

2 Project Description

This section describes the proposed project (2022 RTP/SCS), including the project applicant, project objectives, the project location, major project characteristics, and discretionary actions needed for approval.

2.1 Lead Agency

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2.2 Project Objectives

General Legislative Requirements

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

SJCOG also has the responsibility to prepare a Sustainable Communities Strategy (SCS) as part of the RTP, pursuant to the requirements of the Sustainable Communities and Climate Protection Act (Senate Bill [SB] 375) as adopted in 2008 (discussed further below). The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

The California Transportation Commission's (CTC) document *2017 California Regional Transportation Plan Guidelines* serves as the guidance for RTP development. Under both federal and State law, an MPO must update its RTP every four years when in a federally designated air quality non-attainment area.

Sustainable Communities & Climate Protection Act Requirements (SB 375) Requirements

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

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

CARB sets targets for the SJCOG region to maintain or reduce greenhouse gas emissions in 2020 and in 2035. These targets apply to the SJCOG region as a whole for all on-road light-duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions. On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions to 2005 levels by 2020 and 2035. SJCOG was assigned a target of a 16 percent reduction in GHG emissions from per capita passenger vehicles by 2035, relative to 2005 emission levels. Emissions modeling for the RTP/SCS incorporates a base year of 2005 for SB 375 GHG emission reduction targets. The 2022 RTP/SCS includes the years for which the regional targets are required (base year and 2035) and the RTP includes additional scenario years (2030 and 2046) to comply with federal law. In addition, the RTP includes estimates of CO₂ per capita for each of the scenario years. As discussed in Section 4.7, *Greenhouse Gas Emissions*.

SB 375 specifically states that local governments retain their autonomy to plan local general plan policies and land uses. The 2022 RTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. The 2022 RTP/SCS includes and accommodates the quantitative growth projections for the region. SB 375 also requires that the RTP's forecasted development pattern for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under state housing law. RHNA is statutorily exempt from CEQA.

In addition, this EIR lays the groundwork for the streamlined review of qualifying development projects within Transit Priority Areas.¹ Qualifying projects that meet statutory criteria and consistent with the 2022 RTP/SCS are eligible for streamlined environmental review pursuant to CEQA under SB 375 and other laws.

Fixing America's Surface Transportation Act (FAST Act)

The most recent federal transportation legislation, Fixing America's Surface Transportation (FAST) Act builds on the changes made by MAP-21, and was enacted in 2015. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, made a number of reforms to the

¹ A Transit Priority Area is an area within ½-mile of high-quality transit: a rail stop or a bus corridor that provides or will provide at least 15-minute frequency service during peak hours by the year 2035.

metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms. Public involvement remains a hallmark of the planning process.

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

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

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

- Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.²

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

Provide for consideration of projects and strategies that will:

- a) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b) Increase the safety of the transportation system for motorized and non-motorized users;
- c) Increase the security of the transportation system for motorized and non-motorized users;
- d) Increase the accessibility and mobility of people and for freight;
- e) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- f) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g) Promote efficient system management and operation;
- h) Emphasize the preservation of the existing transportation system;
- i) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- j) Enhance travel and tourism.³

² 23 U.S.C. §134(g)(3)(A).

³ 23 U.S.C. §134(h)(1).

Planning Final Rule – FAST Act

On May 27, 2016, the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule was issued, with an effective date of June 27, 2016, for Title 23 CFR Parts 450 and 771 and Title 49 CFR Part 613. This final rule states, “On or after May 27, 2018, an RTPA may not adopt an RTP that has not been developed according to the provisions of MAP-21/FAST Act as specified in the Planning Final Rule.” This rule applies to the 2022 RTP/SCS.

Environmental Justice

SJCOG is required to address social equity and environmental justice in the RTP. The legal basis for environmental justice stems from the Civil Rights Act of 1964, along with Executive Order 12898 (February 1994), which states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” SJCOG must evaluate how the 2022 RTP/SCS might impact minority and low-income populations and must ensure that the 2022 RTP/SCS does not have a disproportionate adverse impact on such populations.

In addition, per 23 C.F.R. Section 450.316(a)(1)(vii), the participation plan that SJCOG must develop and use must describe explicit procedures, strategies, and desired outcomes for “[s]eeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.”

Regional Transportation Plans

As noted, the procedures for developing RTPs are provided in the CTC’s Regional Transportation Plan Guidelines (2017). The guidelines identify the purpose of an RTP to be as follows:

- Providing an assessment of the current modes of transportation and the potential of new travel options within the region;
- Projecting/estimating the future needs for travel and goods movement;
- Identification and documentation of specific actions necessary to address regional mobility and accessibility needs;
- Identification of guidance and documentation of public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing and future growth patterns;
- Identification of needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal Transportation Improvement Program (FTIP), and the State Transportation Improvement Program (STIP), (b) Facilitation of the National Environmental Policy Act (NEPA)/404 integration process, and (c) Identification of project purpose and need;
- Employing performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals;
- Promotion of consistency between the CTP, the regional transportation plan and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;

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

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

In addition, Government Code §§ 65050, 65400, 65584.01-04, 65587, 65588 and Public Resources Code §21155 were amended in January 2009 when SB 375 became law, requiring coordinated planning between regional land use and transportation plans to increase efficiency and reduce GHG emissions.

Local Goals and Objectives

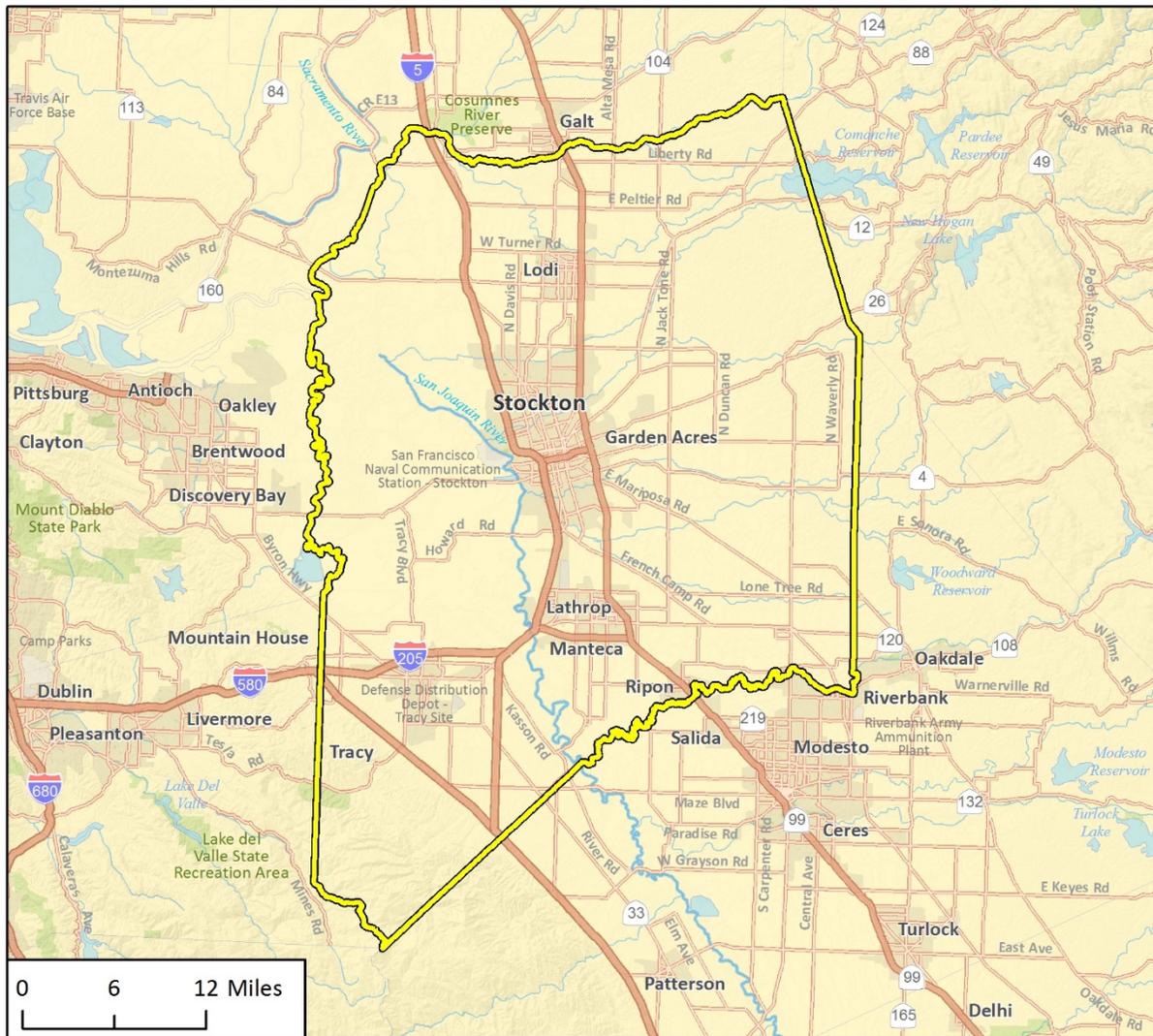
The 2022 RTP/SCS includes mobility as an important component and incorporates an emphasis on sustainability and integrated planning. The Plan contains projects, policies, and strategies to achieve a wide range of positive outcomes. It identifies reasonably available sources of funding for transportation. The 2022 RTP/SCS is a plan for improving the quality of life for residents of San Joaquin County by planning for wise transportation investments and informed land use choices. The plan aims to achieve variety and efficiency in travel choices, as well as a safe, secure, and efficient transportation system that would provide improved mobility and access. It includes strategies to generally improve air quality, improve health, and reduce greenhouse gas emissions consistent with SB 375 requirements. The plan achieves its overall objectives by combining transportation investment and policies with integrated land use strategies designed to reduce per capita vehicle miles traveled (VMT) and emissions. These land use strategies include:

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

2.3 Project Location

As discussed in detail in Section 3.0, *Environmental Setting*, the 2022 RTP/SCS covers the entire area of San Joaquin County and includes the cities of Stockton, Tracy, Lodi, Manteca, Lathrop, Ripon, and Escalon, as well as unincorporated communities in the county (see Figure 2-1). Capital improvement transportation projects, identified in the 2022 RTP/SCS, are located on State highways, County roads, and locally owned streets, as well as on transit district property and public utility lands. These projects are shown in Figure 2-1 and Figure 2-2 through Figure 2-9, also described and listed in Table 2-1.

