MODAL DISCUSSION

INTRODUCTION

This appendix of the 2014 RTP describes the investment strategy for the San Joaquin region. It discusses planned future projects and transportation management strategies intended to most effectively accommodate future transportation needs. The investment strategy is a balanced approach to modal development intended to fulfill the objectives and performance indicators which guide the RTP and move towards achievement of the long term transportation goals for the region. This includes the provision of appropriate resources to operate and maintain the multi-modal system.

The 2014 Regional Transportation Plan promotes a “balanced” transportation system. It calls for significant investment and system expansion of alternative transportation modes while adding some capacity and operational improvements to the existing highway and arterial roadway network.

The investment strategy is identifies enough funding over the life of the RTP to develop and construct or implement the 2014 RTP improvements.

There continues to be on-going dialogue with all stakeholders to improve our understanding of how the transportation system impacts the quality of life in San Joaquin County. The participation process has shed light on important values such as mobility choice and accessibility, travel time reliability, cost effectiveness, and environmental sensitivity. The planning process is iterative. System-wide performance indicators have been developed and will be used to help policy makers and the community at large evaluate trade offs between alternative packages of transportation improvements. The performance indicators will also be used as a tool to help evaluate how this RTP contributes to the quality of life in the San Joaquin region.

REGIONAL STREETS AND HIGHWAYS ACTION ELEMENT

Several intersecting highways are pivotal to mobility in San Joaquin County. Figure 12-1 illustrates the street and highway system. On a north-south axis this includes Highway 99, the “Main Street” of the San Joaquin Valley, and Interstate 5, a corridor of statewide and national significance. Within the last 10 years, each route has experienced dramatic traffic growth and levels of congestion. Each route also carries truck traffic at volumes much higher than the statewide average for the highway system, making them vital to goods movement. Without improvements, both Highway 99 and I-5 within San Joaquin County are projected to operate significantly beyond capacity, resulting in sustained peak period driving conditions and deteriorating levels of service.
Major east/west movement is handled by Route 132 at the southern tip of the county, Interstate 580 and I-205 in the southwest county, and Route 120, Route 4 and Route 12. Interstates 205 and 580 serve as a gateway connection between the San Joaquin Valley and the Bay Area, and as such are critical to interregional travel and commerce. Each however, has experienced increased travel movement much beyond the statewide average. I-205 in particular remains one of the most impacted travel routes in the County.

State Routes 4 and 12 are primarily two lane conventional highways linking the east and west sides of the county. Each operates as a freeway segment for a brief but important segment between Highway 99 and I-5. Both Routes 4 and 12 connect with Bay Area counties across the San Joaquin Delta. These two lane rural roads now handle significant commuter and interregional traffic.

Highways 26 and 88 in the central and northeast portion of the County are two lane rural highways which link to Calaveras and Amador Counties. Each roadway has also experienced significant traffic volume increases partly due to recreational traffic but also resulting from rapid growth occurring in these neighboring counties to the east.

As noted in Figure 12-1, several key arterial roadways link communities within the County and are essential to intra county traffic movement. Other portions of this system in the County are “J” routes, which connect to roadways in other counties. These roadways handle some of the highest traffic volumes on the local system, link downtown areas and connect to major activity centers throughout the County.

**Major Factors in Development of Street and Highway Investment Strategies**

**Increased Travel Demand**

Throughout the County, major highways and several arterial streets are projected to experience increased traffic levels which meet and in some cases substantially exceed system capacity. Without improvement, the result will be extended morning and afternoon peak periods in existing areas of congestion, and several new areas of congestion that currently operate at adequate levels of service. Interstate 5, Highway 99, Interstate 205, Highway 120 and Highway 12 in particular are projected to experience a substantial increase in total demand. Truck traffic is also expected to increase substantially on major north-south and east-west highway connecting to adjacent roads. The Plan identifies key projects targeted to improve the most impacted portion of the highway and arterial roadway system.
Operational and Transportation System Management (TSM)

Improving the ability of a highway or arterial street to efficiently move traffic without added capacity is the target of operational and TSM improvements. This includes fairly low cost spot improvements like freeway auxiliary lanes, modified interchange ramps, improved shoulders, individual intersection improvements on surface roadways, synchronized signals, limiting left turn moments to major public street connections and turn pockets. This can also include advanced technology applications (often referred to as Intelligent Transportation Systems (ITS)) such as closed circuit television to monitor and convey real time travel conditions, changeable message signs, traffic detection equipment and traveler information systems. These hi-tech applications allow motorists to choose travel options and allow local and state agencies to more quickly respond to incidents on the roadway. A significant component of congestion is non-reoccurring related to incidents on the roadway system. Freeway Service Patrol program aide motorists to minimize traffic disruption and help to clear accidents. As opportunities to add capacity reach their limit and when cost/benefit is considered, operational and TSM strategies become important investment strategies to improve traffic flow on the existing system. This Plan incorporates several such investments as part of the action element.

Maintaining the Integrity of the Existing System

The operation and maintenance of the existing transportation system in San Joaquin County are significant priorities for transportation investment decisions. State and local government and transit agencies are responsible to maintain a tremendous existing investment in the street and highway system, rolling stock and travel way. In addition to roadway pavement this includes sidewalk, drainage systems, bridges and other structures, signal systems, signage, fleets and equipment, and landscaping. The 2014 Regional Transportation Plan (RTP) calls for a significant portion of future revenues to be dedicated to maintain and operate the current system. Within the 27-year RTP period, the combined operations and maintenance investment in the existing transportation system is over $3 billion.

Local Streets and Roads

Local streets and roads are vital in the strength of the region’s entire transportation system. They connect our communities and carry traffic in our region whether by automobile, bus, or bicycle. Local roadway operations and maintenance are the responsibilities of each local government in San Joaquin County and account for activities to preserve and improve local roadway conditions involving traffic operation management as well as routine maintenance, preventative maintenance, rehabilitation and reconstruction of pavement and bridges. In San Joaquin County, preservation of the local road condition and performance is a priority due to the value and importance of these roadways to regional mobility and national economic vitality. Each jurisdiction uses some type of Pavement Management System (PMS) as a tool to assess operations and maintenance needs by:
• regularly inspecting pavements to monitor condition and needs;
• evaluating the pavement condition with an index describing the condition from poor to excellent;
• selecting roads and streets that need treatments;
• recommending maintenance treatments;
• providing a snap-shot on their pavement condition; and
• assisting to maximize financial investments.

In San Joaquin County pavement management is performed through PMS computer software applications including Street Savers, Cartegraph, MicroPaver, and I-worq. Several jurisdiction also use these systems to manage the operations and maintenance of local bridges.

Fundamental engineering tells us that pavement deteriorates over time. With weathering, aging, and traffic loading, the pavement surface dries and shows signs of loose aggregates. This is depicted in the diagram (right) that if roads are left untreated, pavement deterioration will propagate out and become more severe with continued traffic loadings. In San Joaquin County, much of the local streets and roads are aging beyond their useful life and are in need of rehabilitation and reconstruction.

In 2012, under the sponsorship of the League of California Cities, County State Associate of Counties (CSAC), the California Regional Transportation Planning Agencies (RTPA), and other bodies of municipal public works agencies, updated the statewide local streets and roads needs assessment. The last update was conducted in 2010. The objective was to fully assess every two years the condition of the local system and complete the overall transportation-funding picture for California’s transportation network. The results continued to provide analyses and information such as pavement conditions and funding needs, including San Joaquin County. A performance indicator is being used to assess the strength of pavement by using a pavement condition index or PCI Categories.

<table>
<thead>
<tr>
<th>PCI Categories</th>
<th>100</th>
<th>70</th>
<th>50</th>
<th>25</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good - Excellent</td>
<td>Good - Excellent</td>
<td>At Risk</td>
<td>Poor</td>
<td>Failed</td>
<td>Failed</td>
</tr>
</tbody>
</table>

PCI from 0 (failed) to 100 (excellent). This PCI index is based upon weighted measurement of the pavement area, i.e., longer roads have more weight than short roads when calculating the average.

The 2012 study indicated the average PCI for streets and roads statewide dropped from 68 to 66. This rating is now considered to be in the “at risk” category. In San Joaquin County, the average PCI also dropped from 70 to 68.

The 2012 study also indicated the 10-year needs for San Joaquin County is about $1.6 billion for pavement and an additional $75 million for bridge needs. This is based upon projections of individual jurisdiction pavement and bridge management systems. Using a four-percent escalation rate, SJCOG calculated the 27-year local roadway operations and maintenance needs for the San Joaquin County will total an amount to approximately $3.2 billion. Funding for local roadway operations and maintenance in San Joaquin County is provided through the following major programs: Regional Surface Transportation Program (RSTP), Highway User’s Gas Tax (HUTA), and Measure K Local Street Repair. SJCOG also calculated the total 27-year revenues projected to be available to the region from these funding sources is about $2.4 billion. While these numbers suggest that roadways will deteriorate faster than local jurisdictions are able to finance maintenance, this funding level is anticipated to maintain the road condition to at least a PCI of 70.

State Highways

Operations and maintenance of California’s 50,000 lane-mile state highway system is the responsibility of the California Department of Transportation (Caltrans). Caltrans manages this effort through the State Highway Operation and Protection Program (SHOPP). The SHOPP is currently divided into eight major project categories including: major damage restoration, collision reduction, mandates, bridge preservation, roadway preservation, mobility, roadside preservation, and facilities. Caltrans monitors the condition and operational effectiveness of the state highway system, including all state-owned highways and bridges, through periodic inspection, traffic studies, and system analysis. Caltrans prepares a 10-year plan for SHOPP projects based upon the needs identified by each Caltrans District across the state through this monitoring. Caltrans subsequently prepares a 4-year program of SHOPP projects every two years based upon funding approved by the California Transportation Commission (CTC) and the statewide funding priorities at that time. The CTC is required to adopt the 4-year
SHOPP and ensures consistency with available state funding. Based upon actual programming in San Joaquin County from multiple past SHOPP cycles the 27-year investment in state highway operations and maintenance is projected to total over $785 million.

**Transit**

San Joaquin County features five public transit operators and one passenger rail system that combined served over six million passengers. The transit system provides mobility for people without cars such as the 11 percent of the regions families below the poverty level\(^1\), 10.6 percent of elderly\(^1\), 11 percent of disabled\(^1\), or 41 percent that are of driving age but do not have drivers licenses\(^2\). The transit system also serves as a viable alternative to driving for thousands of area residents who own cars. By reducing the number of vehicles on the roads, public transit helps to fight congestion and curb greenhouse gas emissions.

A properly maintained transit system is critical to the mobility of the region as well as keeping a competitive edge to that of the automobile. While the maintenance activities for the transit system are unique to this mode, the unending challenge to sustain the system is similar the maintenance of the roadway system. Unique to the transit system is the ongoing operating costs of fuel purchases; drivers, mechanics, dispatchers, and equipment and facility leases necessary to operate a transit system. Additionally, the cost for the replacement of buses, train cars, tracks, security upgrades, fare machines and other capital equipment far outpaces available funds. And just as with local streets and roads, delayed maintenance of the transit system leads to even costlier rehabilitation down the road.

Over the next 27 years, operating and capital replacement costs for San Joaquin County transit providers are projected to total $3.5 billion for existing services. This includes $1.6 billion in operating costs plus $564 million for capital replacement.

Several factors influence the rising cost of transit operations in San Joaquin County such as:

- Increased fuel costs and employee benefit packages
- More stringent emissions regulations on vehicle propulsion systems
- Construction and maintenance of passenger amenities (many of the bus stops are nothing more than a pole and sign)
- Capital costs to purchase vehicles or construct maintenance/storage facilities leading to decreased ongoing expenses
- Replacement of the aging vehicle fleet

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\(^1\) 2010 U.S. Census
\(^2\) *Community Indicators of Alcohol and Drug Abuse Risk, San Joaquin County 2004*, Center for Applied Research Solutions (CARS), Inc.
• Technological improvements in fare collection and automated vehicle locating equipment

The San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (ACE), the region’s largest movers of intra- and inter-regional riders have the greatest operating and capital replacement needs. RTD’s operating and capital replacement needs account for $2.0 billion, or nearly 61 percent of the region’s 27-year needs. ACE’s operating and capital replacement needs account for $1.1 billion, or nearly 31 percent of the region’s 27-year needs.

**Additional Transportation Funding**

The 2014 Regional Transportation Plan includes an augmentation of funding assumed over the life of the Plan, which is attributable to some important public decisions to invest more in transportation infrastructure. Together these new resources have significantly increased the Tier I element of the Plan providing a great opportunity to provide congestion relief, transportation options and enhanced quality of life. The key is to expand these resources on improvements which provide the greatest benefit but in a cost efficient manner.

