CHAPTER 1

Introduction

ONE

Where San Joaquin County is, where it is going, and how it will get there are basic to developing the Regional Transportation Plan/Sustainability Communities Strategy. This chapter describes the region's geographic and regulatory setting and provides projections on county population, housing and employment. It sketches the region's transportation system and economic assets, including goods movement by roads, water, air and rail. It also contains an overview of how the RTP/SCS will achieve sustainability goals through regional collaborations for regional solutions.

Photo Credit: Captivating Photos

By the year 2050, San Joaquin County will be the home to more than 1,022,000 people.

Regional and Geographic Setting

San Joaquin County encompasses approximately 912,600 acres and is home to 783,534 residents. In addition to the unincorporated area, the region's cities are Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton and Tracy. The county seat and largest city is Stockton with a population of 320,876 (U.S. Census Bureau).

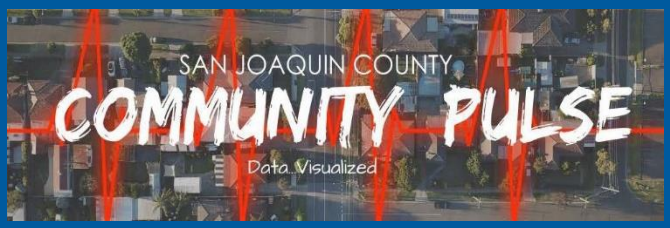
Demographic Trends

San Joaquin County remains one of the fastest-growing regions in California (Figure 1.1). The county's geographical advantages and quality of life contribute to the growth. While forecast growth has slowed in recent years, San Joaquin County's population growth rate was third in the state among all California counties from 2015 to 2020, at 6.7 percent. Between 2020 and 2060, five-year growth rates are projected to average 3.2 percent, ranking San Joaquin within the top eight fastest-growing counties of the state's 58 counties. Comparatively, average five-year population growth rates for the state are projected at 1.3 percent through 2060.

Historically, the county's population has been younger than both the state and nation. While that is projected to be the case in the future, the population of the region is aging, following state and national trends. In 2020, people under 24 comprised 36 percent of the population, while those over 65 comprised only 13 percent. By 2050, there will be a 6 percent reduction in the population of people under 24 and a corresponding 6 percent increase in the 65 and over age group. The number of people over 65 in San Joaquin County will almost double between 2020 and 2050. The mobility needs of this aging population will be an ever-increasing priority in the region.

Housing growth in San Joaquin County has been historically influenced by the county's proximity to the San Francisco Bay Area and the relatively cheaper housing costs on this side of the Altamont Pass. Regional planning agencies in the Bay Area have long recognized the affordable housing problem, but now it is characterized as a crisis because of the limited supply of both market-rate and affordable housing. The problem was exacerbated by the much faster economic recovery of Bay Area employment compared to other areas of the state after the 2007-2009 recession. Rents, home prices, freeway congestion and weekday rail ridership for the Bay Area all reached new highs after a rapid economic recovery from the great recession.

SJCOG's Community Pulse website is designed to deliver insights into demographic and socioeconomic trends important to residents and policymakers in San Joaquin County.



This data repository features infographics and data to assist staff and stakeholder groups in tracking regional progress on the plan's performance metrics.

It can be accessed here: http://www.sjcog.org/404/Community-Pulse

SJCOG also sponsors a speaker's series to keep local partners and stakeholders up to date on demographic and community trends.

Figure 1.1 Population, Housing and Employment Projections
Source: Center for Business and Policy Research

"The housing market is an important economic indicator that reflects consumer and producer confidence in the future of the economy. One reason that housing is used to measure overall economic condition is because the housing market is generally, very responsive to the economy and one of the first sectors to rise or fall with changing economic conditions."

— Center for Business and Policy Research

On the San Joaquin County side of the Altamont Pass, San Joaquin County had recovered its pre-recession jobs numbers by 2015 and had overall robust job growth numbers. However, the COVID-19 pandemic beginning in 2020 affected all job sectors in the county and caused large numbers of layoffs, particularly in the service industry.

Housing construction has been slower to recover than the other parts of the economy. In the short-term, the construction of new housing has increased since 2015 from 1,150 units during Fiscal Year 2014-2015 to about 3,200 units during Fiscal Year 2019-2020. The median sale price of a home in San Joaquin County as of May 2021 was nearly $450,000. In the long-term, however, the housing construction numbers do not compare to what was happening in the new housing market before the Great Recession. At the height of the building boom before the recession, more than 7,000 housing units a year were being constructed. Still, median sales prices are approaching the level before the Great Recession of $475,000.

Manteca, Tracy, Lathrop and the unincorporated community of Mountain House are projected to see the highest percentage of growth in housing construction in the near-term owing to their proximity to both Bay Area job markets and booming logistics and warehouse employment centers near Tracy and on the west side of Stockton.