Figure 2-1 SJCOG Regional Location



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 San Joaquin County

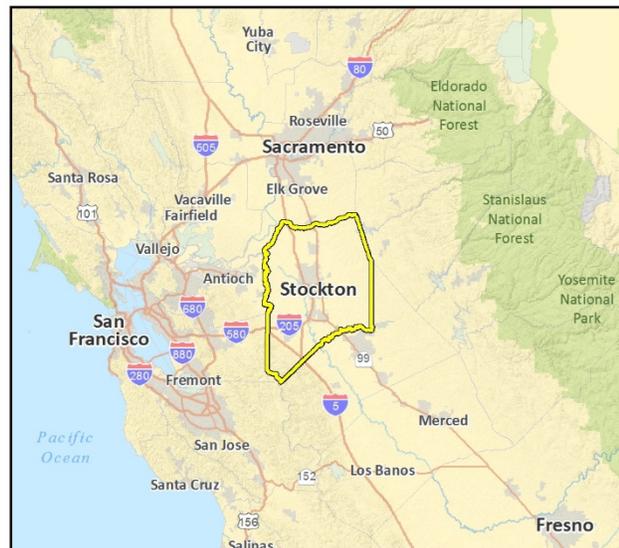


Fig 2 Regional Location

2.4 Project Characteristics

The 2022 RTP/SCS is a technical update to the 2018 RTP/SCS which was adopted in 2018. The 2022 RTP/SCS reflects changes in planning assumptions, project lists, legislative requirements, local land use policies, and resource constraints.

The RTP/SCS plans how the San Joaquin County region will meet its transportation needs for the 25-year period from 2021 to 2046, considering existing and projected future land use patterns as well as forecast population and job growth. The RTP/SCS plans for and programs the approximately \$12.6 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as transportation demand management measures and intelligent transportation systems.

The RTP/SCS is based on a preferred regional land use and transportation scenario which lays out a pattern of future growth and transportation system investment. The preferred scenario combines a transit-oriented development and an urban infill approach for new growth area development. Accordingly, more population and employment growth is allocated within existing urban areas near public transit along centers and corridors. This reduces impacts on rural areas which contain the majority of agricultural land throughout the county. The transportation network includes additional highway, local street, active transportation, and transit investments to serve a more concentrated urban growth pattern. The preferred scenario also shifts investment towards bicycle and pedestrian improvements that complement public transit and other non-vehicle alternatives.

SJCOG, in developing scenario strategies, identified emerging trends that SJCOG as a regional planning agency could influence. The trends are transportation technology (particularly driverless vehicles), impacts from extreme weather events due to changes in climate, and the increase in teleworking and internet shopping (the e-economy). Three futures with assumptions about land use and transportation in the year 2050 were then prepared with each future dominated by one of the three emerging trends. These futures were used to prepare the alternative scenarios or packages of assumptions for testing.

The Plan identifies transportation system needs consistent with the preferred scenario and includes comprehensive lists of programmed and planned transportation investments that are intended to meet performance goals for mobility, safety, congestion relief, system preservation and environmental protection. In addition to its other components, the preferred scenario also includes an enhanced transit strategy that creates a framework for future transit service expansion at such time as new revenue sources become available. Recognizing the uncertain nature of future new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. The Hybrid Preferred strategy commits to transit service expansion as new revenue sources become available, (1) identifying when transit enhancements are actually needed through quantitative triggers, and (2) protecting existing funding for competing local demands, such as street and road maintenance. The enhanced transit strategy is a strategy for the future. It does not change the list of fiscally constrained, programmed and planned transportation projects.

The plan is organized into nine chapters plus an Executive Summary:

0. Executive Summary
1. Introduction

2. Public Engagement
3. Policies and Strategies
4. Financing the Transportation System
5. Performance of the SCS
6. Economic Vitality
7. Innovation Technology
8. Housing
9. Framework for Moving Forward

Of these nine chapters of the 2022 RTP/SCS, Policies and Strategies (Ch. 3), Performance of the SCS (Ch. 5), and the Framework for Moving Forward (Ch. 9) are the three that include provisions with the potential to create physical changes to the environment and are the primary focus for analysis in this EIR. These elements are described in more detail below and hard copies of the 2022 RTP/SCS can be found at the offices of SJCOG or an electronic copy at this link: <https://www.sjco.org/608/Access-the-Draft-2022-RTPSCS-Plan> .

2.4.1 Policy Element

The policy element identifies policies and strategies that meet regional needs. Policies are direction statements that guide present and future decisions on specific actions. For each policy there is a set of strategies, which are general action statements. Many of these policies and strategies address regional mobility, but there are others that address other regional issues such as lack of affordable housing, loss of farmland, and impacts from changes in climate and extreme weather events. The policies of the 2018 RTP/SCS have carried over to the 2022 plan in their existing form due to their continuing relevance to the region. However, a new criterion was used to develop additional new proposed strategies for the 2022 RTP/SCS. SJCOG developed strategies that perform well in identified probable futures in terms of greenhouse gas emissions, vehicle miles traveled, transit ridership and housing cost. After the completion of the list of proposed strategies, SJCOG assigned strategies to “scenarios” or sets of future assumptions to explore the effect of strategies on regional goals in the future. The broad policies that were carried over from the 2018 RTP/SCS into 2022 are listed below.

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

The 2022 RTP/SCS does not provide project designs or a construction schedule. Adoption of the 2022 RTP/SCS would not represent an approval action for any of the individual transportation programs and projects listed in the financially constrained plan. Detailed site-specific alignment, location, design, and scheduling of the improvement projects which are included in the 2022

RTP/SCS are not fixed by the 2022 RTP/SCS, and these individual projects may be modified substantially from their initial description in the 2022 RTP/SCS at the time they are considered for implementation.

2.4.2 Sustainable Communities Strategy

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

The SCS consists of the preferred land use and transportation scenario selected by SJCOG as most capable of meeting RTP goals. The 2022 RTP/SCS simultaneously addresses the region's transportation needs and encourages infill development near transit investments designed to reduce vehicle miles traveled (VMT) and overall GHG emissions. This strategy selectively invests in transportation systems that complement compact growth within transit corridors in existing urban areas.

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

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

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

2.4.3 Action Element

The action element includes a list of transportation projects within projected estimated revenues and is consistent with the goals and policies established by the 2022 RTP/SCS. SJCOG updated and refined a baseline transportation project list through meetings with each jurisdiction in San Joaquin County, as well as the Regional Transit District, Caltrans, and the Regional Rail Commission. This

updating included removal of completed or substantially completed projects, the addition of any new future projects, or modifications to projects based on changes to scope or schedule.

While the RTP would detail total revenue assumed and planned investments, projects and actions by the SJCOG Board and local project sponsors would be assigned specific funding to individual projects. The RTP serves as a high-level blueprint for transportation investments and is subject to amendment, as required, to support delivery of future transportation projects.

2022 RTP/SCS Projects

The general locations of all physical projects of the 2022 RTP/SCS are identified in Figure 2-2 through Figure 2-9, and listed in Table 2-1.

The three largest sources of State funding for the SJCOG region include the Transportation Development Act, State Transportation Improvement Program, and State Highway Operations and Protection Program. The Transportation Development Act was signed into law in 1971. It provides two major sources of funding for public transportation: the Local Transportation Fund and the State Transit Assistance fund. Funds for the Local Transportation Fund come from ¼ percent of the general State sales tax. The 1997 passage of Senate Bill 45 created the State Transportation Improvement Program (STIP). The STIP is a five-year capital improvement program of transportation projects on and off the State Highway System. Every two years, the CTC adopts a fund estimate which identifies the amount of new funds available for the programming of transportation projects. The State Highway Operations and Protection Program (SHOPP) helps fund collision reduction, bridge preservation, roadway preservation, roadside preservation, and mobility enhancement projects, and preservation of other transportation facilities related to the State Highway System. SHOPP funds also help repair damage caused by natural disasters, civil unrest, or terrorist acts.

The largest source of regional and local funding for the SJCOG region is Measure K, which is estimated to deliver an additional \$2.552 billion worth of transportation improvements to the region. Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs. Measure K is a one-half cent sales tax for transportation in San Joaquin County. Measure K is administered by SJCOG, the Local Transportation Authority for San Joaquin County, and will provide local sales tax revenues for transportation projects in San Joaquin County over 30 years (2006 through 2036).

SJCOG has also been successful with competitive grant programs and makes some assumptions regarding continued success. These grant programs include SB 1 programs, the Active Transportation Program, and several cap-and-trade funding programs.