**Measure K Renewal:** In November 2006, voters in San Joaquin County approved the renewal of this ½ cent sales tax dedicated to transportation in San Joaquin County by a margin of 78% approval. This adds over $3.1 billion in transportation resources available between 2011 and 2041. Funds will be used roughly one-third for maintenance and safety, one-third for transit and alternative modes of travel, and one-third for roadway operational and capacity improvements.

**Regional Transportation Impact Fee:** In the Spring of 2006, all local governments in San Joaquin County and SJCOG approved a Regional Transportation Impact Fee on new development. These funds, which will be collected through the life of this Plan are targeted towards key regional highway and roadway improvements and regionally significant transit improvements.

**Proposition 1B:** In November 2006, voters in California approved Proposition 1B, a transportation bond program totaling over $19.9 billion over ten years. San Joaquin County will see an increase in roadway maintenance, transit and capital improvement funds which come by formula. San Joaquin County has also received funds from several other programs which are determined on a competitive basis. To date projects throughout San Joaquin County have been awarded $436 million in Proposition 1B competitive funds. These include over $360 million for mainline highway projects, over $25 million for regional roadway improvements, and over $38 million for railroad crossing grade separations.
Planned Highway and Major Roadway Investments

The 2014 RTP identifies significant capacity increases and operational improvements to more efficiently manage traffic conditions. The capacity improvements are targeted to corridors which are the most essential to mobility in the county and have gone through the congestion management process. Further revenues are directed to locations which currently experience congestion and which have existing deficiencies—addressing new needs. There are also some gaps in strategically important portions of the system that are priority targets to resolve. This includes extensions of the roadway network to improve connectivity and upgrade of interchanges where lower standard facilities are no longer adequate to handle near term travel demand.

The second priority is to address areas of congestion and deficiencies that are anticipated based on the substantial increase on travel growth projected for the county. Several portions of the highway and local arterial system will have remaining capacity fully absorbed within the next ten years and begin to experience regular and elongating daily congestion and declining levels of service.

It should be noted that as the County continues to grow and travel demand increases it is important to provide investment in transit, Commute Connection, and bike and pedestrian improvements, particularly to be most efficiently coordinated with community growth and downtown and neighborhood revitalization efforts. The objective of this Plan is that modal share of these alternatives to the single occupant vehicle increases over the life of the Plan. Subsequent sections of this chapter highlight the investment strategies.

This alternative means of handling future travel needs is vital in that despite increases in revenue available there will not be enough funding to resolve all anticipated congestion simply by adding roadway capacity. Environmental and neighborhood concerns also will play a major role in determining the best option to improve mobility.

The planned roadway improvements will significantly decrease future congestion and take a significant step towards extending the current system in areas of major growth in the County in comparison with a no build option.

While enhanced mobility is important, maintaining what we already have and ensuring the current system is operating safely is equally important. Therefore the roadway investment element identifies resources to adequately operate, maintain and where necessary rehabilitate the existing roadway system. The scope of this investment is very substantial as for example approximately $1 billion in the Measure K funds will be available for roadway maintenance over the life of the Measure K renewal program, and over $100 million in Proposition 1B funds will go towards maintenance over the course of the ten year life of the bond program.

Tables 6-1 through 6-4 in Appendix F display the Mainline Highway Improvements, Interchange Improvements, Regional Roadway Improvements, and Railroad Crossing Improvements.
Safety projects. Mainline Highway, Interchange improvements, and Regional Roadway projects are illustrated in Figure 12-1 below.
Figure 12-1: 2014 RTP Roadway Improvements
**Highlights of Near Term Actions (2014-2025)**

**Short Range Plan, 2014-2025**

- Adequately maintain existing roadway infrastructure and improve when fiscally possible.
- Safety and operational improvements on SR-12 west of I-5
- Extend the Highway 4 Cross-town Freeway from Fresno Avenue to Navy Drive
- Prepare a Systems-Level Planning analysis of various transportation system alternatives using multimodal performance measures.
- Pursue ground access improvements for the Port of Stockton.
- Implement the capital improvements for highways, regional roads, and interchanges for this time period.
- Continue implementation of the congestion management process

**Long Range Plan, 2025-2040:**

- Maintain Existing Roadway Infrastructure at acceptable levels of service
- Implement as appropriate and feasible the recommendations of the completed studies
- Modify crucial freeway-to-freeway connectors at I-5 and Route 4, Highway 99 and Route 4, Route 120 at I-5 and SR-99
- Complete remaining widening and operational improvements to Highway 12
- Develop and implement operational and traffic management strategies on County freeway segments
- Complete identified local access interchange improvements to improve connectivity and link to the extended roadway network in areas of growth.
- Continue to enhance access at the Port of Stockton and major industrial areas to support economic development
- Continue to improve the arterial system based on subsequent preliminary engineering and traffic analysis.
- Continue implementation of the congestion management process.
- I-205 HOV lane between I-580 and I-5
- I-5 HOV lane between I-205 and Charter Way
- I-5 HOV lane between Hammer Lane and North of Eight Mile

**TRANSIT ACTION ELEMENT**

The San Joaquin Council of Governments continues to encourage and support development of a “balanced transportation system” for San Joaquin County. That support is evidenced by the devotion of a significant portion of the local transportation sales tax (30%) to support public transportation.
This Regional Transportation Plan supports transit as an essential service needed by many members of the community to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region’s air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes.

This long range Regional Transportation Plan emphasizes convenient, high quality regional transit services to meet the needs of transit users. Improved and expanded urban, intercity, and interregional bus services, which coordinate and integrate with new and improved passenger rail services, are included in this transit investment strategy as ways to improve mobility, accessibility and achieve state and federal air quality standards.

This Plan also seeks to coordinate improved public transit services with complementary and supportive land use development policies. For instance, multimodal stations can be surrounded by residential and commercial developments. In addition, these transit hubs can be conveniently served by a myriad of alternative transportation modes, such as park-and-ride lots, bicycle facilities, pedestrian amenities, trains, buses, and telecommute workstations.

**Americans with Disabilities Act**

The Americans with Disabilities Act of 1990 (ADA) is legislation which prohibits discrimination on the basis of disability. Other Federal laws which affect the design, construction, alteration, and operation of facilities include the Architectural Barriers Act of 1968 (ABA), and the Rehabilitation Act of 1973. These laws apply to all Federally funded facilities. The ADA applies to facilities, both public (title II) and private (title III), which are not federally funded. Newly constructed and altered facilities covered by titles II and III of the ADA must be readily accessible to and usable by people with disabilities.

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in Federally-assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 U.S.C. 794). The FHWA has specific ADA policies for statewide planning in 23 CFR 450.210(a)(1), for metropolitan planning in 23 CFR 450.316(a)(1),

Projects contained in the 2014 San Joaquin Council of Governments’ Regional Transportation Plan comply with all applicable ADA requirements.

**The Existing Transit System**

Transit systems relevant to this Action Element consists of local, intercity, interregional, and dial-a-ride bus services, as well as intercity and interregional passenger rail systems.
currently operating in San Joaquin County. The system also includes needed services such as demand response for both those who are in need of transit for medical purposes and those in rural areas (General Public dial-a-ride).

All cities and unincorporated areas in San Joaquin County are served by a public transit system. These systems range in size and complexity. From the 106 buses operated by the San Joaquin Regional Transit District (RTD), to the single bus operated by the City of Ripon.

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. Figure 7-3 shows the various transit services available for each city and unincorporated areas within San Joaquin County. Figures 7-4 through 7-9 display the existing routes for transit service in the County.

**Figure 12-2 Available Transit Services in San Joaquin County**

<table>
<thead>
<tr>
<th>Area</th>
<th>Fixed Route</th>
<th>General Public Dial-A-Ride</th>
<th>Specialized Dial-A-Ride</th>
<th>Intercity Fixed-Route</th>
<th>Inter-Regional Fixed Route</th>
<th>Inter-City And/Or Commuter Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escalon</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Lathrop</td>
<td>X (Route Deviation)</td>
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<td>X</td>
<td>X</td>
<td>X</td>
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<td>X</td>
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<tr>
<td>Manteca</td>
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<td>X</td>
</tr>
<tr>
<td>Unincorporated Area</td>
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<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Intercity and Interregional Bus Service**

Interregional services have expanded by moving to larger over-the-road coaches, thereby increasing capacity. This shift has also helped to increase capacity on the intercity coaches as well. Ridership has increased commensurate with this growth. RTD provides interregional bus services to targeted employment centers in downtown Sacramento, Alameda County, and Santa Clara County. Riders can connect to other transit services in
these area such as Sacramento Regional Transit District, Bay Area Rapid Transit (BART), Santa Clara Valley Transit Authority, Livermore Amador Valley Transit Authority (LAVTA), and Central Contra Costa Transit Authority (CCCTA).

**Countywide Dial-A-Ride Service**

General public dial-a-ride service operates in areas where ridership could not support fixed route service. General public dial-a-ride service is also used as a “feeder” service to intercity route services. RTD provides general public dial-a-ride services to residents in the unincorporated areas of the County.

**RTD Intercity Fixed Route Service**

RTD’s Intercity fixed route service connecting the cities of Lathrop, Manteca, Ripon, and Tracy, to Stockton. The Intercity routes also link Stockton residents to other transit services such as the Lodi Grapeline, Delta Breeze, SCT/LINK buses at the Lodi Station in Downtown Lodi; the Tracy Tracer in downtown Tracy; and Manteca Transit in downtown Manteca and at the Manteca Wal-Mart. Intercity buses run on approximately 60 minute headways.

**RTD County Hopper Deviated Fixed Route Service**

RTD’s Hopper is a flexible fixed route service connecting Ripon, Escalon, Manteca, Lathrop, Thornton, Woodbridge, Acampo, Morada, and Linden to Stockton, Tracy, and Lodi. The Hopper replaces RTD Countywide General Public Dial-a-Ride (DAR), Rural Elderly and Disabled DAR, and County Area Transit (CAT) fixed route. Most RTD Hopper Routes will deviate up to 3/4 of a mile for ADA certified Elderly & Disabled passengers not able to reach the fixed route stops. Advanced reservations are required for this service.

**Stockton Downtown Transit Center**

The Downtown Transit Center is designed to enhance downtown transit service, improve transit access to downtown businesses and government agencies and provide a catalyst for downtown re-development activity. The transit hub is home to RTD staff and includes a boardroom, information center, passenger concourse, satellite police station, and 2,100 square feet of retail space. Additionally there are 20 bus bays that will help improve access for RTD buses in Downtown Stockton.

**RTD Intelligent Transportation Systems Program**

RTD has also implemented an ITS (Intelligent Transportation Systems) element, SmartTrac. This system is designed to integrate schedule adherence via GPS locators on all vehicles. Additionally, it utilizes a voice interactive telephone system that allows riders to accurately schedule their trips. Automated passenger counters are also in place.
to track the number of riders and where they travel. Maintenance is also enhanced by this element: proactive sensors are placed aboard vehicles to detect preventative maintenance measures prior to major breakdowns. Overall performance will be greatly enhanced with this ITS element in place.

**Altamont Commuter Express (ACE) Rail Service**

ACE is in its third decade of providing commuter rail service between downtown Stockton and Diridon Station in downtown San Jose. Ace currently operates four morning westbound trains and four eastbound evening trains. ACE continues to focus on improvements to individual stations. On the rail, trackage and signal improvements to upgrade service and passenger targeted services such as wi-fi access, special event trains and on-board educational programs.

An Altamont Commuter Express Joint Exercise of Powers Agreement was executed by the Alameda County Congestion Management Agency, the Santa Clara Valley Transportation Authority, and the San Joaquin Regional Rail Commission to oversee the Altamont Commuter Express rail service. An important feature of the ACE JPA is that it delineates the cost-sharing formula of the member agencies.

**Robert J. Cabral Station**

Located in downtown Stockton, the Robert J. Cabral Station serves as the downtown transit hub for the Altamont Commuter Express (ACE) and the business offices of the San Joaquin Regional Rail Commission. Renovations began in 2009 on the station to improve the accessibility and circulation for pedestrians, bicycles, automobiles, and transit buses.

**Amtrak San Joaquins Service**

The Amtrak San Joaquins intercity rail service includes two daily round trips with four trains stopping daily at the Cabral Station and Lodi Station (to/from Sacramento) and four trains stopping at the BNSF station on San Joaquin Street (to/from the Bay Area). The two round trip trains travel to and from Bakersfield on the BNSF line, making periodic stops through the San Joaquin Valley. Connecting bus service to northern California and Los Angeles and points south are also available through the San Joaquin service. A San Joaquin Strategic Plan to upgrade and expand service is currently in development.