San Joaquin County's economy continues to grow. Downtown Stockton revitalization efforts, the Big League Dreams sports complex, substantial retail development, and the Great Wolf Lodge resort and water park in Manteca, additions to the Mistlin Sports Park in Ripon, and the emergence of the Lodi area as a world class wine producer are all shaping San Joaquin County into a destination for tourism and entertainment.

The region also continues to attract new warehousing and distribution centers that serve Northern California, the Bay Area, and the West Coast. A centralized and diverse network of highway,

rail, air, and seaport facilities support the continued development of San Joaquin County into a major goods movement region.

In 2019, San Joaquin County had 348,000 jobs, but 17,000 jobs were lost in 2020 due to the COVID-19 pandemic. However, forecasts show that there will be a full recovery after the pandemic and job creation will continue at a steady pace so that San Joaquin County will be supporting more than 427,000 jobs by the year 2050. With over $2.7 billion in gross value of production in 2020, agriculture continues to be one of the largest producing industries in San Joaquin County.

More economic growth comes with the emergence of anchor retailer stores such as Bass Pro Shop in Manteca and Costco in Lodi. Amazon has opened seven fulfillment centers in San Joaquin County in the past nine years with three in or near Tracy, three in Stockton, and one in Manteca. Amazon has also established a shipping hub at Stockton Metropolitan Airport. Not surprisingly, warehousing jobs are projected to make up an increasing share of future employment opportunities for the county. Where Amazon had no significant employment presence in San Joaquin County before 2014, they are now San Joaquin County's largest private employer.

Due primarily to the availability of housing at lower costs than found in surrounding communities to the north and to the west, many county residents travel long distances for employment outside the county. Of the 315,670 residents in the employed workforce in 2019, approximately 88,860, or 28 percent, commuted outside of the region to their jobs. Despite increased teleworking during the COVID-19 pandemic, it is yet to be determined whether this trend will continue after the pandemic.

Photo Credit: Dena Marquez

The region supports an estimated 239,000 households. Forecasts suggest that by 2050 the housing market will need to accommodate 74,000 additional households. The future housing market will expand at a stable rate to accommodate these new households after a period of relatively high growth during 2020 to 2030 caused by pent-up demand. As San Joaquin County transforms, these factors have profound effects on the ability to finance, deliver, and maintain the transportation infrastructure.

Transportation System

Due to its strategic location, maintaining and improving the operational integrity of San Joaquin County's centralized and diverse network of highway, rail, air, and seaport infrastructure is essential. The crucial links and interrelationships between the economy, the regional transportation system, and land use have increasing importance as the region grows and expands.

