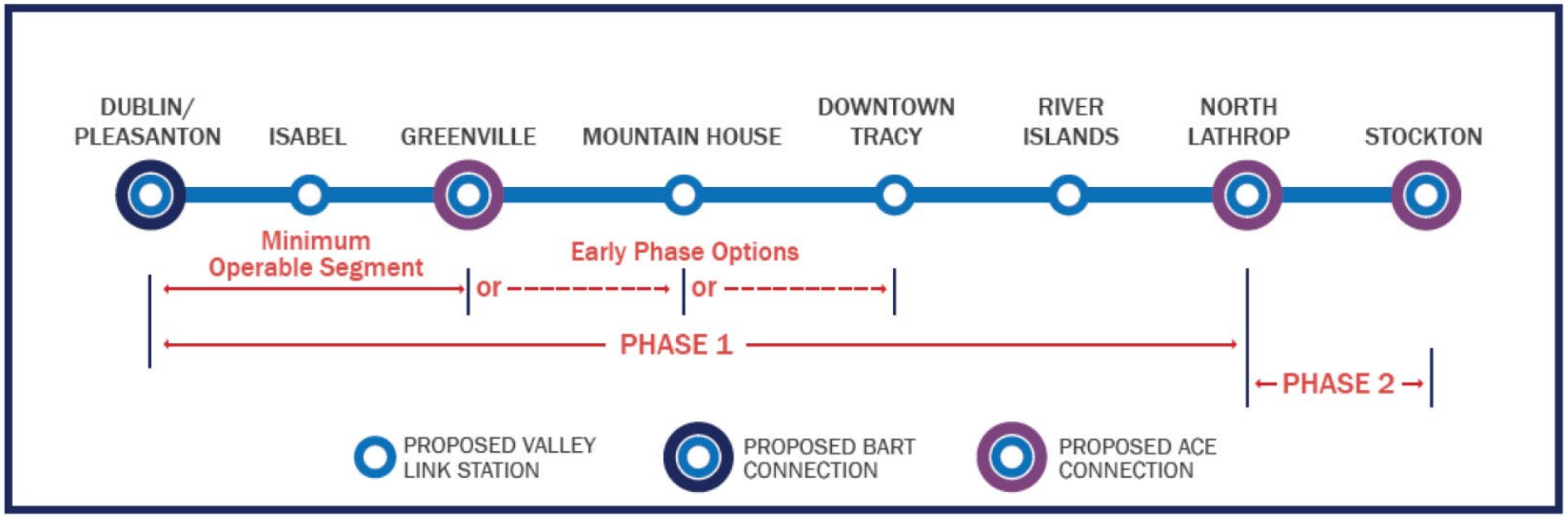
Valley Link Project

Valley Link Proposed Phasing



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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

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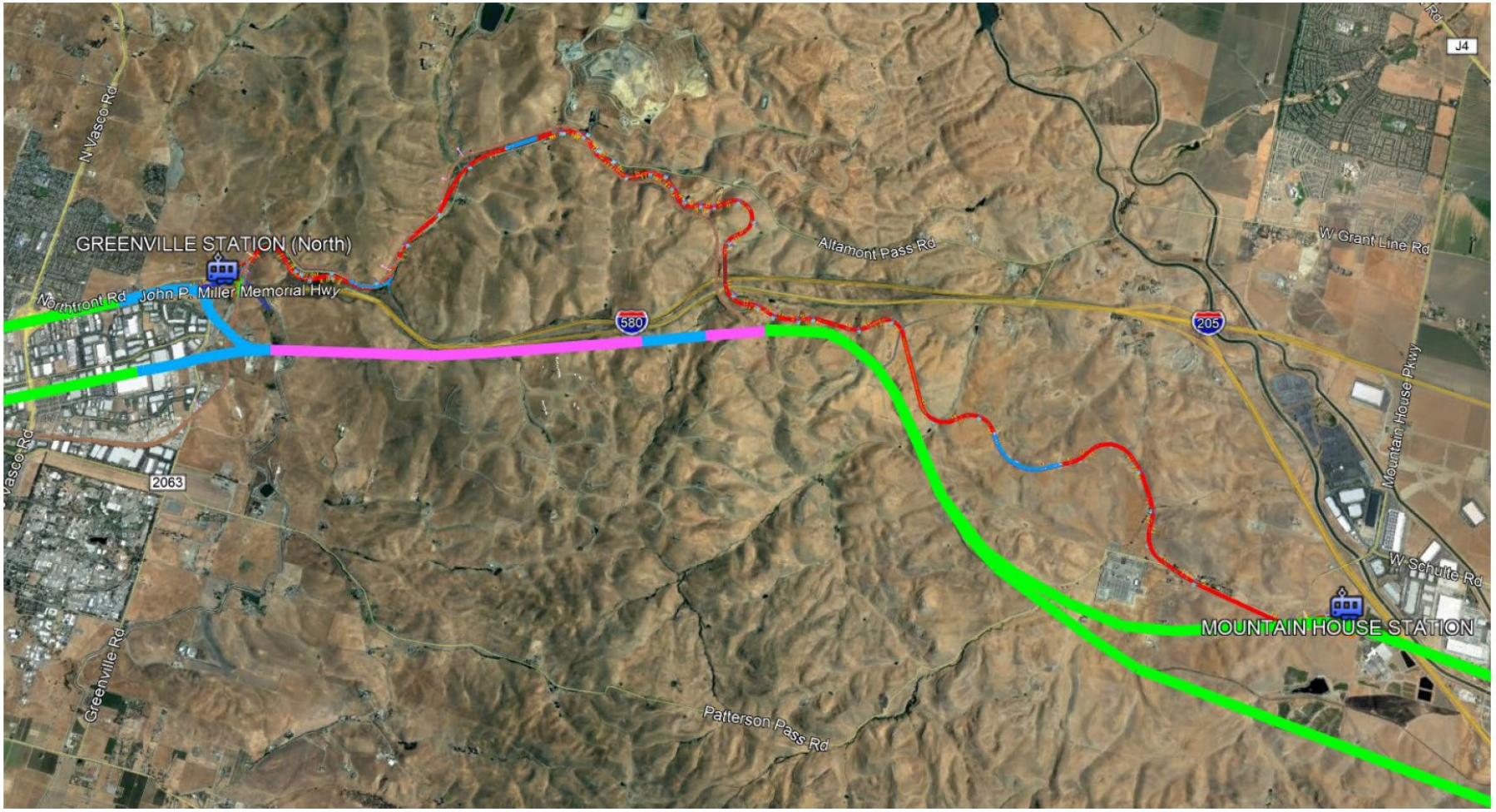
Altamont Corridor Vision
Altamont Pass Tunnel Concept