**Escalon Transit Service**

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

e-Trans also provides door-to-door service within the City of Escalon and the surrounding unincorporated county areas. RTD supplements transit services in the unincorporated areas surrounding the City of Escalon through the Countywide general public dial-a-ride service.

Lodi Grapeline

The City of Lodi’s fixed route service, known as Grapeline, initiated service in FY 1994-95 with four routes utilizing the downtown area as a hub. The service is extremely successful and demand has warranted its expansion to five routes plus three express routes operating in the morning and afternoon commute periods. The City also operates a general public dial-a-ride and ADA certified Elderly & Disable passenger service called Vineline. The general public dial-a-ride provides limited service to locations just outside the City limits.

Tracy Fixed Route Service

In the past, the City of Tracy used only a demand responsive system to provide its residents with local public transit service. In August 2001, Tracy began its fixed route service and the Tracer Paratransit Bus service began in December 2001. In February 2004, an update to the City of Tracy Transit Analysis and Action Plan was completed and a new three-route structure was recommended with new service provided to the Prime Outlets, Food 4 Less and along W. 10th St. A new commuter bus service was implemented and a comprehensive bus stop improvement program was recommended. The service runs five buses from 6:30 a.m. to 7:30 p.m. Running in opposite directions, these buses make stops at many key public venues, including stops that allow customers to board RTD Intercity buses.

Manteca Transit Service

Manteca Transit began intra-city operations on November 1, 2006. The current fleet consists of seven cutaway buses providing fixed-route and Dial-A-Ride services. The service operates Monday-Friday between the hours of 6:00 a.m. and 7:00 p.m.. On January 4, 2010, Manteca transit initiated a third transit route operating in the opposite direction of Route 2. All Manteca Transit vehicles are wheelchair accessible and bicycle racks are available on most buses.

Coordinated Human Services Transportation Plan

In 2005, Congress included provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that added coordination
requirements to the newly created New Freedoms program (5317), the Job Access Reverse Commute program (5316), and the Formula Program for Elderly Persons and Persons with Disabilities (5310). As a result, all 5317, 5316, and 5310 projects must be derived from a locally developed coordinated human service transportation plan (CTP).

The San Joaquin Regional Transit District (RTD), the designated recipient for San Joaquin County’s large urbanized area, took the lead to prepare the CTP for the county. The CTP was last updated by RTD in September 2012. Additional detail on the Coordinated Plan is contained in Chapter 11.

Transit System Security Plan

Transit operators throughout San Joaquin County identify various plans and strategies that support homeland security and safeguard the personal security of all motorized and non-motorized users. All operators receiving FTA Urbanized Area Formula Program (5307) funding are required to expend at least one percent of their 5307 funds on transportation security projects, unless the operator certifies to FTA that these expenditures are not necessary. Public transportation security projects include, increased lighting in or adjacent to public transportation systems, increased camera surveillance, emergency telephone line or lines to contact law enforcement or security personnel, and any project intended to increase the security and safety of an existing or planned public transportation system.

The San Joaquin Regional Rail Commission’s (SJRRC) Altamont Commuter Express (ACE) Passenger Train Emergency Preparedness Plan promotes emergency preparedness by formulating and testing policies and procedures designed to prevent and plan for; control and respond to; stabilize and recover from an emergency arising from or affecting the operation of the ACE commuter rail service. SJRRC’s plan assigns responsibilities and priorities, establishes tasks, sub tasks, and designates authority in the event of an emergency. This plan complies with 49 CFR Part 239, Passenger Train Emergency Preparedness. Participants to this plan include SJRRC, Herzog Transit Services, UPRR, JPB, BNSF, and Bay District Amtrak.
Transit Systems Performance

COG’s ongoing efforts to ensure a well performing transit system is in place was established in December 1997 with the adoption of the Transit Systems Performance Study Final Report and updated in 2009 with the adoption of the 2009 Regional Transit Systems Plan. The study, initiated by COG in an effort to respond to questions concerning the performance of the County's transit systems and developed cost-effectiveness and efficiency from the operating cost and ridership perspective. The study recommended a three year period where the goal is to exceed, or not exceed the performance measure (cost/hour; passenger/hour; and subsidy/passenger); depending upon the measure. The performance indicators are reflective of each operators system and growth plans. The SJCOG Board adopted the revised Transit System Performance Objectives in September 2012.
TRANSIT SYSTEM MAPS
Figure 12-3 (a) RTD Weekday Map
Figure 12-3 (b) RTD Weekend Map
Figure 12-3 (c) RTD Metro Hopper Service System Map
Figure 12-4 Escalon Transit System Map
Figure 12-5 Tracy Tracer Transit System Map
Figure 12-6 Manteca Transit System Map
Figure 12-7 (a) Lodi Grapeline Weekday Transit System Map
Figure 12-7 (c) Lodi Grapeline Express Transit System Map
Figure 12-8 Altamont Commuter Express Passenger Rail System Map
Needs and Issues

**Rapid Growth and its Demand upon the Mass Transit System**

San Joaquin County is experiencing a growing market demand for intercity and interregional alternative modes of transportation. Increasing travel interaction between San Joaquin County's cities and the Bay Area, as well as the Sacramento area and San Joaquin Valley communities, has increased the need for both inter-city and interregional transit service.

Where local dial-a-ride services were once sufficient for meeting the region's mobility needs, evolving transit demands now call for new and improved services. Each year COG’s assessment of “Unmet Transit Needs” finds the need for expanded local, intercity, and interregional services. Sometimes these needs are not reasonable to meet from a cost-effectiveness standpoint. The challenge lies in finding a way to meet the increasing transit needs in a cost-effective manner. This can be accomplished by reducing the total cost of the system or by increasing the ridership. Reducing the cost is particularly challenging given that primary cost components are labor related. Increasing ridership seems to be the option with greatest potential for affecting a transit system’s cost-effectiveness.

The availability of transit services alone will not induce individuals to leave their autos when traveling; a series of benefits, consequences (in the form of congestion and pollution), and supporting activities are also required. Studies have shown that pricing and land use (ease of access) are the two most effective means of achieving increased transit usage, congestion management, and auto-related air quality goals for the region.

**Transportation and Air Quality**

For areas that fail to meet relevant air quality standards, federal and state clean air legislation have set auto occupancy standards to be achieved during peak commute periods. Although not specifically required, an increased reliance on transit is expected to meet such goals. The region is committed to improved public transit as a transportation control measure (TCM) as part of the Air Quality Attainment Plan, which is part of the State Implementation Plan (SIP).

Although the provision of increased transit is key to our region achieving federal and state air quality goals and standards, it must be coupled with other supportive elements such as:

- The integration of increased density developments and transit services which support the walk-to-transit and bike-to-transit trips
- The identification and support of multimodal terminals and park-and-ride lots, as well as their integration with support commercial services to allow for trip avoidance
• The expanded support for transit services within the local communities to provide for increased mobility options and access
• Local support and mandates for employee transportation allowances, parking fees, flexible work hours, and transit pass subsidies
• Local support and mandates for fleet operator alternative fuel programs
• Local support for all alternative modes including transit, rideshare, vanpools, bicycling and telecommuting

**Financing Transit**

Securing adequate and stable funding to support existing and future public transportation system operations will continue to challenge COG and its member jurisdictions.

Local funds, including Transportation Development Act (TDA), State Transit Assistance (STA), and Measure K funds, are the primary source of revenue for transit systems. Other important revenue sources include farebox receipts and Federal funds.

TDA funds are based on sales tax revenues, thereby making them subject to fluctuating economic conditions. Historically, TDA funds have grown at a slightly faster rate than inflation, signifying growth in consumption due in part to population growth. Emerging commute patterns and an increased emphasis on air quality will require that Transportation Development Act funds increasingly be used to exclusively fund public mass transit projects.

Senate Bill 716 (SB 716) (Wolk 2009) requires counties that had a population of less than 500,000 as of the 1970 census, but that have a population of 500,000 or more as of the 2000 census or at a subsequent census, would require the local transportation funds (TDA) apportioned to the urbanized areas of those counties to generally be allocated for public transit purposes and not for street and road purposes, except that cities in those counties with a population of 100,000 or fewer would be exempt from this requirement. San Joaquin County has passed the 500,000 population threshold of SB 716 and cities within San Joaquin County with a population greater than 100,000 will be required to comply with this statute by July 1, 2014.

Measure K, the local ½ cent sales tax, is an important source of capital and operating funds for transit projects in San Joaquin County. The recent passage of the Measure K Renewal program secures funding to the year 2041. A large percentage of transit funding in San Joaquin County comes from the Measure K program.

Covering operating shortfalls is and will remain a primary concern for all transit systems.
Freight Rail Conflicts with ACE

Pacific Rim trade has grown substantially in the last ten years. This has resulted in a substantial increase in freight rail traffic on the Union Pacific line over the Altamont Pass, including major portions of the rail used by ACE. This has resulted in a substantial increase in freight train/ACE passenger train conflicts and a significant decrease in on-time performance of the ACE service. Over the next 10 years, freight rail demand is projected to continue to increase – posing greater challenges to ACE’s on-time performance standards. ACE and the Union Pacific have a current agreement to achieve 95 percent on-time performance for the passenger rail system, but future freight demands could outweigh the passenger performance goals. Based on this reality, the San Joaquin Regional Rail Commission has identified the need to purchase and directly own the majority of ACE’s service line from Stockton to Niles Junction as a top priority. This right-of-way purchase and potential track/signal upgrade is also critical to the startup of short haul rail service from the Central Valley to the Port of Oakland.

Current Transit Planning Activities

Escalon Short Range Transit Plan

The City of Escalon completed their 10-year Short Range Transit Plan (SRTP) for FY 2008/09 – 2017/18 in November 2008. The SRTP identified the 10-year operating and capital plans as well as targeted performance measures. The 10-year plan envisions the continued intracity services provided and an increase in frequency from three to eight trips per day between Escalon and Modesto. This vision is based on the availability of Measure K Renewal program funds becoming available in FY 2010/11. The capital plan identifies bus replacements during the 10-year window to replace aging vehicles and provide additional buses for the increased service to Modesto.

Manteca Short Range Transit Plan

The City of Manteca completed their five year SRTP in February 2009. The update reflects the first comprehensive look at Manteca’s Transit system since its initiation in 2006. The transit system has been successful in attracting riders as attested to its 129 percent increase in ridership during the initial two years of operations.

The SRTP identified the 5-year operating and capital plans as well as targeted performance measures. Recommendations from the SRTP include a marketing plan to brand the system to increase the visibility and improve the user friendliness of the transit systems web site; developing a third route to provide two-way travel eliminating circuitous travel; reinstating the taxi voucher program; and investments in transit bus stops, safety and security, and vehicle replacements.
**Tracy Tracer Short Range Transit Plan**

The City of Tracy completed an update to their SRTP in September 2009. The update provided comprehensive market research analysis of the transit system, established goals, objectives and performance standards, documented transit needs through public outreach, provided service plan and fare recommendations, plans for facility development, and established a detailed operating and capital financial plan. The SRTP recommended modifications to routes with the opening of the Downtown Multimodal Transit Station in February 2010; increased bus frequency on Routes A&B during the peak commute periods; additional bus stops; the extension of Routes D&E to Kimball High School; and implementation of a subscription service between residential areas and the ACE station. The capital plan identified options for future bus replacements and propulsion types.

**Ripon Short Range Transit Plan**

The City of Ripon is preparing its first SRTP to evaluate the need for transit services in the City of Ripon and determine the most appropriate strategies to meet those needs. The first Technical Memorandum of the SRTP development identified the transit dependent populations, employment and service centers, funding strategies, capital equipment necessary and potential marketing and outreach activities to promote a service. Based on the above elements, a transit demand analysis was conducted.

**Annual Unmet Transit Needs Planning Process**

Each year SJCOG evaluates available transit services and identifies any unmet transit needs. Recently, COG’s analysis found the need for an additional public forum that allows citizens to address transit needs. This forum is separate from the TDA process and will be held annually. The level of transit service included in this Regional Transportation Plan reflects the recently adopted Regional Transit Systems Plan, tempered by the level of available resources.