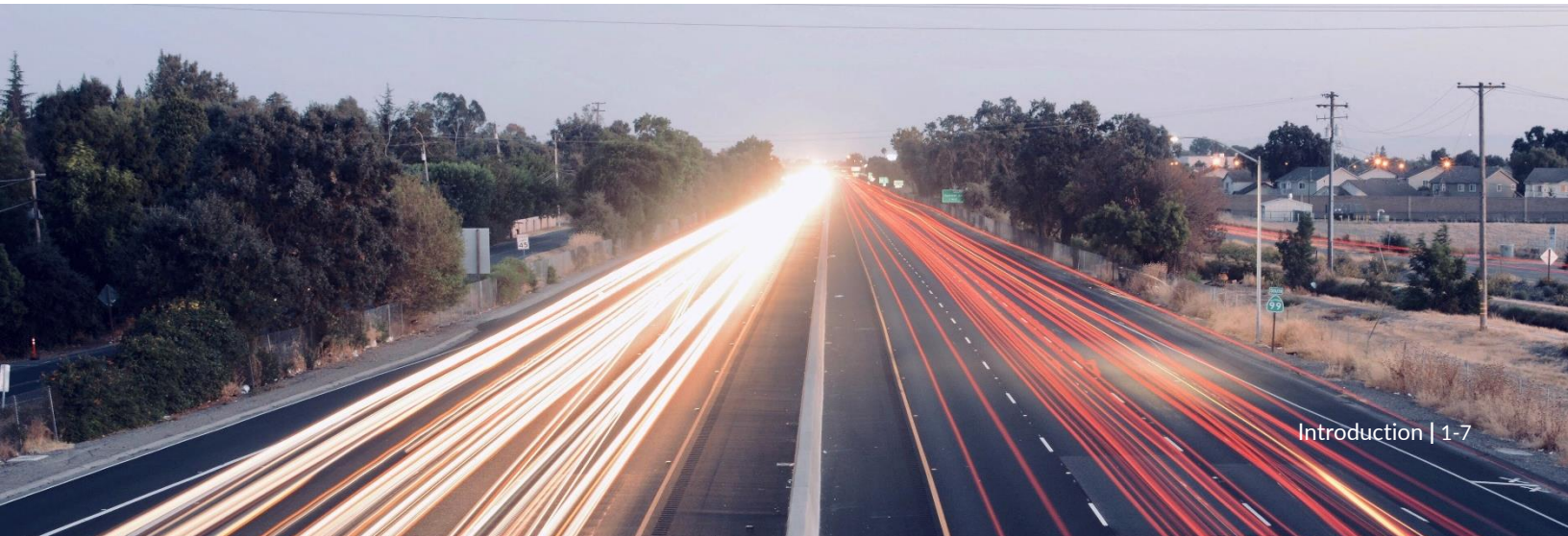
Roadway Network

According to the state Department of Transportation 2018 California Public Road Data, San Joaquin County's roadway network includes more than 3,600 maintained miles (Figure 1.2). On a north–south axis, this includes State Route 99, the "Main Street" of the San Joaquin Valley, and Interstate 5, a corridor of statewide and national significance. Each route has experienced dramatic traffic growth and congestion in the past 15 years. Each route also carries truck traffic at volumes much higher than the statewide average for the highway system, making them vital to goods movement.

Never before have the crucial links and interrelationships between the economy, the regional transportation system, and land use been as important as now.

State Route 132 handles major east-west movement at the southern tip of the county. Other highway corridors that facilitate goods movement include Interstates 580 and 205 in the southwest region of the county, and State Routes 120, 4 and 12. I-205 and I-580 serve as the gateway connection between the San Joaquin Valley and the San Francisco Bay Area and are critical to interregional travel and commerce. Each has seen increased traffic that is much above the statewide average. I-205 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 State Route 99 and I-5. Both routes also connect with Bay Area counties across the Sacramento-San Joaquin Delta and carry significant commuter and interregional traffic.

Photo Credit: Jessica Penn



Highways 26 and 88 in the central and northeast portions of the county are two-lane rural highways that link to Calaveras and Amador counties. Each roadway has also experienced significant increases in traffic, partly due to recreational traffic but also from rapid growth in the neighboring counties to the east.