Figure 2-2 2022 RTP/SCS Projects – Countywide

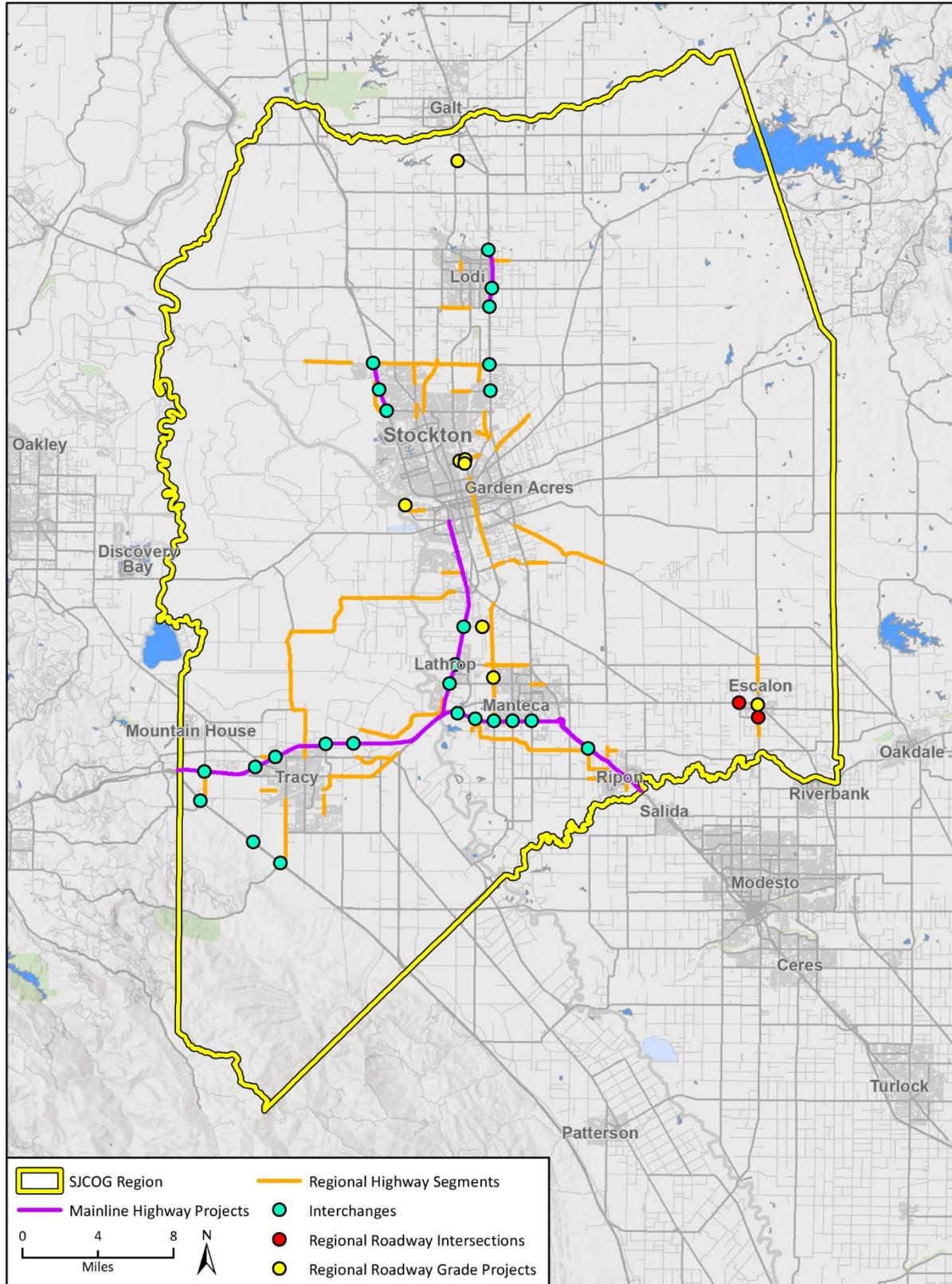
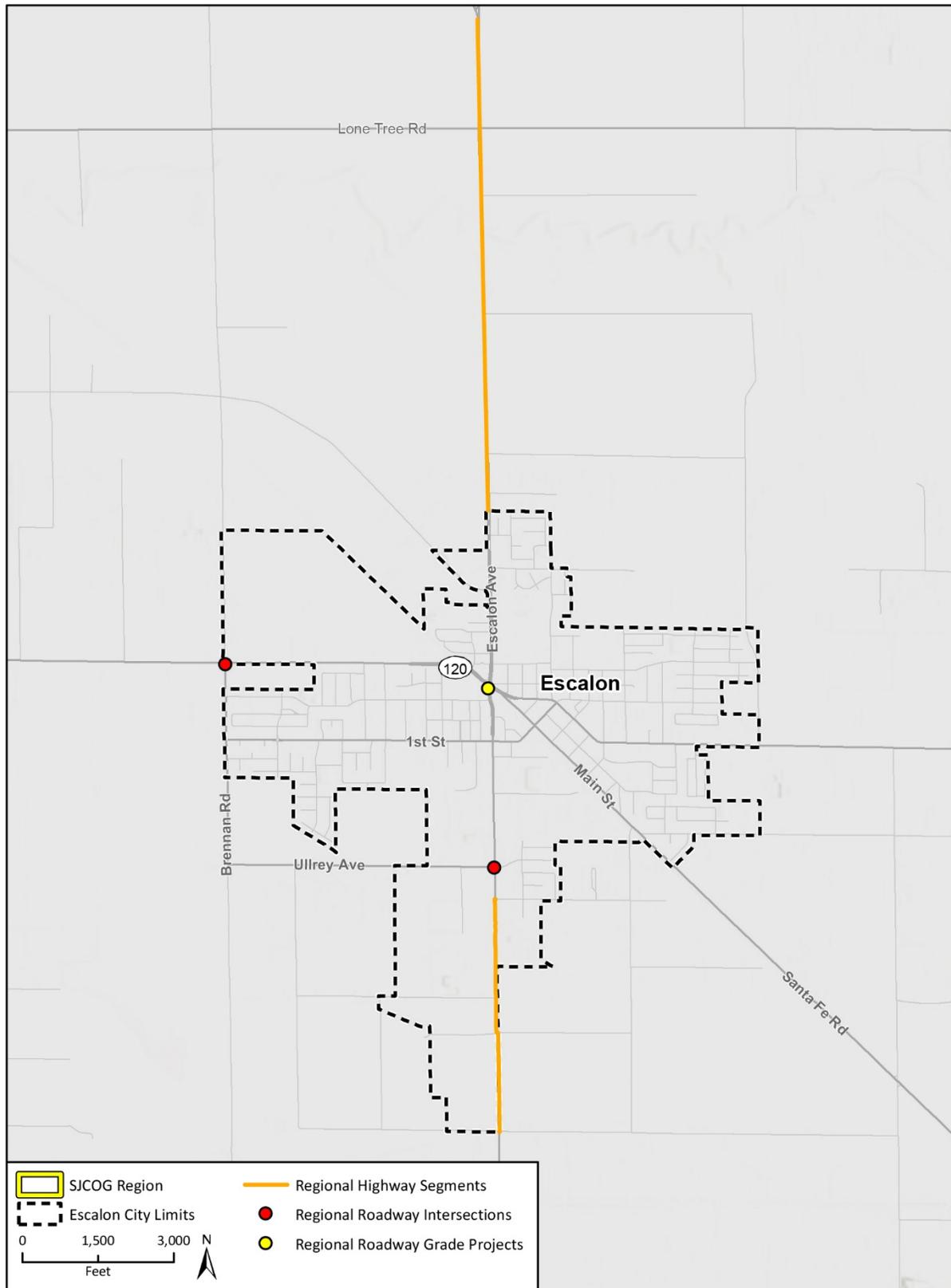


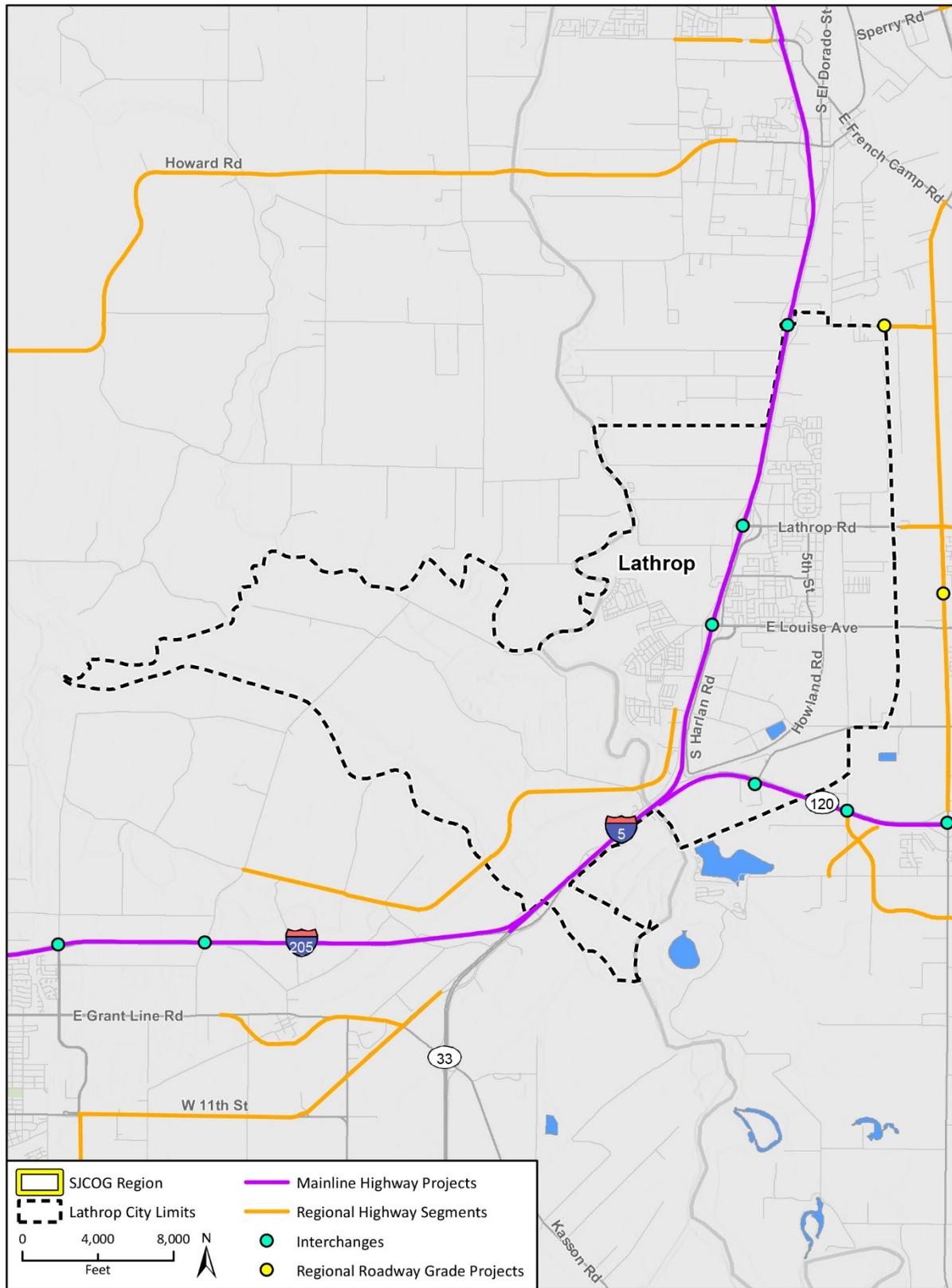
Figure 2-3 2022 RTP/SCS Projects – Escalon