**Interagency Transit Committee**

SJCOG established the Interagency Transit Committee in August 2004. The committee was created to improve coordination and communication among transit operators within the County. The committee meets monthly and is comprised of representatives from each of the transit agencies and jurisdictions within San Joaquin County. Each year the committee focuses on specific goals to improve the overall transit system. The committee is currently working to develop a Regional ADA application for Dial-A-Ride service, and will explore the idea of having a Regional ADA certification card for passengers.
Proposed Improvements

Capital and operating projects include maintenance and expansion of existing transit services to the fullest extent possible.

Bus Service

This Plan calls for the continuation of local, intercity and interregional bus service, and is supported by the Measure K Renewal Strategic Plan. Additionally, this plan continues the countywide Dial-A-Ride program.

Capital projects include the continued improvements to the Downtown Stockton Transit Center; additional bus rapid transit routes within the City of Stockton, buses for fleet replacement, expansion, and expansion replacement; support vehicles; facility upgrades; maintenance and facility equipment; and passenger amenities, such as shelters and information boards.

Service modifications and additional service will be provided as the region grows and travel patterns continue to change. Targeted improvements to capture a greater percentage of “choice riders,” particularly for intercity and commute trips will be a key target market. Additional areas of BRT expansion would provide improved frequency along the Martin Luther King Jr., West Lane, March Lane, Freemont Street, Arch/Sperry Corridor, and Eight Mile Road routes. Improved delivery of lifeline service and job access to employment centers will also be a focus. The overarching goal of finding ways to provide transit service in a cost-efficient manner that meets public needs will also continue as a key objective.

Development of the transit infrastructure to support intra-city transit is a priority for the Cities of Escalon, Manteca, Tracy, and Ripon. Procurement of buses, construction of maintenance and fueling facilities will greatly reduce the operating costs when compared to leasing vehicles and facilities.

Adequate specialized transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transit service will need to expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility but seek options to the automobile. An updated Coordinated Human Services Transportation Plan, previously referenced, will provide continued strategic direction to guide the future development of the social services transportation system.

The 2014 RTP project list appendix lists projects included in the bus transit action program.
**Rail Service**

This Plan includes the operation and enhancement of the ACE rail service, providing the commuter link between Stockton and San Jose in the Bay Area. Of paramount importance to ACE during this planning period is to acquire dedicated rights of way from Stockton through Niles Junction to the maximum extent possible. This could either be through purchase of its existing line or purchase and upgrade of parallel lines in combination with new dedicated track in existing UP rail right of way.

ACE will also continue to develop track improvements from Niles Junction to Diridon Station in downtown San Jose in conjunction with Caltrans and the Capitals passenger rails service. ACE is also exploring a greening of its locomotive fleet in conjunction with planned rolling stock replacement.

In the longer term the Regional Rail Commission is exploring the eventual extension of commuter rail service to south Sacramento and into Stanislaus County. This would require policy level and funding support from adjacent counties as well as new trackage rights agreements with Union Pacific Railroad. The increased congestion on major north-south highways – particularly highway 99 – and projected growth along these corridors will become an important option to meet future commuter and intercity travel demand.

The 2014 RTP project list appendix identifies the Action Program for Rail Corridor projects.

**Short Range Plan, 2014-2025**

**Bus**

- Continue to focus on cost-effectiveness and service efficiencies
- Ensure as a priority the continued provision of lifeline services for the transit dependent and transit assisted population
- Ensure that cross system coordination, such as ADA qualification, for transfer and timed connecting service is effectively developed and implemented
- Continue to expand intracity fixed route service in Escalon, Manteca, Lodi, Ripon, and Tracy, ensuring transit measures of effectiveness are applied to decisions concerning service expansion
- Incrementally develop older and disabled specialized service responding to the growing older population
- Continue to expand intercity and commuter bus service cost-effectively but with a focus on attracting choice riders and job access
- Develop the Regional Operations Center for RTD and expand service maintenance facilities and yards
• Fully implement BRT on the Martin Luther King Jr, West Lane, and March Lane.
• Continue to develop cleaner, more energy efficient passenger and service fleets as part of vehicle and equipment replacement cycles
• Implement safety and security measures as a top priority

**Rail**
• Participate with other passenger rail operators and service improvements between Niles Junction and downtown San Jose
• Increase passenger rail service between Stockton and San Jose. Service frequencies will be increased if demand warrants, operational funding exists, and the necessary track rights agreements are executed
• Continue to develop governance, funding, trackage rights, and operational strategies to extend passenger rail service to Stanislaus County and Sacramento County
• Continue to develop governance, funding, and operational strategies to implement the mission of the San Joaquin Joint Powers Authority
• Develop and construct a new Amtrak Station in Stockton
• Implement planned safety and security measures as a top priority
• Continue to develop cleaner, more energy efficient locomotives and rolling stock as part of vehicle and equipment replacement cycles

**Long Range Plan, 2025 - 2040**

Encourage each locality to develop an integrated land use and transportation planning process consistent with increasing access and use of countywide transit systems.

**Bus**
• Continue development of intercity and interregional service with the objective of increasing transit modal share of intercity and interregional trips and as a strategy to balance VMT and population growth
• Continue to emphasize cost effective and efficient service development
• Initiate express bus service as the County HOV network is developed as a congestion management strategy
• Ensure specialized service for the older and disable communities keeps pace with population growth in the demographic areas
• Fully implement BRT on the Fremont Street, Arch Road/Sperry, and Eight Mile Road Corridors
Rail

- Initiate passenger rail commute service to Stanislaus County and Sacramento County
- Expand and improve existing passenger rail service between Stockton and San Jose.
- Improve connections to BART and other feeder transit services
- Upgrade and expand stations including improved passenger amenities and ITS equipment

AVIATION ACTION ELEMENT

The services provided by San Joaquin County's airports address a variety of local and regional needs through providing viable mobility options for the County's citizens and businesses. The aviation system connects the traveling public and cargo movers to airports in major metropolitan areas of the State and neighboring areas of Nevada. The aviation system serves the U.S. military directly or in an auxiliary fashion as well as supporting local farmers, police, and medical services. Aviation activities also provide recreational opportunities for the citizens of San Joaquin County. Together, the airports.

The Existing Aviation System

San Joaquin County's aviation system includes six airports that are open for use by the general public. These airports are:

- Stockton Metropolitan Airport
- Tracy Municipal Airport
- New Jerusalem Airport
- Lodi Airport (Lind’s)
- Kingdom Executive Airport
- Lodi Airpark (Precissi)

Stockton Metropolitan, Tracy Municipal and New Jerusalem airports are publicly owned, while the remaining three airports are privately owned. The characteristics of San Joaquin County's public access airports vary significantly, from size and number of operations to their types of activities and to their expected growth and impact on the local economy. As a group, the airports combine a range of services designed to meet the passenger, business, agricultural, recreational, and emergency services needs for the region. Stockton Metro, the largest airport, is a regional facility that offers the only air cargo and commercial passenger service in the county. Tracy Municipal Airport specializes in travel to and from the Bay Area, for both business and pleasure users.
Lodi Airport provides a wide variety of general aviation services, ranging from corporate business travel to parachuting instruction. Kingdon Airport offers flight training, private flight use, and supports crop-dusting services in the area south of Lodi. New Jerusalem, a bare landing strip surrounded by farm lands, serves primarily flight training users. Lodi Airpark is a family operation, owned and used primarily by a local crop-dusting business.

Stockton Metropolitan Airport

Stockton Metropolitan Airport (SMA) is the largest publicly owned airport in San Joaquin County on 1,552 acres. It is located on the Southern boundary of the city of Stockton in the heart of California's central valley.

The airport is conveniently located between two major north-south thoroughfares; Interstate 5, 1.5 miles to the West, and State Highway 99, which borders the airport on the East side.

SMA facilities include two parallel runways, high-speed taxiways, aircraft parking and storage facilities, a passenger terminal, automobile parking and commercial/industrial areas. The main primary instrument runway is used chiefly by commercial and military aircraft. The secondary runway, 11R/29L, is used by general aviation aircraft. There are six carrier gates that adjoin the 44,355 square-foot terminal building. General aviation facilities include 152 hangars and 143 tie downs. The airport has four fixed-based operators. There are approximately 195 aircraft based out of the airport, made up of single and multi-engine, jet propelled and military aircraft.

Services provided for passenger convenience include an airport terminal, three air carrier gates, 550 free parking spaces, auto rental offices, a coffee shop and restaurant, a lounge, and a gift shop. Recently, Stockton Metropolitan Airport recently opened its new passenger hold room, doubling the seating capacity to accommodate 367 individuals. The new hold room offers opportunities for future expansion of airline service.

Passenger Service

Commercial passenger service is offered through Allegiant Air, which offers five weekly flights to Las Vegas, NV. And seasonal flights to Honolulu, HI.
To facilitate commercial development at the airport, airport property is now included in Foreign Trade Zone #231. This designation will be useful for businesses located within the 50-acre, master-planned business park, Airpark 599 as well as other areas surrounding the Airport. In addition, construction was completed recently to construct an arterial Street, Sperry Rd that now provides a much improved access from Interstate 5 to the airport area.

**General Aviation**
SMA is an active general aviation airport. A number of Stockton area corporations use the facility for their aircraft operations. There are numerous fixed base operators and services located at the airport. General aviation services offered include: charter services, flight schools, aircraft sales, fueling, maintenance/repair services and aircraft storage.

**Air Cargo**
Stockton Metro is the only airport in the county with air cargo service facilities. The airport sponsors continue to market the large cargo industry to promote future residency and use of the facilities.

**Military Use**
Thirty-three military aircraft are based at Stockton Metro. Training exercises are still conducted with fixed wing aircraft along with non-fixed type aircraft.

**Other Airport Activities**
As San Joaquin County's regional facility, Stockton Metro serves as a site for important public health and safety services. Among the operations that take place or are based at the airport are: County Sheriff helicopter operations, hospital “life flight” activities, and forest and brush fire suppression aircraft operations.

**Airport Land Use**
Stockton Metro is focused on keeping incompatible land uses outside of the highly impacted airport zones. The area around the airport is partially within the City of Stockton, and partially within the unincorporated area. Based on the general plan, land use designation for this land in both jurisdictions is primarily commercial/industrial or agricultural, designations that are compatible with airport operations. However, some areas within the high noise contours allow existing residential use and infill development.

Zoning on the airport property is Airport Multi-Use, which should encourage commercial development at the airport. The area around the Airport has all been designated for development, except the area to the south. This area has a General Plan designation of General Agriculture and a Zone Classification of General Agriculture, 40-acre minimum parcel size.

The airport property now includes the Centre Porte Business Center, along with the Airpark 599 Business Park. The Centre Porte Business Center is located on the north
side of the runways, and bounded on the north by Arch-Airport Road and on the east by Rt. 99. The Airpark 599 is located at the main entrance to the Airport. Both business centers are located within an established Enterprise Zone and, as part of the Stockton Metro Airport, have recently been designated a Foreign Trade Zone.

**Ground Access**

Ground access to Stockton Metro is from three primary routes: Airport Way, I-5 via Sperry Road, and Route 99 via Arch Road. The direct access to/from Interstate 5 was completed in 2013 with the extension of Sperry Road east to Arch Road. Improvements for the French Camp/I-5 interchange are currently underway.

**Tracy Municipal Airport**

The second largest publicly owned airport in San Joaquin County is Tracy Municipal Airport. The 310 acre airport property is located approximately 4 miles south of the city center. Tracy Municipal is owned by the City of Tracy and operated by the Tracy Flight Center. Fixed base operations, such as aircraft maintenance, flight school, aviation supplies, and fuel, are contracted out by the City.

The runway configuration at Tracy Municipal consists of two active runways: One is the primary while the other is considered a secondary runway. The main runway is 100 x 4002 feet long, and the secondary runway is 100 x 3438 feet long. Both runways allow for instrument approaches. Existing structures on the airport property include hangars, tie-downs, automobile parking, and a fueling facility. There is currently one fixed base operator at the airport.

**General Aviation**

Tracy Municipal Airport is exclusively a general aviation airport. The facility is primarily used for business, flight training, and recreational flights. There are approximately 120 aircraft based out this airport, made up of mostly single engine along with multi-engine (4) rounding out the rest.

**Other Activities**

Tracy Municipal is used by a wide variety of aircraft: helicopters, Lear jets, hot air balloons, gyrocopters, paraplanes and crop dusters. Lear jets bring in corporate travelers, although the airport currently does not sell fuel for these planes.

**Airport Land Use**

Due to continuing development in the southern part of the City, the Tracy Airport has experienced conflict with surrounding land uses in recent years. The most heavily
impacted areas around the airport are reserved for industrial use, but these uses have not always been adequately regulated. As a consequence, there are some incompatible land uses near the Airport. Contributing to the situation is the fact that most of the land surrounding the airport is in the unincorporated area of San Joaquin County. The ability of the City to protect the airport is reduced because the City does not directly control the surrounding land uses.