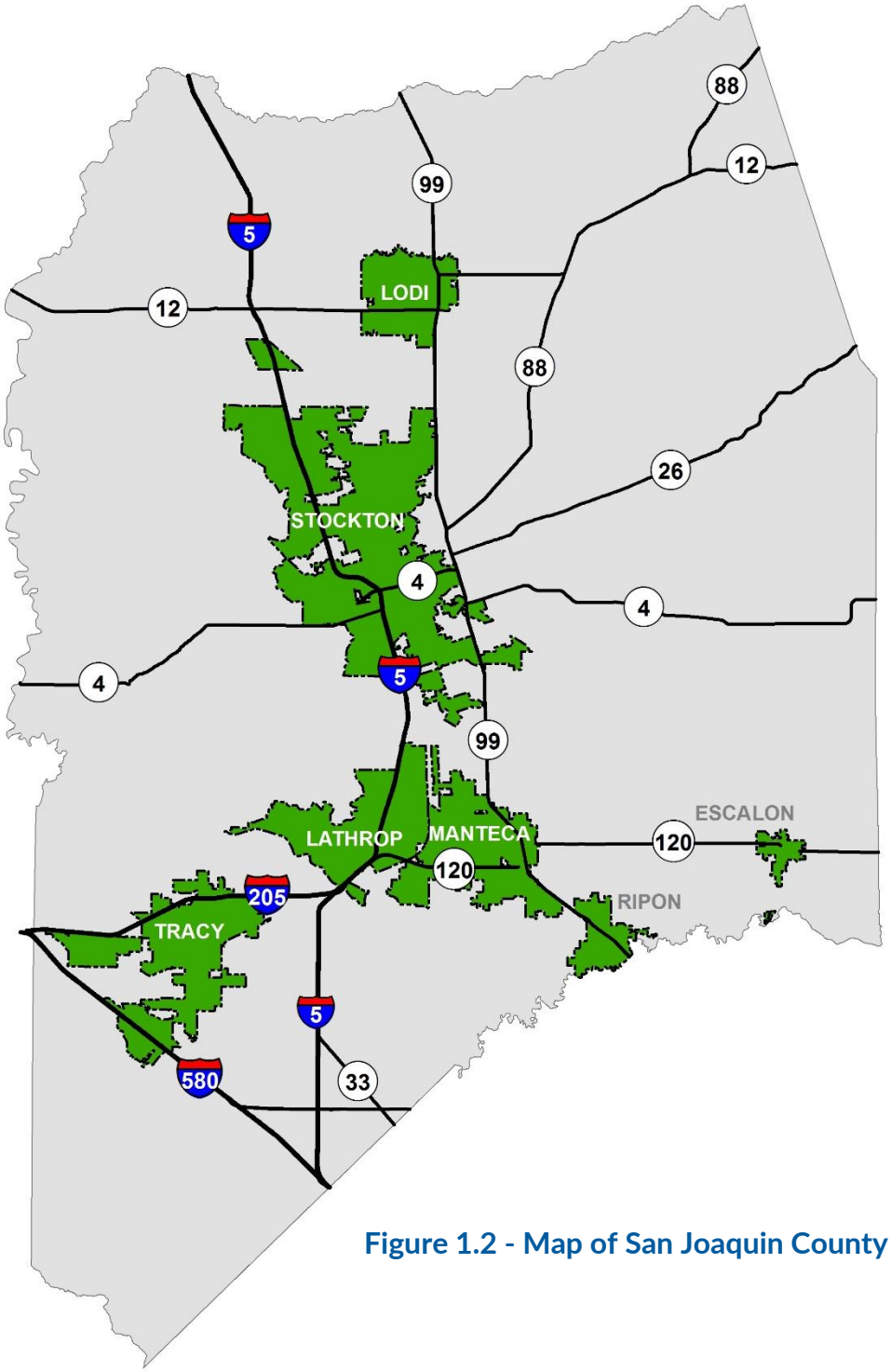


Figure 1.2 - Map of San Joaquin County

Public Transit System

The Altamont Corridor Express (ACE), formerly the Altamont Commuter Express, is a commuter rail service in California connecting communities from Stockton to San Jose. The service name came from the Altamont Pass through which it travels. The service began on Oct. 19, 1998, with two trains in each direction on weekdays.

The frequency increased to three trains daily in each direction in November 2009 and to four trains daily each way in September 2012. The number of ACE trains was reduced to three trains in each direction due to the COVID-19 pandemic, but recently has been increased to pre-pandemic levels. There are 10 stops along its 86-mile route with the current travel time of about 2 hours and 10 minutes from end-to-end. The ACE transit service uses Bombardier Bilevel coaches and MPI F40PH-3C locomotives, which run on tracks owned by Union Pacific Railroad (UPRR). The San Joaquin Regional Rail Commission (SJRRC) manages ACE. Within the planning horizon of the 2022 RTP/SCS, SJRRC plans to expand ACE service in the Central Valley between the Merced and Sacramento areas to provide more traveling options for both in-county and out-of-county commuters and to connect this service with High Speed Rail in Merced.

Bus-related transit services in San Joaquin County have grown dramatically over the past 25 years. The region is served by the San Joaquin Regional Transit District (RTD), Lodi's Grapeline, the Tracy Tracer, Manteca Transit, and smaller transit services in the cities of Escalon (eTrans) and Ripon (Blossom Express). The combination of services supports local transit systems, bus rapid transit, intercity and interregional bus transit services, and needed services such as on-demand response for those in the county's rural areas. RTD has been at the forefront of several innovative transit solutions and continues to expand the most mature bus rapid transit system in the San Joaquin Valley. Highlights of major transit innovations by RTD include:

Photo Credit: Visit Stockton

- Van Go! is a pilot project that provides on-demand rideshare service to anywhere in San Joaquin County seven days a week. Users can schedule a trip up to two days in advance by using the Van Go App on a smartphone. Payment for the trip can be made through the app or by paying cash to the driver. Each vehicle is wheelchair accessible, and discounts are offered to seniors and the disabled.
- RTD is operating five BRT (Bus Rapid Transit) routes that are longer than six miles each. BRT service operates with fewer stops, have off-board fare collection, and more frequent trips than regular bus service. BRT routes use hybrid and all-electric buses.

Goods Movement

The movement of goods and people is the primary function of a highly accessible highway and regional roadway transportation system that links San Joaquin County to major destinations (Figure 1.3). This system described in the "Roadway Network" section positions San Joaquin County as a cost-effective location for large companies interested in operating West Coast distribution centers. Interstates 580 and 205 provide direct access to the Bay Area with connections to I-5 and State Route 99.