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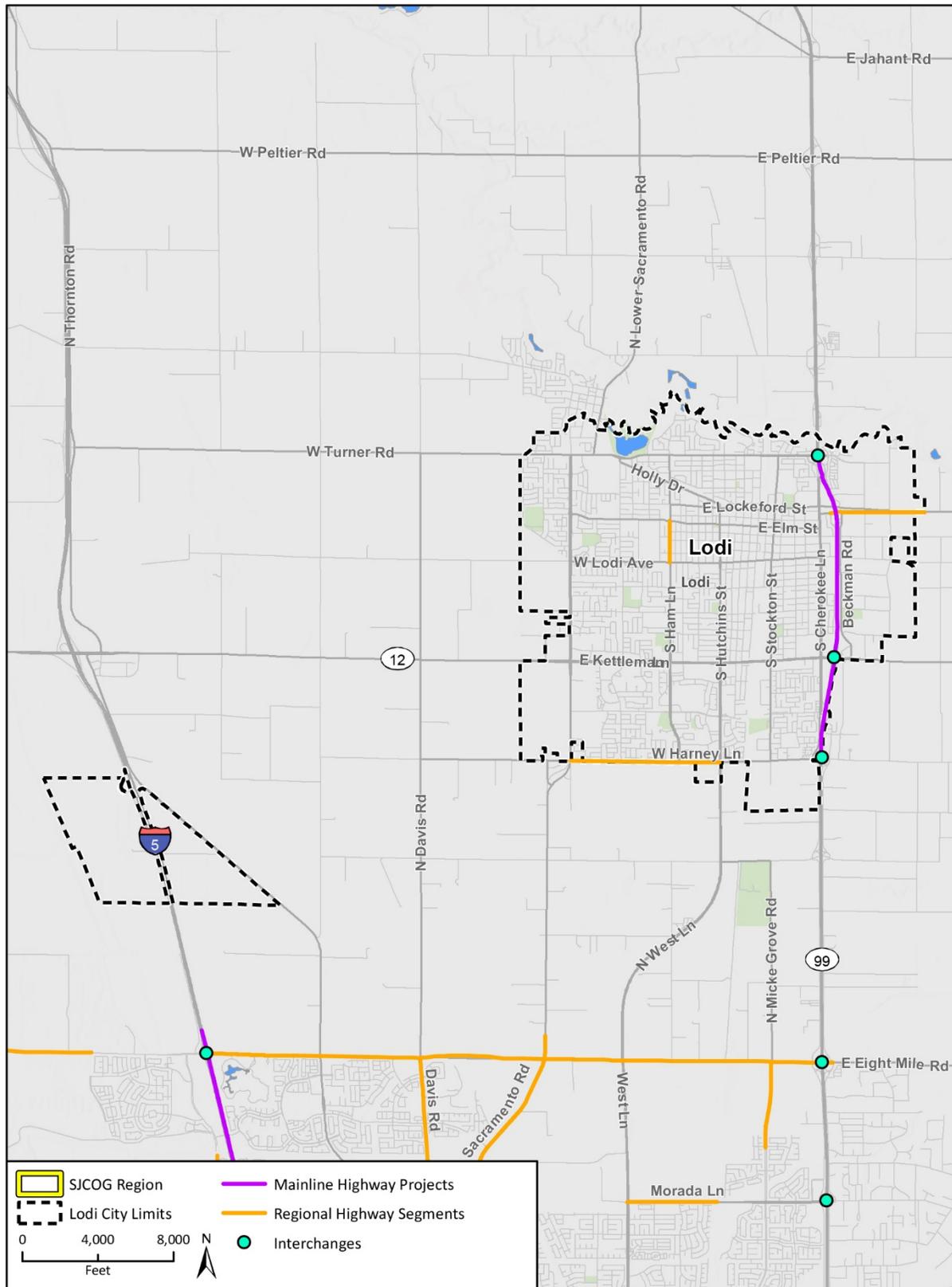
Figure 2-4 2022 RTP/SCS Projects – Lathrop