**Ground Access**

Ground access to the Airport is available on Tracy Boulevard, by way of I-205, or Eleventh Street (Business I-205) to the northeast. This route requires travelers to drive through the City of Tracy to reach the airport. No direct route from the south or southwest (by way of I-5 or I-580 to Tracy Boulevard or Line Road) exists, but travelers may take I-580 to Corral Hollow Road and drive around to the airport. Access from I-580 to Tracy Boulevard would improve access to the airport from the west and southwest.

No bus, shuttle, or rail service to the airport is available. However, the Southern Pacific rail line is 2-miles from the airport. There is a potential for rail service with shuttle connections to the airport via this rail line.

**New Jerusalem Airport**

The New Jerusalem Airport, owned by the City of Tracy, is located about four miles southeast of the city. The airport can accommodate only small, light aircraft. The airport property covers 315 acres, though 174 acres are leased for agricultural use.

The New Jerusalem Airport is unattended and offers no services or facilities for based aircraft. The airport is essentially a 3530-foot runway with a taxiway. The runway was given a new slurry seal in 1990. In 2012, as part of the Capital Improvement Program, the City of Tracy made various runway repairs including an overlay, repainting runway markings and securing perimeter fencing.

**Lodi (Lind's) Airport**

Lodi Lind's Airport is a private airport located about three miles north of Lodi, on the west side of state highway 99, just south of Collierville. This airport is the most active of the privately owned public access airports in the county. Lodi Lind's can accommodate all general aviation aircraft, some business jets and even DC-3 planes.

Lodi Airport has two runways. The main runway, with an orientation of 12/30, has dimensions of 26' by 4,267'. The secondary runway, with an orientation of 8/26, is 26' by 2,070'. The runway facilities allow for an instrument approach. Buildings on the property include: an administration office, a restaurant, and hangers for 167-based aircraft, a skydiving school, and various business buildings.
Operations include charter plan services, corporate jet flights, and business flights. The Airport is also home to three agricultural services firms. In addition, the Airport offers flight support services including 24-hour fuel and aircraft maintenance.

**Kingdon Executive Airport**

Kingdon Executive is a privately owned airport located about 3 miles southwest of Lodi and five miles northwest of Stockton. Currently general aviation business and pleasure aircraft—single engine, twin engine and small business jets, use the airport. Current facilities at Kingdon Airport include a visual approach runway, 140' x 4,000, with a 12/30 identification.

**Lodi (Precissi) Airpark**

Lodi Airpark is located three miles south of Lodi and five miles north of Stockton, on Lower Sacramento Road. The Airport is owned by an agricultural service firm; Precissi Flying Service, which runs a crop-dusting business. While nominally open to the public, the airport provides no services except to the owner's aircraft.

The airport has two runways; one is 2,705 feet in length the other is approximately 3,500 feet. Both runways are at a 7/25 orientation. Hangars for the 9-based aircraft are also on the property. No fuel or other services are available to the public.

**Needs and Issues**

**Demand**

A top priority at Stockton Metro Airport is to continue to develop and expand air passenger service. As the County and the surrounding market region continues to grow over the next 25 years, it is anticipated that market conditions will support an expansion and diversification of service. Passenger facility and terminal improvements will be developed as needed to respond to air passenger service needs.

According to reports from Tracy and Lodi Airports, demand for general aviation facilities exceeds supply. Tracy Municipal Airport maintains a waiting list for hangar space.

**Ground Access**

Stockton Metro Airport has the greatest opportunities for expanded ground access options. Bus, and shuttle services are modes that could be, but are not currently available for airline passengers. The remaining airports are more isolated from a population center, and serve primarily general aviation needs, so the opportunities for transit services are more limited or unneeded. Stockton Metro will be much easier to reach due to the completion of Arch-Sperry Road connection to Interstate 5 is completed. Expanding the Bus Rapid Transit service to Stockton Metro also improved
connections with the airport and the Downtown Transit Center (DTC), and allow riders to connect to other bus routes at the DTC.

Airport Land Use

Over the past decade, former agricultural areas in San Joaquin County have been developed for residential or commercial use. Since many of the region's public access airports are in agricultural areas, or in the urban fringe, much of the new growth is moving closer to the airports. Assuring that the area around the public access airports is devoted to compatible uses has become a more challenging task in this high growth environment.

The SJCOG Board of Directors assumes the responsibility as the Airport Land Use Commission (ALUC) which regulates land uses around the airport areas of influence through its Airport Land Use Compatibility Plan (ALUCP). The purpose of the ALUCP is to provide for orderly growth of each public access airport and the areas surrounding each airport, and which safeguards are used for the general welfare of the inhabitants within the vicinity of each airport and the public in general. The plan, adopted in 1982, was updated and amended in 1993 to be a more effective tool in protecting airport operations. An amendment to the ALUCP was approved by the SJCOG Board in 1997, which changes the land use zones for Tracy Municipal, in accordance with Caltrans planning guidelines. In 2009 SJCOG completed a comprehensive update to the 1993 ALUCP. The update established new compatibility zones and policies for all of the County’s public use airports with the exception of Stockton Metropolitan Airport. Stockton Metropolitan was not included within the 2009 update due to ongoing delays in updating the Airport’s Master Plan. FAA approval of the airport’s proposed layout plan is expected early spring of 2014. At that time, the ALUC will begin preparation of the update to the 1993 ALUCP for Stockton Metropolitan.

Noise, height and safety issues are regulated through regional standards set in the plan by SJCOG, as the ALUC. General Plans, General Plan amendments, specific plans, Environmental Impact Reports (EIRs), and development applications that fall within an airport’s Area of Influence are reviewed and commented on to ensure compliance with the ALUCP. A developer fee is levied by the responsible jurisdiction to offset the cost to the extent possible of reviewing projects and maintaining the ALUC.

Even with a comprehensive ALUCP in place, as growth occurs, the physical relationship of development to the airport and the impact that this will have on the future of the airport operation and the health and safety of the public can become a concern.

Aviation Planning Activities

Stockton Metro Airport Master Plan and Update

The 1997 Airport Master Plan is a plan for the development of the Airport for a 20-year period, ending 2015. In late 2006 Stockton Metro secured funding from FAA to update
the Airport Master Plan. Work on the Master Plan began in 2007 and although has been completed, is still pending preparation of the required environmental documents.

**Tracy Municipal Updated its Master Plan in 1998**

The Tracy Municipal Airport Master plan covers the periods from 1998 to 2016. Forecasted plans would support up to 107,000 annual operations, double the amount in 1995. Among the issues dealt with in the Master Plan update included land use compatibility, potential land acquisition requirements, activity forecasts, facility requirements, and funding requirements.

Proposed projects in the Master Plan include the relocation of the Airport’s fuel storage area, a new electrical system and vault, runway and taxiway construction (principally slurry seals), new hangar facilities, land acquisition, improvements to the Airport water and sewer systems, a pilot’s lounge, improvements to the Airport’s entrance, an aircraft wash rack with drainage improvements, and a helicopter landing pad.

**Proposed Actions**

Proposed Actions in this Aviation Action Element are best understood if one first has an overview of Airport Financing in San Joaquin County.

Publicly owned airports in San Joaquin County receive funds for airport improvements from four sources:

- Federal Aid to Airports
- California Aid to Airports Program
- Income (various sources)
- Local subsidies

The privately-owned airports obtain all their revenues from income--lease of hangars or airport property, landing fees, airport rentals, instructional services, fuel sales, etc., although some safety projects are eligible for California Aid to Airports program funds.

Stockton Metro Airport funds the majority of its capital improvements with Federal Aid to Airports grants. For runway, taxiway or other related improvements, Federal Aviation Administration funds cover 90% of the total cost. For passenger-related improvements, the Federal Aviation Administration requires a 50% match.

Tracy and New Jerusalem also receive monies from a discretionary allocation that the California Transportation Commission makes to small and medium-sized general aviation airports. These funds are raised from the aviation fuel tax. The State of California also offers low interest loans to general aviation airports for capital improvements.
While most airport programs are funded by earmarked revenues (fuel taxes, etc.), the availability of such revenues is discretionary and does not always guarantee that funds will be secured and allocated for projects. Private airports will continue to rely solely on their ability to generate income for needed improvements. If demand for services remains strong, income is likely to cover the cost of new capital facilities.

**Tracy and Stockton Airport Development Programs**

The 2014 RTP Project List appendix identifies the most recent development programs for the Tracy Municipal and Stockton Metropolitan Airports. They are included in this Plan as required by law. The programs are the means by which the airports seek funding from the Federal Aid to Airports program and the California Aid to Airport program.

**Ongoing Efforts**

- Support and assist in development of additional passenger air carrier service at Stockton Metro.
- Assist Stockton Metro and Tracy Municipal in expanding facilities to meet growing general aviation demands.
- Continue to work with the privately owned airports to support their operations and to maintain compatible uses within the airport area of influence.
- Continue to work with the local jurisdictions to keep land uses around the airports in the County compatible with airport operations.

**Short Range Plan, 2014-2025**

- Work with the Tracy Municipal Airport and Stockton Metropolitan Airport to obtain funding from the state and federal governments for their respective development programs.
- Assist San Joaquin RTD and the City of Stockton as needed to implement the Bus Rapid Transit expansion route to the Stockton Metro Airport and surrounding area.
- Work with Stockton Metro in the update of the Airport Master Plan.
- Update Stockton Metropolitan Airport’s ALUCP.
- Assist the City of Stockton and San Joaquin County to fund and complete the French Camp Interchange improvement extension project.
- Continue to work with the Lodi Lind’s Airport to support its operations and to maintain compatible uses within the airport area of influence. Of particular interest to SJCOG is the development of aviation easements and rules for their usage for privately owned and public access airports.
Complete and implement the Action Plan of the Central California Aviation Systems Plan.

**Long Range Plan, 2025-2040**

- Protect and support the expansion of general aviation service at Tracy Municipal, Stockton Metro, and Lodi Lind field.
- Continue to work with County airports on land use compatibility issues.
- Continue to assist Stockton Metro Airport to develop and improve its capital facilities and to grow both the air passenger and air cargo markets.
- Implement the Action Plan of the Central California Aviation Systems Plan;
- Continue to work with public access airports to increase their access to State and federal funds
GOODS MOVEMENT IN SAN JOAQUIN COUNTY

Goods movement throughout the San Joaquin Valley, and particularly within San Joaquin County, is a key component of the economic vitality and growth of the region. San Joaquin County is ideal for the multi-modal movement of goods throughout the region. The San Joaquin Valley region is one of the four major international trade regions in California, as noted in the 2007 State Goods Movement Action Plan (GMAP).

The goods movement industry and a cohesive transportation infrastructure are directly linked to job creation and the overall improvement of the economy. Improving the goods movement infrastructure also is pivotal to relieving congestion on freeways and increasing mobility regionally and interregional. Furthermore, private and public partnerships are essential for the betterment of the goods movement industry.

The Existing System

San Joaquin County has a unique intermodal system consisting of a state and interstate highway system, inland port, major railroads, a metropolitan airport., and intermodal yards. These assets are as follows:

1) The Highway Transportation Infrastructure System (HIS) links San Joaquin County to major California urban markets, and is particularly critical to the field-to-market component of the extensive agricultural operations in the Valley. The San Joaquin County is a major Northern California distribution point where two primary North-South highways, I-5 and State Route 99 intersect, and are joined by the Stockton Crosstown Freeway and Highway 120 through the City of Manteca. I-5 is the main North-South route for freight movement along the West Coast from Canada to Mexico. State Route 99 is the main inland route through center of the State which connecting major cities throughout the San Joaquin Valley. I-205, which aligns with I-580 running west, is the gateway of goods.
movement from the San Joaquin Valley to the Greater Bay Area. Numerous trucking lines and carriers are dependent on the San Joaquin County’s ground transportation infrastructure both for through travel and the movement of goods to and from the Port of Stockton, railroad intermodal yards, and the Stockton Metropolitan Airport. The graphic entitled “Priority Regions and Corridors in California” is from the State of California’s Goods Movement Action Plan which shows the important the transportation infrastructure of San Joaquin County and the entire Valley is to the State of California.