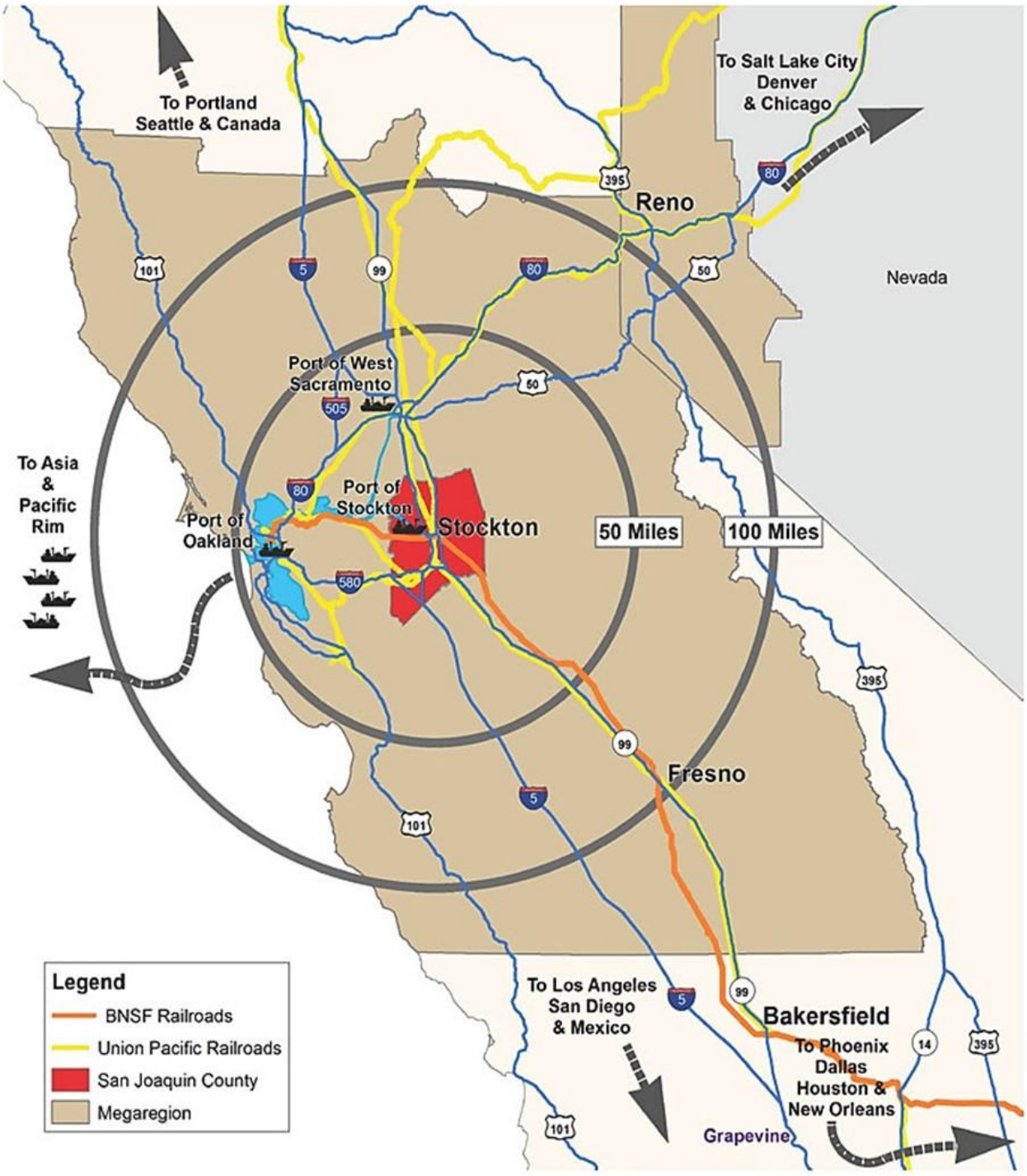
Interstate 5 between Tracy and Lathrop averages more than 40,000 trucks per day, which is the most truck traffic in the county.

With increasing demographic and economic ties to the Bay Area and Sacramento, San Joaquin County is an integral part of what has become known as the Northern California Megaregion.

Truck traffic in the county is concentrated along the I-5 and State Route 99 north–south corridors. I-5 between Tracy and Lathrop averages more than 40,000 trucks per day, which is the heaviest truck traffic in the county. I-5 averages between 16,000 and 37,000 trucks per day north of Lathrop and through Stockton. Truck traffic on State Route 99 from Stockton south to the Stanislaus County line is somewhat lighter with averages between 10,000 and 18,000 trucks per day. The I-205 and I-580 corridors are also principal trucking routes in the county, with average daily truck traffic about 10,500 and 5,500 on these routes, respectively.

Photo Credit: Captivating Photos

Figure 1.3 - San Joaquin County is central to the Northern CA Megaregion



Source: Center for Business and Policy Research, University of the Pacific

Movement of Goods by Water

The Port of Stockton is 75 nautical miles from the San Francisco Bay. The port's operations span 2,000 acres and more than 4 million square feet of covered storage area and 12,000 lineal feet of waterside docking with shipside rail. It is categorized as one of the principal ports of the United States by the U.S. Army Corps of Engineers.

The port is stationed along the Deep Water Ship Channel next to Interstate 5, State Route 99, and the Union Pacific (UPRR) and the BNSF railways.