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Fig X Transportation_DDP

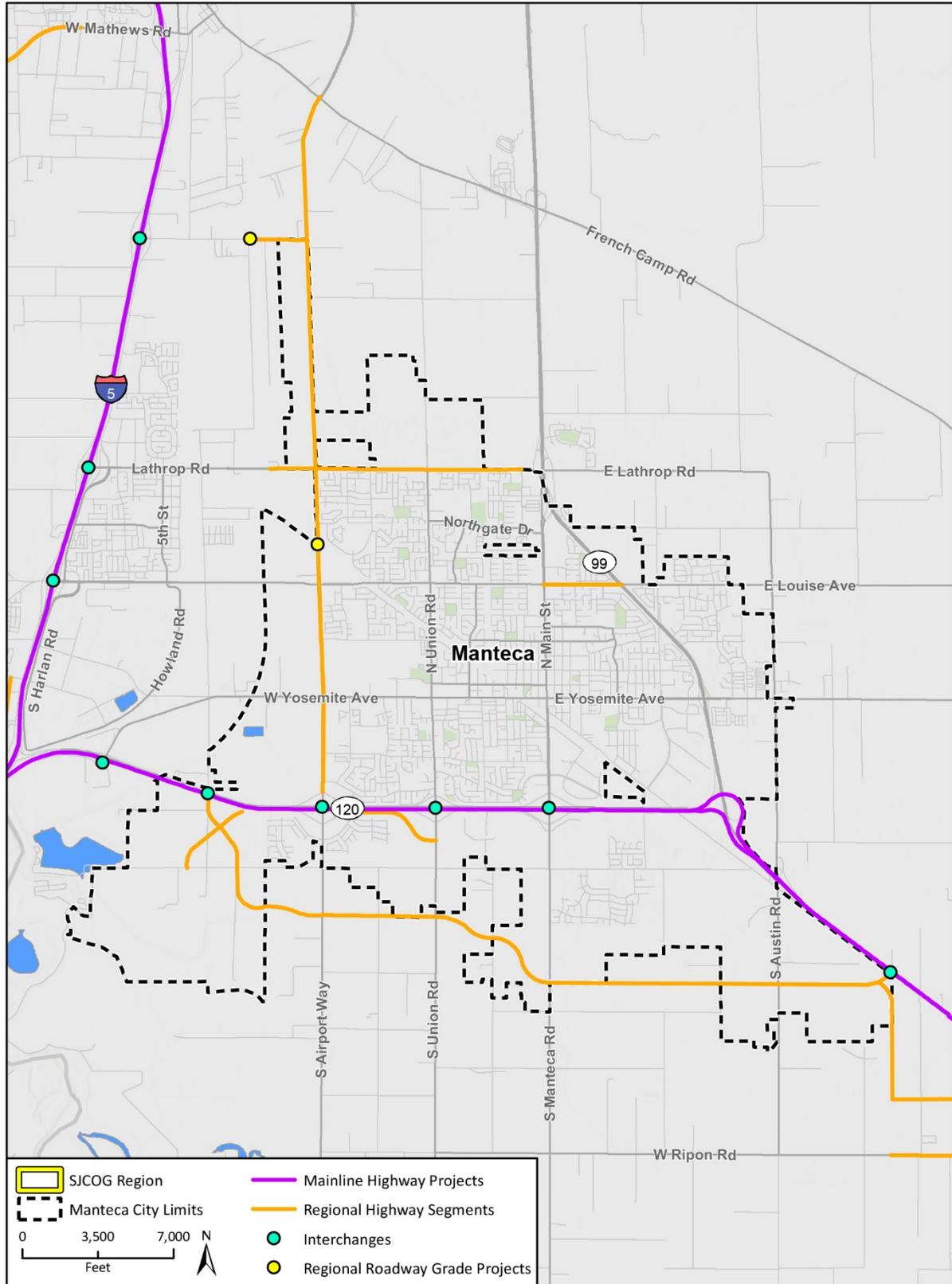
Figure 2-5 2022 RTP/SCS Projects – Lodi



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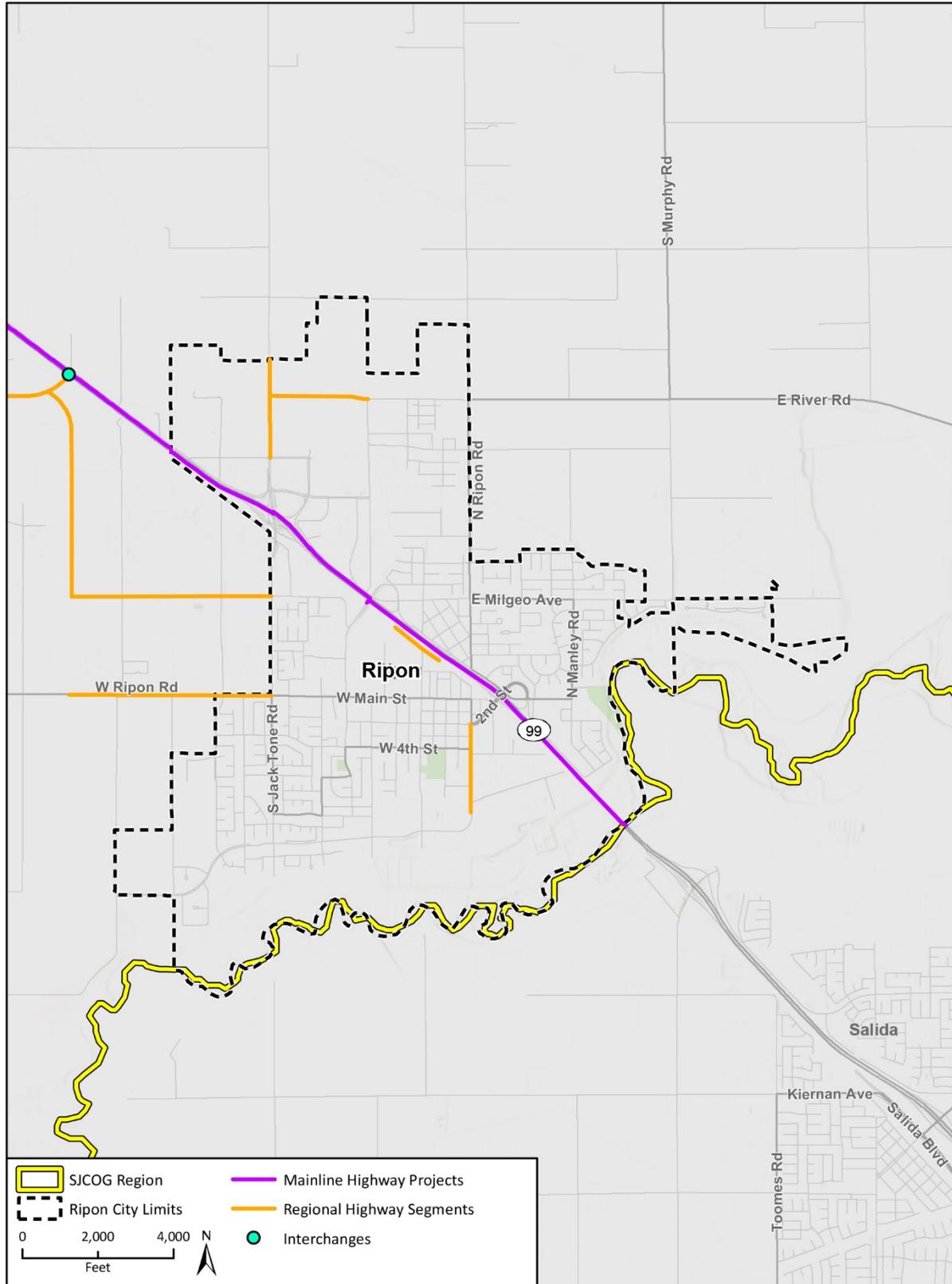
Figure 2-6 2022 RTP/SCS Projects – Manteca



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Figure 2-7 2022 RTP/SCS Projects – Ripon



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Figure 2-8 2022 RTP/SCS Projects – Stockton

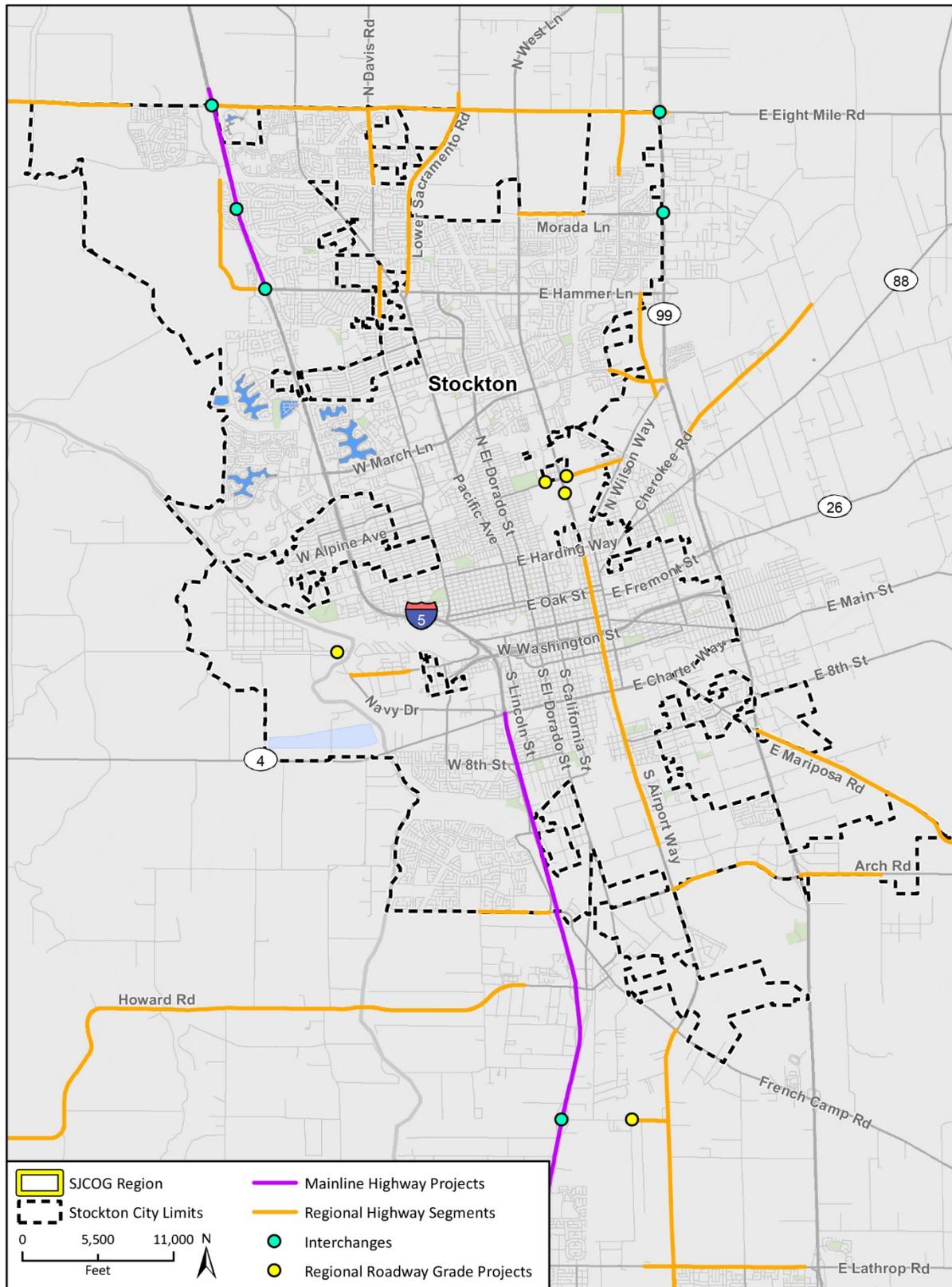
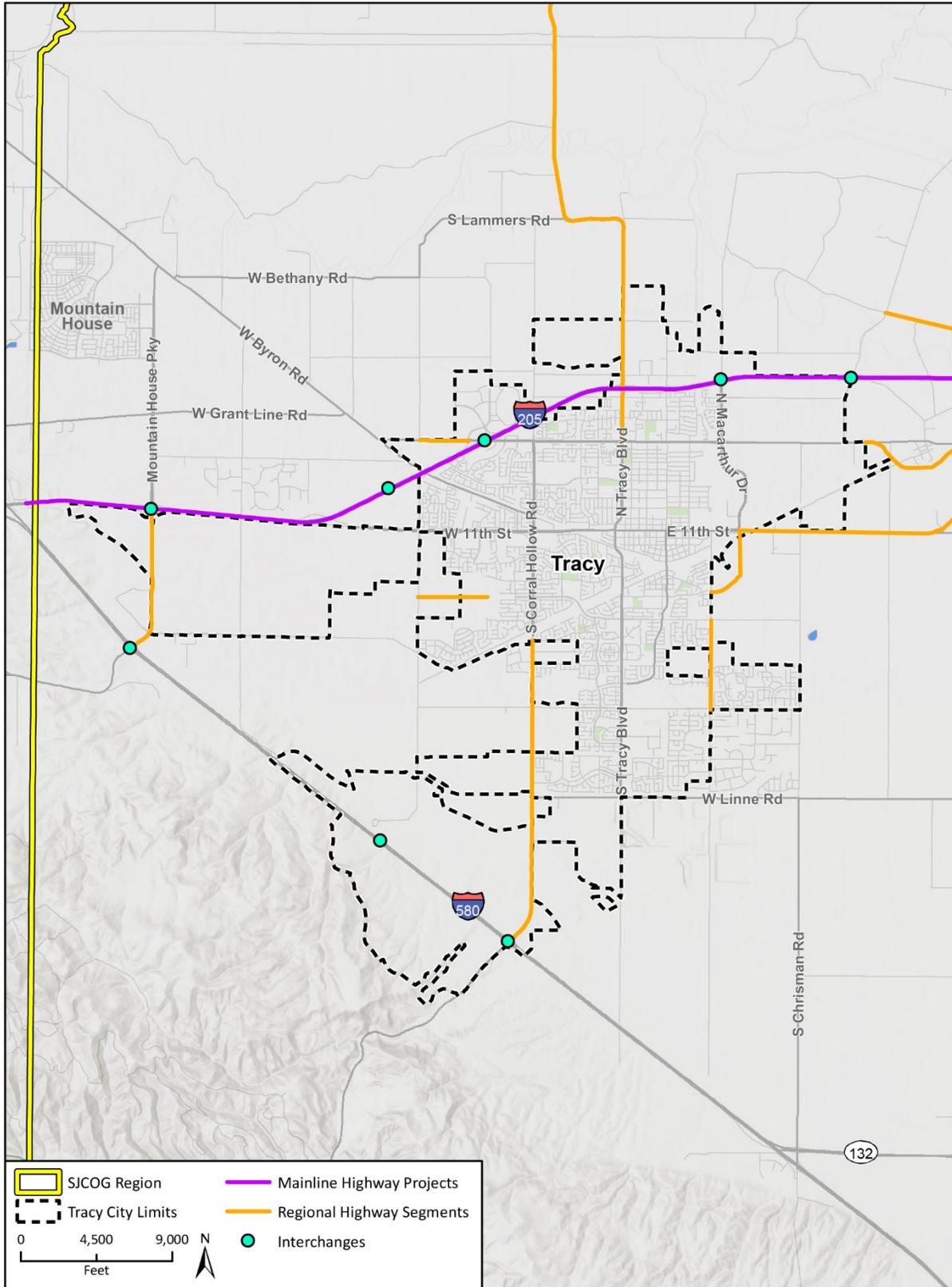