The Port of Stockton, located on the Stockton Deepwater Ship Channel, 75 nautical miles due east of the Golden Gate Bridge, the Port of Stockton, California, owns and operates a major, diversified intermodal transportation center that encompasses more than 2000 acres of operating area and real estate. The Port has over 11,000 lineal feet of waterside docking for vessel berthing and cargo operations. There are 40 miles of rail track which can be served by the Union Pacific Railroad (UP) or the Burlington Northern Santa Fe Railroad (BNSF). On-dock rail and rail service to more than seven million square feet of warehousing are both available, including over 700,000 square feet that is waterborne transit shed warehousing. Dry bulk, break bulk, and general cargo shipments compose the largest percentage of the Port's dockside operations. Stockton’s deepwater channel has a designed depth of 35 feet at mean low water based upon U.S. Army Corps data. Panamax-sized vessels with load capacity up to 45,000 ton dead weight class fully loaded and partially loaded 80,000 ton dead weight vessels can be accommodated. There is no width restriction of vessels, and ships up to 900 feet in length can navigate the Stockton Ship Channel. The Port is one mile from Interstate 5 and all interconnecting major highway systems.

2) Until November of 2013, the nearest port of entry for container cargo is the Port of Oakland. As of mid-November 2013, more than 2000 shipping containers have been barged from Stockton to Oakland since the “M-580-Marine Highway” opened in June. The M-580 Marine Highway barge service between the two ports has been a success. It was conceived to reduce the number of trucks using the I-80 highway to transport consumer goods and agricultural products between central and northern California. Using federal Transportation Investment Generating Economic Recovery (TIGER) grant funds, the Port of Stockton purchased two Liebherr mobile harbour cranes and modified two barges for containers. Shippers are able to book the service using the same process as booking trucked cargo, while taking advantage of the ability to load containers heavier than the 80,000 lb weight limit for trucks travelling between the ports.

3) The San Joaquin County based major railroads include the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroads. The UP Intermodal Terminal plays a critical role in the railroad's California service profile, and serves both the San Joaquin and Sacramento regions. In 2002, the facility was made the western US terminus for the railroad's "Blue Streak" cross-country container service. Operated in cooperation with the Norfolk Southern Railroad, this expedited service provides a major link for double-stack container trains moving eastbound and westbound via Chicago between the Port of Oakland and major transshipment terminals in eastern Pennsylvania and New Jersey. The "Blue Steak" service was expanded to handle containers moving between California and Atlanta,
Georgia. The Northern California-Northeast corridor through Lathrop also connects to the Union Pacific's service connecting Los Angeles with Dallas, Texas and Memphis, Tennessee. Efforts are on the way to significantly expand the UP Intermodal Terminal operations towards Airport Way.

The BNSF facility is the result of an $80 million investment by the company that will connect freight to BNSF’s 33,000 miles of track across 28 states and Canada. The new facility contains two loading and unloading tracks, averaging 7,000 feet in length, with the capacity to hold approximately 150 intermodal railcars. Storage tracks accommodate 230 intermodal railcars and have more than 800 containers and trailer parking spaces. In addition to building the facility, BNSF established a 55-acre wildlife sanctuary for the preservation of native species and contributed more than $9 million to intersection and roadway improvements.

Reciprocal switching agreements between both lines provide the local economy with efficient rail service.

**Private/Public Sector Partnerships**

Formulating and maintaining private/public sector relationships is necessary to gain insights and development strategies to best respond to the challenges to improve the goods movement industry. SJCOG will continue to foster private/public sector relationships and engage in the following committees/organizations:

**Goods Movement Task Force (GMTF)**

In 2006, SJCOG assumed the role to develop and staff the GMTF which represents a broad spectrum of public and private sector goods movement interests for promoting economic development in San Joaquin, Stanislaus, and Merced counties. The GMTF is comprised of representatives from private goods transportation companies, public sector, ports, shippers and receivers, public agencies (e.g., Caltrans, MPOs, Special Districts) with goods movement concerns to:

“Build consensus among public and private sector goods movement interests for improving the safety and efficiency of goods movement while improving mobility, air quality, social justice, the economy, and protecting the environment.”

The GMTF’s primary objectives are to:

- Improve the transportation of goods;
- Identify and resolve goods movement impediments;
- Advise the Regional Transportation Planning Agencies (RTPA’s) and other public agencies concerning specific goods movement concerns, issues, and priorities;
• Educate each other about the broad spectrum of issues that affect goods movement mobility and safety;
• Recommend specific changes to policies and practices that would improve goods movement mobility;
• Participate in RTPA transportation planning and investment decision processes;
• Identify and support implementation of promising and effective strategies to improve goods movement; and,
• Promote inter-regional partnerships and cooperation.

The Committee continues to meet on an every other month basis.

Northern California Trade Corridor Coalition (NCTCC)

The NCTCC is an organization that will provide the continuity to bring both private and public sector stakeholders together. The coalition includes the Metropolitan Transportation Commission, the Sacramento Council of Governments, the Stanislaus Council of Governments, the Ports of Oakland and Stockton, and other transportation agencies. The coalition is currently focused on longer term establishing the framework for a joint application in response to Trade Corridor Program as part of the California State Infrastructure Bond supported by the voters in November 2006. Longer term, the coalition will focus on improving freight movement and logistical interconnections in Northern California and on freight policy and programs for the next federal transportation reauthorization bill.

The NCTCC’s goal is to secure our economic future by investing in the most critical improvements to the Northern California Trade Corridor. Members fully support the following efforts:

• Organize other businesses to join and support the Northern California Trade Corridor Coalition;
• Educate the business community, elected leaders and the public about the importance of the Northern California Trade Corridor; and,
• Advocate for state, federal and other resources to fund critical improvements to the Northern California Trade Corridor.

West Coast Corridor Coalition

SJCOG has taken an active role with other MPOs, and the Departments of Transportation from WA, OR, and CA, in developing a WCCC.

Freight forecasts indicate that the volume of freight traffic could well double by the year 2020 from population increases. Road, rail, and marine freight transportation infrastructure on the West Coast is already under tremendous strain in terms of both capacity and safety. That is true for east-west US transportation routes originating and terminating on the West
Coast, which are vital arteries for handling America's Asia-Pacific trade. It also applies to north-south road and rail infrastructure systems on the West Coast, which handle massive volumes of West Coast interstate trade and NAFTA trade. The WCCC’s goal is to assist Alaska, Washington, Oregon, and California - under a proposed governing body that would combine state, local, and private interests - in coordinating combined inter-modal, freight, and passenger transportation systems and in making a national case for increased investments in west coast transportation systems. The sub-committee structure is as follows:

- Goods Movement;
- Intelligent Transportation Systems;
- Federal Appropriations Requests; and,
- Administration.

**Goods Movement Plans, Studies, and Related Efforts**

Numerous plans and studies have been conducted including the development of a truck forecasting model, the identification of rail movements to ease truck traffic on congested corridors as well as inland rail shipments to inland ports for movement of goods to coastal sea ports to ease congestion. These studies have all been done with public and private partnerships.

The results of the following plans and studies recently completed and in progress, are valuable resources to better the movement of goods.

**Goods Movement Action Plan (GMAP)**

The GMAP was an initiative of the Schwarzenegger Administration to address the complex issues surrounding goods movement in California. The GMAP describes a comprehensive and actionable program spanning the next decade to address operational concerns, current and future infrastructure needs, environmental, public health and community impact mitigation, public safety and security issues, and workforce development opportunities regarding goods movement on a statewide basis. Implementation of the plan will help California have a “green,” efficient, and safe goods movement system that supports jobs and economic prosperity while improving the environment and quality of life for communities adjacent to California’s goods movement corridors.

**California Freight Mobility Plan**

Caltrans' Division of Transportation Planning is currently developing the California Freight Mobility Plan, an update to the Goods Movement Action Plan (GMAP). The GMAP helped guide project selection for the allocation of funds under the $2 billion Trade
Corridors Improvement Fund (TCIF) program, authorized by the voter-approved Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B).

Similar to the GMAP, the California Freight Mobility Plan will address current freight conditions, identify important trends, and respond to major issues in goods movement across all modes and regions of California. In addition, the updated plan will respond to a number of contemporary issues in terms of community impacts, trucking, new legislation, regional differences and linkages, and greenhouse gas emissions reduction strategies.

The California Freight Mobility Plan will revisit and, as appropriate, renew the underlying GMAP goals to promote economic growth, encourage job creation, and increase mobility, while enhancing public safety and security and addressing the environmental challenges of moving goods via the State’s highways, railways, airports, and seaports.

**CIRIS Project**

The potential for a rail container shuttle connecting the Ports of Stockton and Oakland is an attractive option as highways increasingly become overcrowded. The “inland port” concept allows seaport facilities to be duplicated in inland locations reducing the amount of waterfront property needed at prime seaport locations. According to a 2002 Tioga Group study, a dedicated rail shuttle between The Ports of Stockton and Oakland is technically and economically feasible with a sufficient amount of public subsidy. A combined strategy of near-term cargo opportunities, facility investments, and support for non-port rail initiatives is most likely to increase cargo volume. A follow on study, completed in 2006, identified the feasibility and steps required to establish a pilot short haul rail system from the San Joaquin Valley to the Port of Oakland.

**San Joaquin Valley Interregional Goods Movement Plan**

The San Joaquin Valley Interregional Goods Movement Plan identified a future preferred goods movement system for the Valley implemented through a comprehensive interregional strategy, including a list of regional improvement priorities The planning effort occurred over a 24-month period beginning in May 2011 and included numerous stakeholders including the Federal Highway Administration, Caltrans, ports, private trucking industry, railroads, regional transportation agencies, the agricultural industry and others.

This plan recognizes that the efficient and safe movement of goods is a crucial aspect of daily life for residents and businesses alike in the San Joaquin Valley. For Valley residents, goods movement is essential to deliver food to grocery stores, consumer goods to stores, furniture and goods to offices, and packages to people’s homes – even tap water depends on the timely arrival of treatment chemicals. Likewise, goods movement-dependent industries rely heavily and visibly on transportation as a key part of their operations.
The technical analysis and stakeholder outreach completed throughout the San Joaquin Valley Interregional Goods Movement Plan revealed that there are numerous challenges facing the safety and efficiency of the region’s goods movement system. Many of these challenges can be grouped around six main issues: increased population and industry activity means trucks and cars vying for limited roadway access, leading to congestion and bottlenecks throughout the region; lack of transportation modal choices, environmental and community impacts of goods movement, maintain and improve connections to international markets, the importance of the East-West Corridors and last mile facilities, and build a transportation system to encourage economic development. Some issues and challenges deal with the safety or maintenance of the region’s infrastructure, while others describe operational inefficiencies. These issues and challenges helped to guide the creation of performance measures and the project prioritization process that was a central part of this plan.

**HOV/Ramp Metering**

In 2009 the Northern San Joaquin Valley Regional Ramp Metering and High Occupancy Vehicle (HOV) Study was completed in partnership between the San Joaquin Council of Governments, the Stanislaus Council of Governments, the Merced County Association of Governments, and Caltrans. This study assessed the impacts and benefits that HOV lanes and ramp metering would have in managing the traffic on major highways in San Joaquin, Stanislaus, and Merced counties. The outcomes of this study indicate a direct benefit to the on ground goods movement industry.

**Railroad Grade Crossing/Separation Improvements**

SJCOG recognizes the need for Railroad Grade Crossing Improvements, particularly grade separations, facilitate the movement of goods by reducing rail/roadway conflicts. Benefits accrue to both the rail traffic and the roadway traffic. Additionally, grade separations reduce congestion and improve safety for both trains and vehicles. The Measure K program places a significant emphasis on importance and delivery of railroad crossing and full separation projects. Measure K renewal includes over $77 million for grade separation projects. Additionally.

**Regional Expressway Study**

The Expressway Study identifies a system of expressway routes in San Joaquin County which would improve regional connectivity, relieve congestion of freeways, and improve connectivity to adjacent counties in a cost-effective manner while supporting local land use plans. This study focuses on expressway links between communities and to other counties, but also addresses and recognizes local expressways. These linkages must be compatible with existing and planned expressway and arterial roadways within a community and with planned freeway interchange improvements where a point of connection can be made with a freeway. The study also outlines future steps to implement the proposed system.
The outcomes of this study will have a direct benefit to the goods movement industry due to the connectivity between communities as well as the relief of congestion from the highway system. Study is expected to be complete by March of 2008.

**Goods Movement Challenges**

San Joaquin County’s strategic geographical location is the interregional hinge point of transportation and goods movement to and from the Bay Area, the San Joaquin Valley, the State of California, and the nation.