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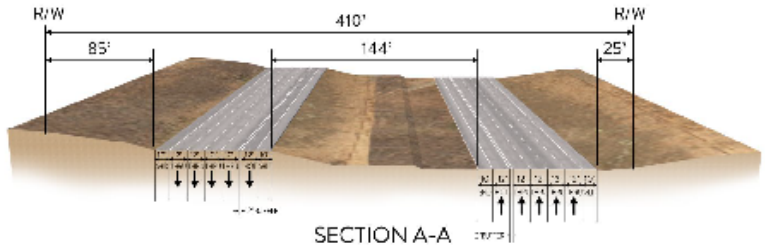
CORRIDOR PROJECT

I-205 Cross Sections

HOV or Express Lanes Only



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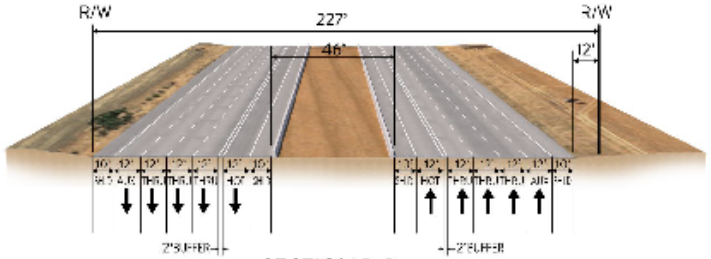

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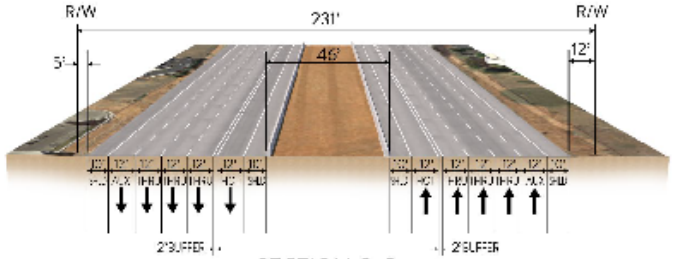

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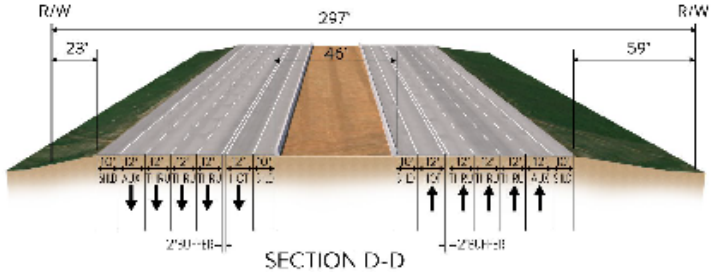

SECTION D-D

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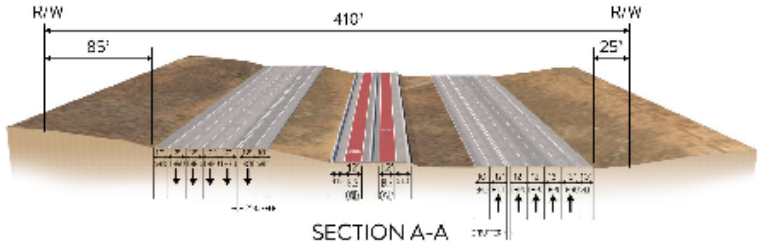
I-205 Cross Sections