Figure 2-9 2022 RTP/SCS Projects – Tracy



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Fig X Transportation_DDP_test

Table 2-1 The 2022 RTP/SCS Planned and Programmed Projects

Project Title	Project Type	Description
CALTRANS		
CT-1: SR 99/120 Connector Project Phase 1A	HWY	(Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes; Remove the Austin Road overcrossing and replace with a new 4 lane structure spanning SR 99 and UPRR; Add a new connecting road from Austin Road to Woodward Ave and Moffat Blvd and modify the existing UPRR gated crossing at Woodward Ave; Temporarily close the Austin Road northbound entrance and southbound exit ramps, resulting in a partial interchange.)
CT-2: I-205 Managed Lanes	HWY	Widen from 6 to 8 lanes (inside/outside)
CT-3: I-205 Managed Lanes	HWY	Widen from 6 to 8 lanes (inside/outside)
CT-4: I-205 Managed Lanes	HWY	Widen from 6 to 8 lanes (inside/outside)
CT-5: I-5 HOV Mossdale	HWY	Widen to add HOV lanes with HOV Connector Ramps to I-205 and SR-120
CT-6: SR-120	HWY	Widen 4 to 6 lanes (inside)
CT-7: SR-99 HOV	HWY	Widen 6 to 8 lanes (inside/outside), including reconstruction of SR-99/Main Street and SR-99/Wilma Avenue interchanges and pedestrian overcrossing
CT-8: SR-99/120 Connector Project Phase 1B	HWY	Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes; Add an auxiliary lane in the existing median of westbound SR 120 from Main Street to SR 99; Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp.)
CT-9: I-5 HOV	HWY	Widen from 6 to 8 lanes (inside median) including auxiliary lanes
CT-10: I-5 HOV	HWY	Widen 6 to 8 lanes (inside)
CT-11: I-5 HOV	HWY	Widen 6 to 8 lanes (inside)
CT-12: SR 99/120 Connector Project Phase 1C	HWY	Add braided off ramps from SR 99 and SR 120 to Austin Road; Add loop on ramp from Austin Road to northbound SR 99 and to westbound SR 120; Add auxiliary lane on eastbound SR 120 from Main Street to SR 99; Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of Austin Road and relocate the frontage road.
CT-13: SR 99 Widening	HWY	Widen 4 to 6 lanes (inside) - ENVIRONMENTAL ONLY
CT-14: Caltrans Intercity Rail	Rail	Construct double main track, panelized turnouts, relocate/renew siding turnout, and realign existing trackage.
CT-15: Stockton Diamond Grade Separation	Rail	In Stockton, construct track connections and grade separate the BNSF Stockton Subdivision and UPRR Fresno Subdivision diamond crossing
City of Escalon		
E-1: Ullrey Avenue /McHenry Avenue Intersection	ST/RDS	Reconstruct intersection, including addition of turn pockets, improvement of traffic signal and installation of train pre-emption system for UPRR railroad crossing.
E-2: SR 120/Brennan Avenue Intersection	ST/RDS	Intersection improvements
E-3: Escalon BNSF grade separation	ST/RDS	Construct a grade separation in Escalon at the BNSF Railroad

San Joaquin Council of Governments
2022 Regional Transportation Plan & Sustainable Communities Strategy

Project Title	Project Type	Description
E-4: eTrans Transit Operations	Transit	Costs associated with eTrans demand responsive and fixed route transit system
E-5: eTrans Capital Improvements	Transit	Bus replacements, passenger amenities, and miscellaneous equipment
E-6: Main Street	ST/RDS	Bike and Pedestrian Improvements
City of Lathrop		
La-1: I-5 at Louise Avenue	HWY	Reconstruct interchange
La-2: I-5 at Lathrop Road	HWY	Reconstruct interchange
La-3: SR 120 at Yosemite Avenue/Guthmiller Road	HWY	Reconstruct interchange
La-4: Golden Valley Parkway	ST/RDS	Construct new roadway parallel to I-5, 2 lanes from Brookhurst Boulevard to Stewart Road
La-5: Golden Valley Parkway	ST/RDS	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road
La-6: Golden Valley Parkway	ST/RDS	Widen from 2 to 4 lanes, from Brookhurst Boulevard to Stewart Road
City of Lodi		
Lo-1: SR-99 at SR-12 West (Kettleman Lane)	HWY	Reconstruct interchange and widen to free flowing interchange
Lo-2: SR-99 at Harney Lane	HWY	Reconstruct interchange to provide 6 through lanes on SR 00, 4 lanes on Harney between Reynolds Ranch Parkway and SR 99 and modify on-ramps and off-ramps
Lo-3: SR-99 at Turner Road	HWY	Reconstruct interchange to provide operational and safety improvements on SR 00 at Turner Road
Lo-4: Harney Lane	ST/RDS	Widen from 2/3 lane collector to 4 lane divided arterial
Lo-5: Victor Road (SR-12)	ST/RDS	Widen from 2 to 4 lanes. Add center dual left turn lane, turn pockets at intersections and median separation with landscape
Lo-6: Ham Lane	ST/RDS	Widen 2/3 lanes to 4 lanes
Lo-7: Grapeline Capital	Transit	Bus stop shelters/improvements
Lo-8: Grapeline Capital	Transit	Transit facility upgrades
Lo-9: Grapeline Capital	Transit	Transit station expansion
Lo-10: Grapeline Operating	Transit	Costs associated with Grapeline fixed route and Paratransit/Dial-A-Ride services
Lo-11: Transit facilities safety and security system	Transit	Safety and security for Lodi Grapeline service
Lo-12: Southwest Transit Transfer Station	Transit	Construct transit transfer station in southwest Lodi
Lo-13: Bus replacements	Transit	Purchase replacement buses
Lo-14: Grapeline Capital	Transit	Bicycle support program
Lo-15: Grapeline Capital	Transit	Radio/communication upgrade
Lo-16: Grapeline Capital	Transit	Intelligent Transportation System (ITS) upgrades
Lo-17: Grapeline Capital	Transit	CNG Fuel upgrades
Lo-18: Grapeline Capital	Transit	Bus wash upgrades

Project Title	Project Type	Description
City of Manteca		
M-1: SR-120 at McKinley Avenue	HWY	Construct new interchange
M-2: SR-120 at Airport Way	HWY	Reconstruct interchange
M-3: SR-120 at Main Street	HWY	Reconstruct interchange
M-4: SR-99 at Raymus Expressway	HWY	Construction of new interchange – environmental only
M-5: Atherton Drive	ST/RDS	Construct new 4 lane roadway (gap closure)
M-6: Airport Way	ST/RDS	Widen from 2 to 4 lanes from SR-120 to Yosemite Avenue
M-7: Airport Way	ST/RDS	Widen from 2 to 4 lanes from Lathrop Road to Roth Road
M-8: Louise Avenue	ST/RDS	Widen from 2 to 4 lanes
M-9: Atherton Drive	ST/RDS	Construct new 4 lane roadway from McKinley Avenue to West of Airport Way
M-10: Lathrop Road	ST/RDS	Widen from 2 to 4 lanes
M-11: Raymus Expressway	ST/RDS	Construct new 4 lane expressway from Main Street to SR-99
M-12: Airport Way	ST/RDS	Widen from 2 to 4 lanes from Yosemite Avenue to Lathrop Road
M-13: Raymus Expressway	ST/RDS	Construct new 2 lane expressway from ST-120 to Woodward Avenue
M-14: Atherton Drive	ST/RDS	Construct new 4 lane roadway from Woodward Avenue to McKinley Avenue
M-15: Raymus Expressway	ST/RDS	Construct new 2 lane expressway from Woodward Avenue to Main Street
M-16: Airport Way	ST/RDS	Widen from 4 to 6 lanes from SR 120 to Lathrop Road
M-17: Airport Way/UPRR	ST/RDS	Construct 5 lane grade separation over the UPRR
M-18: Passenger Amenities	Transit	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area
M-19: Safety and Security	Transit	Costs associated with safety/security/ITS
M-20: Manteca Transit Rolling Stock	Transit	Purchase of replacement and new buses
M-21: Manteca Transit System Operations	Transit	Costs associated with the operations and administration of Dial-A-Ride and fixed route service in Manteca
M-22: Bus Maintenance and Storage Facility	Transit	Construct a bus maintenance and storage facility
M-23: Manteca Transit Planning	Transit	Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years
M-24: Bus Enhancements	Transit	Enhancements for Manteca Transit buses
M-25: Travel Training	Transit	Training to assist customers in using transit services
M-26: Transit Center Improvements	Transit	Construct improvements at Manteca Transit Center
City of Ripon		
R-1: Jack Tone Road, Phase 1	ST/RDS	Widen from 2 to 6 lanes from Santos Road to South Clinton Avenue
R-2: Garrison Road Gap Closure	ST/RDS	Construct 2 lane extension of Garrison Road
R-3: W. Ripon Road	ST/RDS	Widen from 2 to 6 lanes from Jack Tone Road to Olive Expressway