The region provides an integral link in goods movement for both the railroad and trucking industries. Highway 99 and Interstate 5 are vital north-south corridors. Highway 99, from Bakersfield to Stockton, carries more than a million vehicles a day. It is the backbone of California’s goods movement infrastructure as well as the “main street” of the San Joaquin Valley. Safety and capacity improvements to Highway 99 are essential to increase economic prosperity. East-west corridors also are becoming increasingly congested and require improvements. There is increasing demand for short and long-haul rail, especially from the Port of Stockton to the Port of Oakland as well as expanding passenger rail service.

Location is not necessarily San Joaquin County’s strongest asset without the infrastructure to support it. The goods movement industry is directly related to the economic prosperity. Economic activity and development require mobility. The economy moves on local streets, state highways and rail, and through seaports and airports.

San Joaquin County is the fastest growing region in the San Joaquin Valley. As congestion increases and the workforce spends increasingly long periods of time commuting, it is imperative that a multi-modal approach is used to improve the transportation system in order to support and attract capital investment and foster economic development.

The Port of Stockton and the Metropolitan Airport are considered the critical assets that must be expanded upon for the good of the region’s future economic growth. These assets must be made ready to attract the right companies and investment to the area. All efforts must be made to improve the transportation infrastructure to its fullest potential to support the movements of goods. In turn, this will foster economic development beyond the current market trends.

Agriculture and the food processing industry provide a stable base to the economy of San Joaquin County. However, accommodating population and economic growth pressures have resulted not only in the loss of agriculture land, but also an increase in traffic congestion on the rural roadways that facilitate the “farm to market” goods movement. This congestion also impacts the safe and timely delivery of fresh produce to market and processing plants.

Farm transportation needs also involve the need to move farming equipment along rural roadways. These roadways are usually one-lane roads with limited shoulders. Heavy, slow-
moving farm equipment along these roads conflict with commuter travel requirements and creates unsafe travel conditions.

The I-205/580 highway corridor and Altamont Pass and Mococo UP rail line connections to the Bay Area are key strategic gateway connections for freight movement. Both highway and rail infrastructure development is critical to the future freight and logistics industry in this area and will be a focus of project and infrastructure proposals.

**Proposed Capital Improvements**

Federal, State, and local funding have been identified for transportation projects that will have a direct benefit to the goods movement industry.

Street and highway improvements that will have benefits for the movement of freight are listed in the Street and Highway Investments contained in the 2014 RTP project list appendix. Rail corridor improvements that impact freight movement, such as sidings, signalizations, and improved alignments and grades, are shown in the Transit Investments also contained in the 2014 RTP project list appendix. These rail corridor enhancements are being done for the primary benefit of commuter rail services, yet it is acknowledged that they will have secondary benefits for the movement of freight on rail.
Proposed Actions

Short-Range Plan (2014-2025):

- Work with the GMTF Committee, as well as other goods movement related committees to identify operational and other needed improvements to facilitate goods movement in and outside of San Joaquin County;
- Work with Caltrans to implement elements of the GMAP and other state sponsored projects;
- Improve access to the Port of Stockton;
- Improve connectivity of goods movement between the Stockton Metropolitan Airport to Interstate 5 and the Port of Stockton;
- Support the Stockton Metropolitan Airport’s need to establish infrastructure that will support the movement of goods from the group to the air and from the air to the ground;
- Design, fund, and deliver Railroad Grade Safety Projects; and,
- Continue implementation of railroad improvements.

Long-Range Plan (2025-2040):

- Utilize all strategies to improve the Level of Service of the regional transportation system;
- Continue to partner with other public and private sector goods movement stakeholders;
- Pursue all strategies to improve the connectivity of the primary goods movement multi-modal system (e.g., Highways, Rail, Port of Stockton, Stockton Metropolitan Airport);
- Ensure that as economic development moves forward, that the transportation infrastructure supporting those industries meets the design standards to support large trucks and access demands;
- Improve the availability of long-haul truck parking;
- Maximize the use of rail to move goods in order to provide relief to the transportation infrastructure;
- Continue to promote and fund alternative modes of public transportation in order to remove as many cars off the transportation system;
- Continue to examine and invest in transportation improvements that allows trucks to move as freely as possible on the highway system;
- Maintain the integrity and incrementally complete a Regional Expressway System;
- Pursue the Goals, Objectives and Policies of this section as opportunities to improve goods movements arise;
• As technological advances occur, use Intelligent Transportation System (ITS) methodologies to improve the movement of goods.

**BICYCLE AND PEDESTRIAN ACTION ELEMENT**

San Joaquin County has an ideal terrain for using bicycles as an alternative transportation mode. The flat terrain, many rural roads and relatively mild weather make it particularly conducive to bicycle travel. For short trips, the bicycle can serve as an alternative to the automobile. Because the bicycle is non-polluting and energy efficient, it is an element in the region's multi-modal transportation system that could lead to a more efficient transportation network.

This appendix section focuses on Bicycle travel. It should not be forgotten however that pedestrian travel is also a viable alternative in San Joaquin County. Smaller communities in San Joaquin County often have residential development located in fairly close proximity to commercial centers. Mild weather, coupled with pedestrian amenities, can make walking an enjoyable mode of travel. Oftentimes bike routes, especially the class I bike paths, are excellent paths for pedestrian travel.

**Existing System**

Bicycle facilities generally fall into three distinct categories. There are several Class I bike and variations of Class I facilities that exist in San Joaquin County. These facilities provide a means of safe and reliable means of transportation for those wishing to cycle or walk to their destinations. Several jurisdictions have variations on Class II facilities, which provide optional striping scenarios to allow on-street parking. The County has a Class III variation which provides a four foot delineated shoulder and bicycle route signing in the rural areas.

In general when urban roads are either newly constructed or improved, a bicycle lane is included many times. Hence many of the accomplishments since the 2004 RTP in the Regional Roadway Improvements section as well as general rehabilitation projects, bicycle lanes have been built. Most of these lanes are in the form of Class II types.

**BICYCLE AND PEDESTRIAN ACTION ELEMENT**

The Measure K Renewal included funding for Bike, Pedestrian and Safe Routes to School projects in addition to Bicycle projects. A regional plan has been developed to address the biking components as well as focusing on the pedestrian and safe routes to school elements.

**Existing System**

SJCOC awarded approximately $7,640,981 toward bicycle projects during the first 20-year Measure K life. Major projects included: San Joaquin County’s Bicycle Master Plan, City of
Stockton’s Calaveras River bike path, Escalon High School linkage project, Lodi Lake bike path, City of Tracy bike maps, City of Manteca’s Tidewater bike path and the City of Ripon’s Jack Tone bike path.

Bicycle facilities generally fall into three distinct categories. There are several Class I bike and variations of Class I facilities that exist in San Joaquin County. These facilities provide a means of safe and reliable means of transportation for those wishing to cycle or walk to their destinations. Several jurisdictions have variations on Class II facilities, which provide optional striping scenarios to allow on-street parking. The County has a Class III variation which provides a four foot delineated shoulder and bicycle route signing in the rural areas.

**Bike Racks on Buses**

RTD, the regional bus service transit provider, City of Escalon Dial-a-Ride and Lodi Grapeline have installed bike racks on local, intercity and interregional buses. This feature has improved multimodal transportation options for the citizens of San Joaquin County.

**Bike Lockers at Park and Ride Lots**

Bike lockers have been placed at several Park and Ride Lots serving interregional bus passengers.

**Bike Facilities at Multi-Modal Stations**

The San Joaquin Regional Transit District (SJRTD) and the City of Tracy installed bicycle racks at their new transit stations to create a more bike friendly environment.

**Measure K Bike Policies**

The SJCOG Board awards funding from Measure K funds to support Bicycle Projects and programs and is distributed between two categories. The Non-Competitive category award process occurs every two years with an allocation of 60% of Measure K bicycle estimated revenues apportioned by a population-based method. The Competitive Category award process occurs every four years with an allocation of 40% of Measure K bicycle revenues apportioned by a selection panel method. In the Measure K Renewal, the Non-Competitive category will have an allocation of 40% and the Competitive category will have an allocation of 60%.

**Pedestrian Enhancements**

Many pedestrian and beautification efforts have occurred or are underway included traffic calming measures, widened sidewalks, as well as pedestrian amenities such as benches and shelters, median improvements and plantings and sidewalk enhancements.
Needs and Issues

Connectivity Issues

To accommodate growth and as progress continues in the development of bicycle facilities in each jurisdiction, the need for linkage between the cities to create an efficient network is increasing to provide residents with a viable alternative transportation option.

Maintenance Issues

Maintenance of new bicycle facilities has always been an issue for various local agencies. Commitments for investment into new bicycle facilities cannot guarantee a continuing revenue source for upkeep, particularly for bicycle paths on separate right-of-ways. Rather than avoid bicycle improvements, however, new funding sources or ways to deal with maintenance should be pursued.

Attitudes

General attitudes toward bicycling also present needs and issues. Many area residents do not view cycling as a real mode of transportation. Such attitudes are attributed to multiple factors:

- Lack of education;
- Lack of adequate signage or markings for designated bike routes;
- Many urban roads do not provide adequate space, due to lack of, causing some cyclist to ride within the flow of traffic;
- Lack of adequate bicycle facilities, such as lockers or alternative means of securing a bicycle;
- Decentralization of employment centers, residential areas, and retail facilities.

Motorists are often unwilling to share the roadways with bicycles, and this may lead to antagonistic situations in the streets. Education regarding the transportation system must include cyclists, pedestrians, motorists, and transit passengers.

Current Planning Activities

San Joaquin County recently completed updating their Bicycle Master Plan. The City of Tracy recently updated their Bicycle Master Plan is the City of Stockton is beginning efforts to update their current bike plan. In the Measure K Renewal, SJCOG plans to develop a regional bike plan to improve local and regional connectivity, improve safety, enhance education and increase awareness.
Proposed Capital Improvements

Proposed capital bicycle and pedestrian projects for this Regional Transportation Plan are shown in Table 7-8. Specific projects identified include those that have recently received funding commitments or have been identified by SJCOG-member jurisdictions in capital improvement plans.

Short Range Plan (2010-2025)

- Encourage SJCOG member jurisdictions to establish and implement adopted local bicycle plans, incorporate bicycle facilities into local transportation projects and consider Complete Streets design concepts.
- Continue to seek funding for bicycle projects from local, state and federal sources;
- Continue to seek funding to help maintain existing bikeways.
- Assist and encourage jurisdictions and employers to promote the use of bicycle facilities and safety.
- Develop a Regional Bicycle Plan

Long Range Plan (2025-2035)

- Periodically update the regional bicycle plan;
- Continue to educate the public on the benefits of bicycle and pedestrian movement;
- Continue to seek funding for bicycle projects and to maintain existing bike lanes from local, state and federal sources.
TRANSPORTATION CONTROL MEASURES

Transportation Control Measures (TCM) have received tremendous amounts of attention since the passage of the State and Federal Clean Air Acts and congestion management legislation. As a result, the entire San Joaquin Valley Air basin is currently designated as a “non-attainment area” for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) and maintenance for particulate matter less than 10 microns in diameter (PM-10). According to State and Federal Clean Air Act requirements, San Joaquin County must ensure that “all feasible measures” be implemented to reduce emissions. This impacts the development and implementation of TCMs in San Joaquin County.

In San Joaquin Valley, the Air District and the Transportation Planning Agencies have jointly prepared a Transportation Control Measure Plan. The joint effort is the result of a memorandum-of-understanding signed by each of the agencies to coordinate air quality and transportation planning activities.

The Transportation Control Measure Plan includes the following measures or strategies for reducing vehicle emissions:

- Traffic Flow Improvements
- Passenger Rail and support Facilities
- Rideshare Programs
- Park and Ride Lots
- Bicycling Programs
- Trip Reduction Ordinances
- Telecommunications
- Alternate Work Schedules
- Public Transit

Transportation Control Measures being implemented in San Joaquin County are:

- Improved Public Transit
- Voluntary Ridesharing Program
- Park and Ride Lots
- Bicycle Programs
- Traffic Flow Improvements
- Railroad Grade Separations
- Passenger rail and support facilities
With one exception, these TCMs are a subset of those identified in the San Joaquin Valley Transportation Control Measure Program. The single exception is the “Railroad Grade Separations” TCM which is unique to San Joaquin County. The “Railroad Grade Separations” TCM is a replacement to the “Controls on Extended Vehicle Idling TCM” which is not being implemented due to ineffectiveness.

TCMs generally fall into one of two main categories: Transportation Demand Management (TDM) and Transportation Systems Management (TSM). TDM includes ridesharing and vanpooling, increased parking prices, decreased parking supply, park and ride lots, bus transit, rail transit, and bicycle and pedestrian facilities. The emphasis focuses on activities that will reduce the demand for the automobile as a mode of travel. These strategies involve including large employers in programs aimed at reducing the number of vehicle trips to the workplace by encouraging ridesharing, limiting parking, or providing transit subsidies.