The Port of Stockton boasts first-class warehouse storage and handling facilities for both dry and liquid bulk materials, facilities and equipment to handle break-bulk (bulk cargo not in shipping containers), and containerized cargoes by land or sea. The port, situated in the hub of four major freeways, two transcontinental railroads, an international waterway, and a regional airport, is centrally located to provide the optimum service for shipment and storage of product and cargo. The port provides 10,077 jobs in San Joaquin County and is home to 134 distinct business partners from major distribution centers to local artists. In 2020. the port handled 4 million metric tons of cargo. All these components place the port in an ideal position for domestic and international distribution.

The Port of Stockton moved 4 million metric tons of cargo in 2020, making it the fourth busiest port in the state. The port provides more than 10,000 jobs to the region.

Movement of Goods by Air

The Stockton Metropolitan Airport has become increasingly important for goods movement since Amazon began cargo services at the airport. In 2016, Air Transport International began flying goods in and out of Stockton for Amazon Fulfillment Services. By 2021, there are three or four flights daily to support the seven Amazon facilities in San Joaquin County, and the one near Patterson in Stanislaus County. Atlas Air is now the main carrier.

As more logistics, warehouse, and manufacturing businesses locate operations in San Joaquin County, Stockton Metropolitan Airport will become an increasingly viable alternative to congested Bay Area airport locations. The airport continues to improve its infrastructure and market itself nationally and internationally as an air cargo hub.

AIR

The Stockton Metropolitan Airport supports passenger, private, military, and air cargo operations (Figure 1.4). It is located on the southern boundary of the city of Stockton in the heart of California's Central Valley and is by far the region's largest airport. Situated on 1,449 acres of land, the Stockton Metropolitan Airport has an 8,650-foot-long, 150-foot-wide primary instrument landing system runway, with a takeoff distance available of 11,037 feet. The Stockton Metropolitan Airport also has a 4,458-foot-long, 75-foot-wide general aviation runway. Six air carrier gates adjoin the 44,355-square-foot terminal building.

RAIL

Rail is a critical link to the full-service transportation network available in San Joaquin County. The network includes approximately 200 miles of Class I railroads owned by UPRR and BNSF. San Joaquin County also features approximately 50 miles of short-line railroads for the Stockton Terminal and Eastern Railroad and the Central California Traction Co. (CCT).