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Project Title	Project Type	Description
R-4: Canal Boulevard Extension	ST/RDS	Construct 4 lane extension of Canal Boulevard from Jack Tone Road to Olive Expressway
R-5: Olive Expressway	ST/RDS	Construct 6 lane Olive Expressway, Environmental only
R-6: Ripon Blossom Express Operations	Transit	Costs associated with the delivery of a fixed route transit system
R-7: Ripon Dial-A-Ride Operations	Transit	Costs associated with the delivery of a Dial-A-Ride service in Ripon
R-8: Ripon Bus Purchases	Transit	Purchase of replacement and expansion buses
R-9: Transit Capital Improvements	Transit	Construct benches, shelters, and transit maintenance facility
R-10: Ripon Multimodal Station	Transit	Construct Multimodal Station
City of Stockton		
S-1: I-5 at Hammer Lane	HWY	Interchange modification and auxiliary lanes
S-2: I-5 at Otto Drive	HWY	Construction of a new interchange and auxiliary lanes
S-3: I-5 at Eight Mile Road	HWY	Modification of interchange
S-4: SR-99 at Eight Mile Road	HWY	Reconstruct interchange
S-5: SR-99 at Morada	HWY	Reconstruct interchange
S-6: Morada Lane	ST/RDS	Widen from 3 to 6 lanes from West Lane to UPRR
S-7: Alpine Avenue	ST/RDS	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways from UPRR (SPRR) to Wilson Way
S-8: Arch Road	ST/RDS	Widen from 2 to 6 lanes from Fite Court to Frontier Way
S-9: Arch Road	ST/RDS	Widen from 2 to 6 lanes from Frontier Way to SR-99
S-10: Maranatha Drive	ST/RDS	Construction of new 4 lane road from March Lane to Hammer Lane
S-11: Maranatha Drive	ST/RDS	Construction of new 4 lane road from Wilson Way to March Lane
S-12: Lower Sacramento Road	ST/RDS	Widen from 4 to 6 lanes from Armor Drive to Morada Lane
S-13: Lower Sacramento Road	ST/RDS	Widen from 2 to 6 lanes from Marlette Road to Pixley Slough
S-14: Lower Sacramento Road	ST/RDS	Widen from 4 to 6 lanes from Morada Lane to Hammer Lane
S-15: Airport Way	ST/RDS	Intersection and operational improvement from Harding Way to Industrial Road
S-16: Eight Mile Road	ST/RDS	Widen from 2 to 4 lanes from New Road D to New Road F
S-17: Eight Mile Road	ST/RDS	Widen from 2 to 4 lanes from New Road F to New Road E
S-18: Eight Mile Road	ST/RDS	Widen from 5 to 6 lanes from I-5 to Thornton Road
S-19: Eight Mile Road	ST/RDS	Widen from 2 to 4 lanes from Thornton Road to Lower Sacramento Road
S-20: Eight Mile Road	ST/RDS	Widen from 2 to 6 lanes from Lower Sacramento Road to West Lane
S-21: Eight Mile Road	ST/RDS	Widen from 2 to 6 lanes from West Lane to Holman Road
S-22: Eight Mile Road	ST/RDS	Widen from 2 to 6 lanes from Holman Road to SR 99
S-23: Arch Road	ST/RDS	Widen from 2 to 6 lanes from Newcastle Road to Fite Court
S-24: French Camp Road	ST/RDS	Widen from 2 to 6 lanes from Wolfe Road to Manthey Road
S-25: March Lane Extension	ST/RDS	Construction of new 8 lane road from Holman Road to SR 99

Project Title	Project Type	Description
S-26: Mariposa Road	ST/RDS	Widen from 2 to 4 lanes from Stagecoach Road to Austin Road
S-27: Alpine Road/UPRR (west)	ST/RDS	Construct at-grade quiet zone improvements
S-28: Alpine Road/UPRR (east)	ST/RDS	Construct a 4 lane grade separation
S-29: West Lane at UPRR	ST/RDS	Construct a 6 lane grade separation
City of Tracy		
T-1: I-205/Lammers Road/Eleventh Street	HWY	Construct interchange I-205 at Eleventh Street, realign and widen Eleventh Street to 6-lanes north of Grant Line to Byron Road. Construct auxiliary lane Hansen to Eleventh, in westbound I-205 Eleventh Street to Grant Line Road.
T-2: I-580 at International Parkway/Patterson Pass Road	HWY	Reconstruct interchange
T-3: I-205 at Mountain House/International Parkway	HWY	Reconstruct interchange
T-4: I-205 Grant Line Road	HWY	Modification of existing interchange
T-5: I-205 at Chrisman Road	HWY	Phase I; Construct new interchange east-west ramps
T-6 : I-205/MacArthur Interchange Modification	HWY	Modification of existing interchange – environmental only
T-7: I-580 at Corral Hollow Road	HWY	Modification of existing interchange – environmental only
T-8: I-580 at Lammers Road	HWY	Construction of new interchange – environmental only
T-9: I-580 at Iron Horse	HWY	Construction of new interchange – environmental only
T-9: International Parkway	ST/RDS	Widen from 2 to 4 lanes, including reconstruction of Delta-Mendota Canal and California Aqueduct bridges from I-205 to I-580
T-10: Corral Hollow Road	ST/RDS	Widen from 2 to 4 lanes from Parkside Drive to Linne Road
T-11: Schulte Road	ST/RDS	Extend 4 lane roadway from Faith Lane to Lammers Road
T-12: Grant Line Road	ST/RDS	Widen from 5 to 6 lanes from Naglee Road to Lammers Road
T-13: Grant Line Road	ST/RDS	Eiden from 3 to 4 lanes from Bydron Road to Lammers Road
T-13: Corral Hollow Road Widening	ST/RDS	Widen 2 to 4 lanes including ROW and construction of two bridges from Linne Road to I-580
T-14: MacArthur Drive	ST/RDS	Extend 4 lane roadway on new alignment and construct railroad grade separation from Mt. Diablo Road to Eleventh Street
T-15: Tracy Boulevard	ST/RDS	Widen from 4 lane minor arterial to 4 lane major arterial from I-205 to Eleventh Street
T-16: TRACER Capital	Transit	Purchase replacement buses
T-17: TRACER Operations	Transit	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipment, etc.
T-18: Tracy Transit Planning	Transit	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan every five years
T-19: TRACER Grant Management and Administration	Transit	Costs to support transit service administration and Grant Management
T-20: TRACER Capital	Transit	Construction of bus stop improvements every five years

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Project Title	Project Type	Description
RTD		
RTD-1: Bus Electrification / Power Distribution	Transit	Solar Energy System Phase I.
RTD-2: Bus Electrification / Power Distribution	Transit	Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer (\$10M to build).
RTD-3: Bus Electrification / Power Distribution	Transit	Charging infrastructure will be needed if RTD replaces commuter bus with zero-emission electric bus. Depending on the bus purchase the following is an estimated infrastructure cost: Hydrogen: \$750K to 1M for on-site tank dispenser (1-5 buses) ; Hydrogen: \$1.5M to 2M for Full service station (5-30 buses); Electric: \$1M to 1.5M for Depot charger/Induction Charger 5 FCEB pilot at \$1.5 Million per Bus.
RTD-4: Bus Electrification / Power Distribution	Transit	Hydrogen and Lease of the Trailer (5 Years @ \$350K per Year)
RTD-5: Bus Electrification / Power Distribution	Transit	Battery Energy Storage Systems at Regional Transportation Center (RTC), County Transportation Center (CTC), and possibly Downtown Transit Center (DTC) for peak saving energy initiatives.
RTD-5: Bus Electrification / Power Distribution	Transit	Replace 2 existing 500kW overhead charger (DTC).
RTD-6: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (1) MCI D4500 (Commuter)
RTD-7: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace nine (14) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. (\$1.2 M per Bus)
RTD-8: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace eight (13) GILLIG diesel-electric hybrid buses with zero-emission electric buses in BRT fleet.
RTD-9: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (2) Protera - EcoRide BE-35 (SMA)
RTD-10: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (2) MCI 34500 (Commuter)
RTD-11: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (6) Nova Hybrid LF Articulated (SMA)
RTD-12: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (6) Seacraft/Ford Transit 350 HD (VanGo)
RTD-13: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (22) Glaval Titan II LF (Hopper)
RTD-14: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (14) Glaval/Ford Transit 350 HD (VanGo)
RTD-15: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace (6) ADA Cut-away gasoline (Replaces Item I9)
RTD-16: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace one (1) diesel bus over the-road coach with either a zero-emission electric bus or diesel bus in Commuter fleet.
RTD-17: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Replace 12 cutaway Buses used by United Cebal Palsy to transport individuals who would otherwise use SMA Paratransit.
RTD-18: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Bus component rebuild and parts.

Project Title	Project Type	Description
RTD-19: Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Transit	Hybrid Electric Buses (5 new/additional buses)
RTD-20: Safety & Security	Transit	To upgrade surveillance/security camera system at RTD's facilities and bus stations/stops; to purchase assessment service, management tool, software and equipment to improve RTD's cyber security.
RTD-21: Safety & Security	Transit	Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.
RTD-22: Safety & Security	Transit	Radios for security Guards to connect with dispatch and customer service
RTD-23: Safety & Security	Transit	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase
RTD-24: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	To purchase and install support equipment for bus and facilities, including Bus Video Standardization System, contactless fare collection across all fixed route buses and other support tools/equipment related to buses and facility, such as operator barriers, bus air purification systems and Trapeze replacement.
RTD-25: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	RTD will hire consultant to provide plans for a new ERP System. Scoping consulting to provide suggestions/planning on new ERP that will provide Integrated Financial and administrative solution (Financial, Budget, HR & Employee Online, Grants management, Procurement & Contracts Management, Inventory, & Retirement database)
RTD-26: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	To purchase and install support equipment for bus and facilities. This includes computers and software, ERP, procurement and HR management systems and other misc. equipment.
RTD-27: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	Computer, printer, scanner, camera, video, smartphone, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase
RTD-28: Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	Transit	Transit Vehicle Public Display Monitor System Project
RTD-29: Planning/Study/Training, Outreach and Research Projects	Transit	Zero-Emission Blueprint.
RTD-30: Planning/Study/Training, Outreach and Research Projects	Transit	TAM Upgrade.
RTD-31: Planning/Study/Training, Outreach and Research Projects	Transit	Hydrogen Fuel Cell Electric Bus training.
RTD-32: Planning/Study/Training, Outreach and Research Projects	Transit	Integrated Mobility Innovation Research Project.
RTD-33: Planning/Study/Training, Outreach and Research Projects	Transit	System Redesign Study / Service Equity Analysis. Perform an analysis of the service disruptions in the County Hoppers due to the shortage of drivers that was effective July 1, 2021.
RTD-34: Planning/Study/Training, Outreach and Research Projects	Transit	RTD's Title VI Procedure Upgrade and Service Equity Analysis