The function of the second category, TSM, is to identify strategies that will increase the efficiency of the existing transportation system without adding new travel lanes, thus reducing the amount of energy required to make the system function. Examples of TCMs are:

- Coordinated traffic signalization to minimize stop and go driving;
- Ramp metering;
- “Auxiliary lanes” designated for slow trucks on an incline;
- Intersection turning lanes;
- Railroad grade separations; and
- Replacing four way stop signs with traffic signals;

TCMs encourage vehicles to maintain a higher, constant travel speed, which has been shown to be more energy efficient and less polluting than inconsistent, variable travel speeds.

Not to be lost in the discussion of air quality are the traditional transportation benefits of mobility and congestion relief, which result from reducing demand and maintaining system efficiency. Together, the TDM and TSM strategies can help reduce the need for capacity increasing highway, street, and road projects.

This Regional Transportation Plan and associated Air Quality Conformity Document discusses air quality requirements facing San Joaquin County extensively, as well demand management strategies including bus and rail services, bicycle facilities, and railroad grade separations. This section is concerned with the remaining demand management and system management strategies that are considered Transportation Control Measures.
Existing System

The Non-Motorized Transportation Control Measures relevant to this Action Element include Park and Ride Lots, Ridesharing Programs, numerous traffic flow improvement projects, and opportunities for telecommuting and using alternative work schedules. Other Transportation Control Measures, such as public transit, transit facilities, bicycle facilities, and railroad grade crossings, have their own Action Element and are discussed elsewhere in this appendix. The Public Transit Action Element discusses bus and rail transit services. The Bicycle Action Element discusses bicycle projects and programs, and the Highway and Goods Movement Elements discuss plans for railroad grade separation projects.

Park and Ride Lots

Presently there are 14 park-and-ride lots located in San Joaquin County. Each offers parking for 15 - 180 vehicles. Eight (8) of these lots are funded, in whole or part, by Measure K. The other 6 are either operated by Caltrans, are “conditioned” lots required as part of development, or are provided by community minded businesses and private developers. In all, 766 park and ride lot spaces exist. The lot at the intersection of SR 12 and I-5 has increased its capacity by 100%. Five of the park-and-ride lots have bike lockers located on the lot.

In 2007 the San Joaquin Council of Governments worked with a consultant to create a master plan for the development of park-and-ride lots in the future. This master plan serves as a guide for the development of corridor-level park-and-ride demand estimates for the future and identifies potential park-and-ride lot investment needs within the County.

Ridesharing (Commute Connection)

Commute Connection, a program of the San Joaquin Council of Governments, provides transportation demand management planning, commuter matching and marketing services for San Joaquin County and Stanislaus County through a contract with the Stanislaus Council of Governments. Commute Connection operates a ride-matching database to assist in commuters with carpool and vanpool matching and coordination free of charge. The program also refers commuters to available transit and provides information on park-and-ride lots, Freeway Service Patrol, bicycling, and telecommuting. It also assists local employers in arranging work site rideshare programs and provides a free Guaranteed Ride Home program for ridesharing employees.

In 2013, Commute Connection achieved the following results:

- Reduced vehicle miles traveled on our roads by 6,048,239. Enough VMT reductions to travel around the world’s equator 242 times.
- Eliminated the demand for 3,272 parking spaces. This equates to 16 football fields.
• Prevented the release of over 4 million pounds of Co2 emissions into the atmosphere. Enough to fill over 500 swimming pools.
• Created 15 new vanpools and 18 new carpools which removed over 100 care from the roadways.
• Supported over 12,000 commuters along with 160 active van pools and 333 active carpools.
• Reduced 16,286 pounds of a combination of ROG + NOx + PM10

Traffic Flow Improvements

Traffic flow improvements include various actions and improvements aimed at reducing traffic congestion, increasing average vehicle speeds, and smoothing traffic flow. The existing system of traffic flow improvements include:
• Railroad Grade Separations
• Coordination and timing of traffic signals
• Traffic channelization and exclusive turn lanes
• Roaming tow-trucks on I-205 during peak travel times (Freeway Service Patrol)
• Message Signs used to alert travelers to adverse conditions
• Call-Boxes along State Routes and Freeways

Freeway Service Patrol

In partnership with Caltrans and the California Highway Patrol, SJCOG has operated a Freeway Service Patrol program since 1996. The program provides roaming tow trucks during peak commute hours on a 16 mile section of highly congested I-205 near Tracy and there are plans to expand service on Hwy-99 between Arch Road and Jack Tone Road in Manteca. There are also plans to provide service on I-5 between Eight Mile Road and Hammer Lane. The tow trucks are able to respond to traffic incidents in a timely manner and this helps relieve congestion and improve traffic flow.

City of Stockton Traffic Management Center

In the last two years, the City of Stockton has developed a Traffic Management System that coordinates traffic signals and provides real-time video information to staff for immediate response to incidents and malfunctions. Fifty-five (55) miles of fiber optic cable have been laid providing the infrastructure for connecting and coordinating signal timing at 250 intersections. More than 100 of the intersections are “on-line” and coordinated, while the remainder are in the process of being brought “on-line.” Once “on-line,” staff will be able to avert traffic congestion by adjusting signals and improving flow throughout the city.
**Needs and Issues**

Transportation Control Measures are designed to reduce vehicle miles traveled, vehicle idling, or traffic congestion in order to reduce motor vehicle emissions. These measures are of great importance to the federal agencies, which will review this document. It has been determined that TCM’s are an effective way of mitigating some of the contributing factors that lead to congestion. The Federal Clean Air Act Amendments require the COG to demonstrate that all federal Transportation Control Measures are being expeditiously implemented.

TCMs, while effective in reducing motor vehicle emissions, still have relatively modest air quality benefits, when compared to other air quality improvement strategies. The TCMs identified throughout this plan work best when integrated together and throughout the entire air basin. Integrating and implementing the TCMs throughout the Central California Valley can reduce vehicle emissions and help to relieve air quality problems.

**Current Activities**

*Ongoing TCM’s*

The following TCM’s are operational and ongoing. Current planning activities include monitoring each TCM’s effectiveness and ensuring that implementation is timely.

- Commute Connection
- Freeway Service Patrol
- Changeable Message Signs
- Park and Ride Lots
- Call-Box for freeway emergencies and incidents
- Signal Coordination
- Education on alternatives

*City of Stockton’s Traffic Management Center*

Implementation of the Traffic Management Center is ongoing. More signalized intersections will be brought “on-line” and programmed for interconnection and coordination with related intersections. In addition, the City of Stockton will install additional video cameras at high volume intersections to improve monitoring and incident management. In addition to the hardware/software installation and upgrade aspects of this project, the City of Stockton is building partnerships with the County, Caltrans, and RTD to enhance the multi jurisdictional benefits of the system.
**SJV Unified Air Pollution Control District – Heavy-Duty Engine Program**

In addition to the traditional TCM approach to reducing emissions, the San Joaquin Unified Air Pollution Control District manages the Heavy-Duty Engine Incentive Program. This program promotes the use of cleaner engines for reducing emissions from heavy-duty vehicles and equipment. Consistent with this RTP’s goal of “Enhancing the Environment,” and the objective to support transportation improvements that improve air quality, SJCOG will continue to support the use of the Air District’s incentive programs to reduce emissions from the transportation system.

**Proposed Improvements**

Proposed non-transit Transportation Control Measures included in this Plan are listed in the 2014 RTP project list appendix. They include the continuation of existing TCMs, as well as expansion as demand warrants and funding allows.

**Proposed Actions**

*Short Range Plan (2014-2025)*

- Continue to support the Commute Connection program.
- Support the memorandum-of-understanding between transportation planning agencies and the Air District.
- Continue the implementation and expansion of the City of Stockton’s Traffic Management Center.
- Encourage local jurisdictions to support land use development patterns that are amenable to transit usage, bicycling and pedestrian facilities.
- Pursue funding opportunities from the Congestion Mitigation Air Quality program, AB 2766 Motor Vehicle Emissions reductions Program, and other sources that allow allocations to Transportation Control Measures.
- Continue implementing all federal Transportation Control Measures.
- Continue operating the Freeway Service Patrol program in the I-205/I-580 corridor; expand service hours as demand warrants.
- Continue to use a multimodal scoring system that rewards projects with TCM features when evaluating and prioritizing federal funding proposals.
- Evaluate and expand, as warranted, the use of automated traveler information systems such as message signs, computer bulletin boards, traffic information broadcasting, and pre-trip routing programs.
- Install ramp-metering capabilities on interchange connections as capital modifications are made to the interchange.
- Begin negotiations with Caltrans for the expansion of the Freeway Service Patrol program.
• Continue to encourage use of transit

Long Range Plan (2025-2040)

• Continue to implement the recommendations of COG studies such as the High Occupancy Vehicle Lane Plan, and the Park-and-Ride Lot Plan;
• Continue to uphold the goals, policies and objectives of this Transportation Control Measure action element.
• Continue to implement all applicable federal and state Transportation Control Measures.

INTELLIGENT TRANSPORTATION SYSTEMS

The eight counties of the San Joaquin Valley: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare oversaw the preparation of a plan to guide the implementation of Intelligent Transportation Systems (ITS). The Intelligent Transportation System (ITS) Strategic Deployment Plan (SDP) for the San Joaquin Valley Region was a 20-month study jointly funded by California Department of Transportation (the Department) and the individual counties with San Joaquin Council of Governments (SJCOG) serving as project administrator. The San Joaquin Valley region represents one of the last geographic areas in California to develop an ITS Plan. Two ITS Strategic Plans have been completed for portions of the San Joaquin Valley: Fresno County (1999) and Kern County (1997). The San Joaquin Valley ITS Strategic Deployment Plan referenced and built upon these plans. The San Joaquin Valley plan also referenced, and as appropriate, coordinated with, several other plans, including: Central Coast ITS Strategic Deployment Plan, Sacramento Area EDP, San Francisco Bay Area EDP, Sierra Nevada SDP, and the LA/Ventura SDP.

The ITS Deployment Plan outlines many of the same issues already discussed in previous chapters. Currently there are several projects targeted specifically for San Joaquin County.

These projects will fall under the focused urban area ITS. Projects include advanced warning systems, vehicles tracking, signal coordination and synchronization, advanced transit systems, and others.

Since funding has not been identified for many of the ITS projects they are listed in the Tier II category until such time as funding becomes available. (see Table 6-10)
This is the first step in creating a seamless ITS architecture that will allow future generations to add to what will amount to be a very technologically advanced transportation infrastructure.

ITS Maintenance Plan Development (Valley Wide) - An ITS Maintenance Plan for the San Joaquin Valley Strategic Deployment Plan (SJVSDP). This plan covers ongoing operations and maintenance concerns for projects identified in the SJVSDP. Fresno Council of Governments and the Kern County Council of Governments are the lead agencies in developing this plan. The ITS Maintenance plan will cover new emerging technologies and interconnectivity among valley wide projects. The Maintenance Plan also ensures consistency with the Federal ITS Architecture.

ITS Maintenance Plan Development (Local) - Refine and develop the ITS Maintenance and development Plan for the San Joaquin County ITS Plan. This plan will cover those operations mainly in the City of Stockton; however there are regionally significant projects including the San Joaquin Regional Transit District, Caltrans, the Port of Stockton, other local jurisdictions and local safety agencies (police, fire and EMS). San Joaquin Council of Governments is the lead agency in developing this maintenance plan. This will accompany the completed deployment plan. . The ITS Maintenance plan will also cover new emerging technologies and interconnectivity among valley wide projects. The Maintenance Plan will also ensure consistency with the Regional ITS Architecture.

ITS architecture Operations and Management - Identify ITS components within projects identified in the Tier I list of projects. Coordinate and complete Memorandums of Understanding for the implementation, maintenance and management of ITS related components in all projects receiving Federal or State funding. Ensure that local agencies are developing their project in accordance with the Maintenance Plan and Architecture developed for the region. Assist local agencies in developing ITS elements within their projects.

PROPOSED ACTIONS

Short Range Plan, 2014-2025

- Continue to support local in developing their ITS plans
- Continue to support the implementation of the City of Stockton’ ITS plan
- Implement projects outlined in the SDP for San Joaquin County.
- Continue to search for additional funding

Long Range Plan, 2025-2040

- Continue to develop ITS architecture to the National Standard
- Continue to uphold the goals, policies and objectives of the Regional ITS SDP
• Continue to implement all applicable federal and state ITS projects.