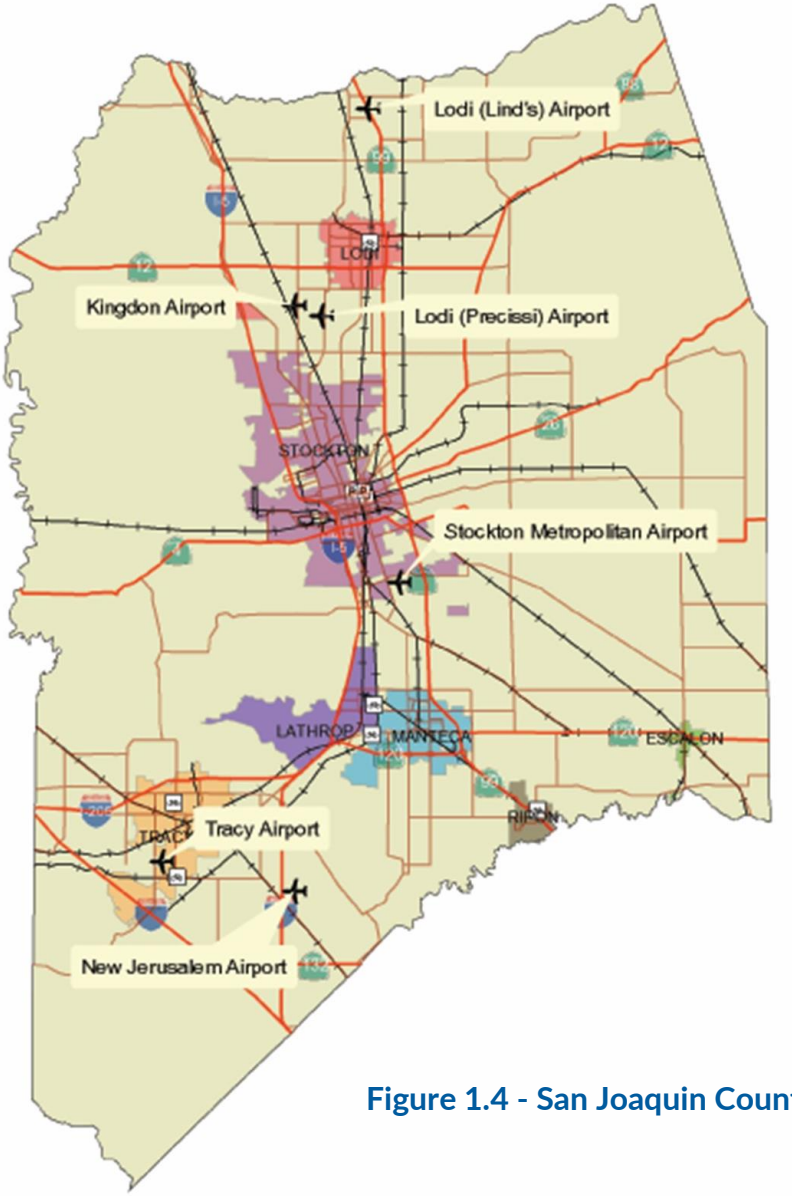


Figure 1.4 - San Joaquin County Airports

Regulatory Setting

Several state and federal requirements govern the plan. A few of the major requirements are summarized here:

MAP-21, FAST Act, and Infrastructure Investment and Jobs Act (IIJA)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act required federally designated metropolitan planning organizations (MPOs) such as SJCOG for the San Joaquin region to develop regional planning documents that incorporate the metropolitan planning process. MAP-21 was enacted in 2012 and was meant to address transportation challenges in the U.S. This performance-based requirement incorporated new federal changes when the Fixing America's Surface Transportation (FAST) Act was signed in 2015. The FAST Act funded surface transportation programs through the years 2016-2020 and added new performance measures in addition to the 2014 federal planning factors.

The FAST Act expired in 2021 and has been superseded by the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). President Joe Biden signed the IIJA on November 15, 2021, which will provide funding for a variety of existing and new programs. These programs cover transportation infrastructure such as roadways, bridges. public transit, rail, and airports, and other types of infrastructure such as electric grid, water systems and broadband internet service.

Currently, federal agencies are developing guidelines that will introduce new policy priorities for the IIJA. One of these new priorities is to provide infrastructure that will protect the environment and public health by decreasing air pollution and greenhouse gas emissions and increasing water quality. The projects and programs in the 2022 RTP/SCS will be consistent with the new priorities.

Photo Credit: Captivating Photos

Federal Clean Air Act

The Federal Clean Air Act provides regulations for air emissions from stationary and mobile sources. The law authorizes the U.S. Environmental Protection Agency to establish National Ambient Air Quality Standards (NAAQS) to protect public health and welfare and to regulate emissions of hazardous air pollutants. The plan must forecast transportation emissions and demonstrate that emissions are within the established State Implementation Plan (SIP) budget limits for ozone, PM2.5, PM10, and carbon monoxide. The plan's compliance with these requirements is documented in the Regional Transportation Plan/Sustainable Communities Strategy Air Quality Conformity Determination.

Photo Credit: Dena Marquez

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 outlawed discrimination in all federal activities. It reads: "No person in the United States shall, on the ground of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program of activity receiving Federal financial assistance."

People concerned that everyone in the U.S. deserves equal protection under the country's federal laws created the term "environmental justice." Former President Bill Clinton issued Executive Order 12898 in 1994 in response to this concern. The order directs each federal agency to review its procedures and to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. The Federal Highway Administration (FHWA) has set policies for integrating environmental justice principles into existing operations to address disproportionate, adverse effects on low-income and minority populations.

All federally funded transportation plans, projects and decisions must involve an environmental justice assessment process that explicitly considers adverse effects (or the potential of adverse effects) on the environmental justice population. The plan has an environmental justice analysis that documents the degree to which, to the extent possible, all people, regardless of race, color, national origin, or income, are protected from disproportionate negative or adverse impacts due to the program of projects listed in the plan. In addition, this analysis also describes whether all neighborhoods have reasonable shares of the benefits from the proposed program.

Senate Bill 375

With the passage of Senate Bill 375 in 2009, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emissions reduction targets for cars and light trucks. These targets set by the California Air Resources Board call for the region to reduce per capita emissions 12 percent by 2020 and 16 percent by 2035 below a 2005 baseline. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy demonstrating how targets could be achieved must be developed. The 2014 plan was the first to incorporate the requirements of SB 375. The 2014 and 2018 plans met the previous targets of per capita greenhouse gas emissions reductions from 2005 of 5 percent in 2020 and 10 percent in 2035. The 2022 plan continues to meet the increased reduction targets set by CARB.

It is important to note that while the RTP builds the SCS as a new element along with the traditional policy element, action element and financial element, 2014 was not the first plan with sustainability features. San Joaquin's RTP has always embodied policies and strategies committed toward sustainability through air quality measures, environmental preservation and conservation objectives, and growth management strategies. The plan will guide the San Joaquin region toward a more sustainable future by integrating land use, housing, and transportation planning to build more sustainable communities. Some characteristics of these communities include compact development with a focus on infill development and access to travel options including transit and bike/pedestrian facilities. Sustainability also requires efficiently located communities to better utilize public infrastructure and resources, while minimizing impacts to prime farmland.