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Project Title	Project Type	Description
RTD-35: Operating Costs	Transit	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Intercity and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO! Operations
RTD-36: Facilities Improvement and Upgrade	Transit	Bus Stations/Stops/Terminals: Costs associated with upgrade and improvement at RTD's bus stations and stops, including bus passenger information signage, bus shelter solar lights, HVAC replacement, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.
RTD-37: Facilities Improvement and Upgrade	Transit	Install new BRT bus shelters and bus stop amenities (trash cans and benches) for the NEXTGEN route 49 recommendation.
RTD-38: Facilities Improvement and Upgrade	Transit	Costs associated with capital improvement and upgrade at RTD's Admin and Maintenance facilities. This includes the upgrades in electrical gear switch, fire alarm and LED lighting systems at RTC; storm drain emergency shutoff valve construction at RTC; maintenance shop retrofit and floor repair at RTC; HVAC units replacement at DTC and wrought fence construction at CTC, pavement re-seal at CTC, bird netting at Regional Transportation Center (RTC), RTC Floor repair and other refurbishment improvement. with 5% annual increase
RTD-39: Facilities Improvement and Upgrade	Transit	Projection for the next 5 year rehabilitation/renovation at RTD's Admin and Maintenance facilities (CTC, DTC, Hammer Transit Station [HTS] and RTC). This includes capital improvements/remodel to extend useful life of CTC and HTS buildings; installation of generator at DTC to power building during emergency; replacement of portable bus lifts and lube pumps at RTC; replacement of building exhaust fans and gas heaters and furniture.
RTD-40: Support Vehicles – Acquisition/Rehab/Renovation	Transit	To purchase, refurb and rehab support vehicles for RTD's Admin/Maintenance. Approximately 12- non-revenue vehicles to replace in the next 5 years , with an average cost of \$75K per vehicle.
RTD-41: Future Operations	Transit	Future Operations
RTD-42: Future Capital	Transit	Future Capital
San Joaquin County		
SJC-1: Howard Road	ST/RDS	Passing lanes and channelization from Tracy Boulevard to Matthews Road
SJC-2: Grant Line Road Corridor Improvements	ST/RDS	Realign roadway and widen from 2 to 4 lanes with operational and safety improvements from Tracy City Limits to 11 th Street
SJC-3: Tracy Boulevard	ST/RDS	Passing lanes and channelization from I-205 to Howard Road
SJC-4: Eleventh Street	ST/RDS	Operational and safety improvements along corridor and at intersections from Tracy City limits to I-5
SJC-5: Roth Road	ST/RDS	Widen from 2 to 4 lanes with shoulders from UPRR to Airport Way
SJC-6: Airport Way	ST/RDS	Widen from 2 to 4 lanes from Roth Road to French Camp Road
SJC-7: Escalon Bellota Road	ST/RDS	Widen from 2 to 4 lanes with shoulders from Escalon City limits to Mariposa Road
SJC-8: Mariposa Road	ST/RDS	Widen roadway from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes from Austin Road to Jack Tone Road

Project Title	Project Type	Description
SJC-9: Lower Sacramento Road/UPRR (near Woodson Road)	ST/RDS	Replace grade separation of roadway and railway
SJRRC		
SJRRC-1: ACE Capital	Rail	Purchase rail cars for ACE service expansion
SJRRC-2: ACE Capital	Rail	SJRRC shared costs for the overall maintenance of vehicles
SJRRC-3: ACE Capital	Rail	Realignment of tracking
SJRRC-4: ACE Capital	Rail	Restoration of abandoned Western Pacific Depot building
SJRRC-5: Stockton Track Extension Phases II & III (ACE Gap Closure Project)	Rail	Allow SJRRC to operate on separate tracks from Union Pacific Railroad between maintenance yard and the station siding.
SJRRC-6: ACE Service Extensions	Rail	Enhance/extend rail to benefit residents; integrate ACE with the State intercity rail service; extend ACE service
SJRRC-7: ACE Forward	Transit	Acquisition of ACE Corridor between Stockton and Niles Junction
SJRRC-8: Phase II Implementation Plan for the Central Valley Rail Service	Rail	Commuter rail service
SJRRC-9: Operations	Transit	Shuttle Services in San Joaquin County stations
SJRRC-10: Capital	Rail	Maintenance Facility Expansion from 9 train sets to 17 train sets Phase 2
SJRRC-11: ACE Operations	Transit	ACE operations and Capital Access Fee (5 trains from 2012 to 2016, 6 trains from 2017 to 2021, 7 trains from 2022 to 2029 and 8 trains from 2030 to 2041)
SJRRC-12: Rail Information Systems	Transit	Rail Information Systems (Ticket vending machines, on-train internet, changeable message signs at stations, trip planner via internet, real time system for train status for ACE and other connecting services)
SJRRC-13: Central Valley Rail Service	Transit	Central Valley Rail Service Operations and Maintenance, Capital Access Fees, ROW purchase)
SJRRC-14: ACE Capital	Rail	Rolling Stock/Track Improvements/ Station Improvements
SJRRC-15: ACE Capital	Rail	Central Valley to Sacramento Commuter Rail Project - Extension of services
SJRRC-16: ACE Capital	Transit	Altamont Corridor Speed and Safety upgrades (including signal upgrade to automatic train stop increase train speed from 79 to 90 MPH and several track realignment projects)
SJRRC-17: Minor Capital	Rail Station	Facilities and information technology maintenance and enhancements, fleet vehicle replacements and expansion
SJRRC-18: ACEforward: Capital Phase 1	Rail	Extension of Wyche Siding
SJRRC-19: ACEforward: Capital Phase 1	Rail	Connection from UPRR Fresno Sub to UPRR Oakland Sub
SJRRC-20: ACEforward: Capital Phase 2	Rail	Grade crossing improvements/grade separations
SJRRC-21: Robert J. Cabral Station Expansion	Rail Station	Construct park and ride lot and related on-street parking, sidewalks, lighting, security, and other passenger amenity improvements

Project Title	Project Type	Description
SJRR-22: Lathrop/Manteca Station Platform Extension project	Rail Station	Lengthen platform at current Lathrop/Manteca Station to allow for eight car train capacity
SJRR-23: Tracy Station Platform Extension project	Rail Station	Lengthen platform at current Tracy Station to allow for eight car train capacity
SJRR-24: Lathrop Transfer Station	Rail Station	Lathrop Transfer Station- Between ACE and Central Valley Service
SJRR-25: Manteca Station Project - Platform	Rail Station	Manteca Station Project - Platform
SJRR-26: Manteca Station Project - Parking	Rail Station	Manteca Station Project - Parking
SJRR-27: Ripon Station Project - Platform	Rail Station	Ripon Station Project - Platform
SJRR-28: Ripon Station Project - Parking	Rail Station	Ripon Station Project - Parking
SJRR-29: 2nd Main Ripon to Modesto	Rail	2nd Main Ripon to Modesto
SJRR-30: Rolling stock associated with SB 132	Trains	Rolling stock associated with SB 132
Tri-Valley/SJV		
Tri-Valley/SJV-1: Altamont Pass Corridor	Rail Study	Environmental document for transit connectivity
Tri-Valley/SJV-2: Altamont Pass Corridor	Rail Improvements	Improve the Union Pacific Railroad right-of-way from the San Joaquin County Line for a passenger rail service. Construction of a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road. Construction of an operations and maintenance facility at Hanson Road in Tracy along the alignment.

Notes:
 Bike/Ped - Bicycle or Pedestrian
 HWY – Highway
 ST/RDS = Street or Roadway
 Transit = Public Transportation Infrastructure
 Various = Project/funding of different types

2.5 Required Approvals

Approval of the 2022 RTP/SCS is at the discretion of SJCOG. It should be noted that additional environmental review will have to be conducted by the project sponsor as the lead agency for the individual projects contained in the 2022 RTP/SCS, prior to project implementation. Depending on the location of the project, future approvals for individual transportation projects identified in the 2022 RTP/SCS would have to be completed by one or more of the following agencies:

- San Joaquin Council of Governments
- California Department of Transportation (Caltrans)
- California Public Utilities Commission’s Rail Crossings Engineering Section
- San Joaquin Regional Transit District (RTD)
- Cities of:

- Escalon
- Lathrop
- Lodi
- Manteca
- Ripon
- Stockton
- Tracy
- County of San Joaquin

The relationship of this Program EIR to future environmental review of individual transportation projects is further discussed in Section 1.0, *Introduction*.

2.6 Relationship to Other Plans and Programs

The RTP provides a sound basis for the allocation of state and federal transportation funds for transportation projects within each California county over the subsequent 20-years. The RTP follows guidelines established by the State of California Transportation Commission to:

- Describe the transportation issues and needs facing the county;
- Identify goals and policies for how SJCOG will meet those needs;
- Identify the amount of money that will be available for identified projects; and
- Include a list of prioritized transportation projects to serve the county's long-term needs consistent with the funds allocated while considering environmental impacts and planning for future land use.

The 2022 RTP/SCS has been evaluated for consistency with the goals, policies and objectives currently being implemented by municipal and county planning agencies within the region. A consistency discussion of the 2022 RTP/SCS and other land use plans and agencies is provided in Section 4.9, *Land Use and Planning*. The 2022 RTP/SCS would be implemented with several other existing SJCOG programs designed to reduce adverse impacts to transportation resources, air quality, greenhouse gas (GHG) emissions, and energy.

The 2022 RTP/SCS Program EIR builds on the analysis and mitigation contained in the 2018 RTP/SCS Program EIR. The 2022 RTP/SCS project list is similar to the project list for the 2018 RTP/SCS, although some of the transportation projects from the 2018 RTP are now considered committed and are included in the No Project Alternative. The 2022 RTP/SCS evaluates the most recent projects and policies and provides more direct comparisons between current conditions and expected future Plan conditions. The 2022 RTP/SCS Program EIR includes additional analysis of cumulative, growth-inducing, and other indirect impacts.

The 2022 RTP/SCS has a maintenance and operations focus. As such, there are less environmental impacts as there are fewer capacity increasing projects than in previous plans; those that are included are generally focused in already developed areas and are anticipated to include features supporting alternative modes of transportation and/or ride sharing options as contextually appropriate.

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