HOV or Express Lanes With Bus Lane



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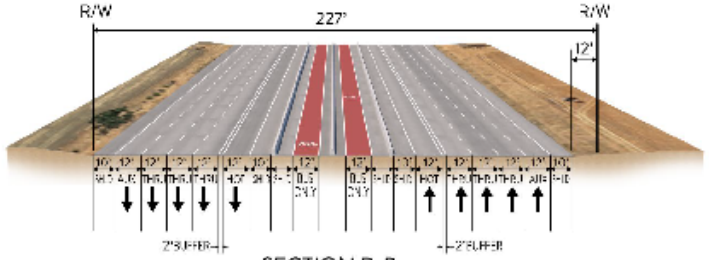

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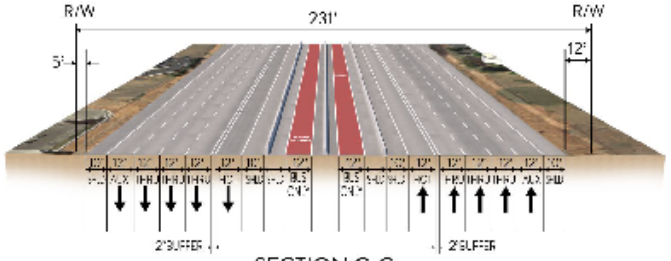

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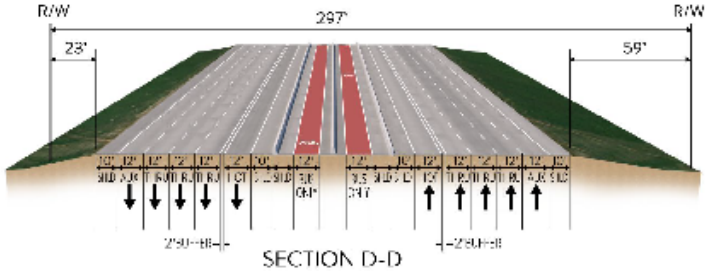

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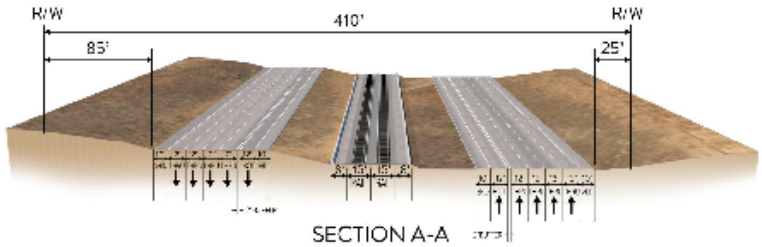
I-205 Cross Sections

HOV or Express Lanes with Rail



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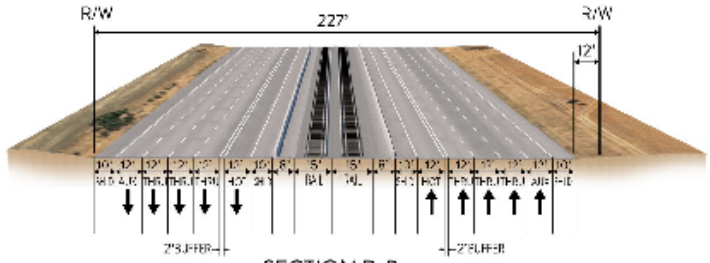

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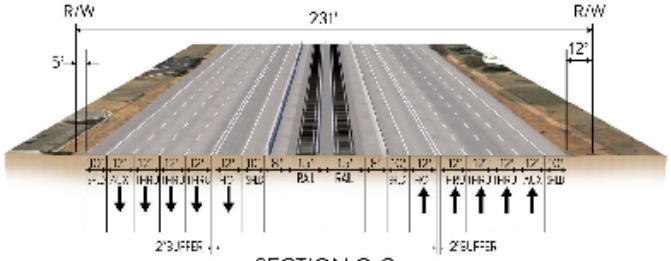

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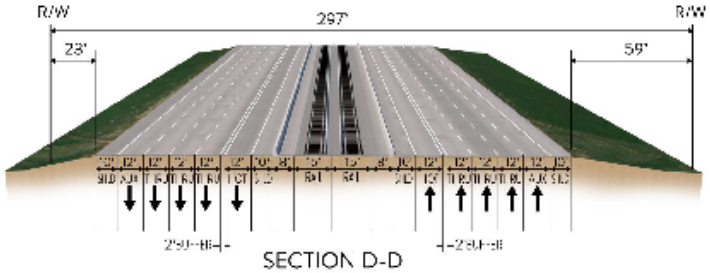

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Integrated Corridor Management Plan

- 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

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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 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)

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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.

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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

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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%

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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

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Questions?

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