The most significant change resulting from SB 375 is the creation of California Environmental Quality Act (CEQA) streamlining incentives to assist and encourage residential and mixed-use housing projects consistent with the SCS. In areas where transit is the priority, CEQA benefits residential and residential mixed-use projects that are consistent with the general use designation, density, building intensity, and applicable policies specified in the SCS.

Photo Credit: Grace Monteleone

California Environmental Quality Act

The plan must also comply with the California Environmental Quality Act (CEQA), which requires that governmental agencies consider the cumulative impact to the region and analyze the environmental consequences of the project. SJCOG is responsible as the lead agency to prepare the environmental review of the programs and projects contained in the plan. SJCOG has prepared a program-level environmental impact report that analyzes the impact of the full set of projects and programs in total.

Delta Reform Act

Enacted in November 2009, the Delta Reform Act created the Delta Stewardship Council charged with developing, adopting, and implementing the Delta Plan. This plan serves to adopt strategies for providing reliable water supply for California, and protecting, restoring, and enhancing the Delta ecosystems. The Delta Stewardship Council is also responsible for advising local and regional agencies on the consistency of their planning documents with the Delta Plan. The act requires that "covered actions," as defined by the act, and that include plans, programs, or projects in the primary or secondary zones of the Delta must be consistent with the Delta Plan. SJCOG is required to ensure consistency of the plan with the adopted Delta Plan. Local project exemptions from Delta Plan requirements are possible if there is a determination that they are consistent with the RTP/SCS.

SB 743

Senate Bill 743 fundamentally changed the way transportation impacts from land use development are analyzed in California. Level of service (LOS), which measures traffic congestion, has been used for years as a metric for measuring the impacts of transportation. SB 743 required the governor's Office of Planning and Research (OPR) to amend the CEQA guidelines to provide an alternative to LOS for evaluating transportation impacts. This alternative must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1)). The intent of SB 743 is to better align CEQA practices with state greenhouse gas emission reduction targets required by SB 375.

OPR amended the CEQA guidelines to specify vehicle miles traveled (VMT) as the metric to evaluate transportation impacts. VMT measures the distance people drive their vehicles to a destination. The CEQA analysis of the 2022 RTP/SCS must use VMT as the metric for evaluating transportation impacts of its preferred and alternative scenarios. SB 743 does not prevent the use of LOS for transportation analysis outside of CEQA.

A Regional Plan with Local Input

This plan embodies local visions through local input and a highly collaborative approach. Local experts in housing, land use, environment and public works participated in the plan development through the RTP/SCS Working Group or through other avenues of public feedback (e.g., workshops, online input through social media or web surveys, and public comment opportunities at SJCOG committees and board meetings). These stakeholders provided perspectives on economic development, environmental preservation, air quality, public health, environmental justice and farmland conservation and preservation that all helped to reshape existing RTP/SCS policies and supporting strategies.

The plan is a transportation investment strategy through 2046, identifying transportation needs to keep pace with anticipated growth and development as well as advancing various sustainability goals. It identifies the funding for these transportation projects in its financial element. While conceptual land use scenarios are essential in building the transportation system and then determining reasonable funding expectations, the plan does not permit or deny any development projects under review or future proposals.

The elements of that vision for sustainability helped refine the policies that guided the 2018 plan. These policies have been carried over to the 2022 RTP/SCS and still have strong support from stakeholders and the public. The policies are:

> "Transportation allows residents…to travel for work and leisure, allows visitors to travel within the region, is necessary for economic activity [and] is especially important for the Northern San Joaquin Valley region because of…transportation, warehousing, and logistics sectors."
> *– Center for Business and Policy Research NSJV Index*

1. Enhance the environment for existing and future generations and conserve energy.
2. Maximize mobility and accessibility.
3. Increase safety and security.
4. Preserve the efficiency of the existing transportation system.
5. Support economic vitality.
6. Promote interagency coordination and public participation for transportation decision-making and planning efforts.
7. Maximize cost-effectiveness.
8. Improve the quality of life for residents.

Photo Credit: Susan Platt

Developing Strategies That Are Resilient in Future Trends

The focus of the 2022 RTP/SCS was to build upon the 2018 plan and subsequent implementation work in the form of planning studies and new programs and projects, and then pivot to an approach designed to make the plan resilient in future trends or disruptions (Figure 1.5). These include technology (e.g., adoption of autonomous vehicles), the impact of extreme weather events, and changes in work environments and the economy (i.e., e-economy).

The key outcome of this process was two-fold:

1) To review and update strategies from the 2018 plan and suggest new strategies that will allow the 2022 RTP/SCS to continue to perform well even in the face of rapidly changing future conditions. A resilient plan is one where projects and programs are designed to adapt to changes and disruptions.

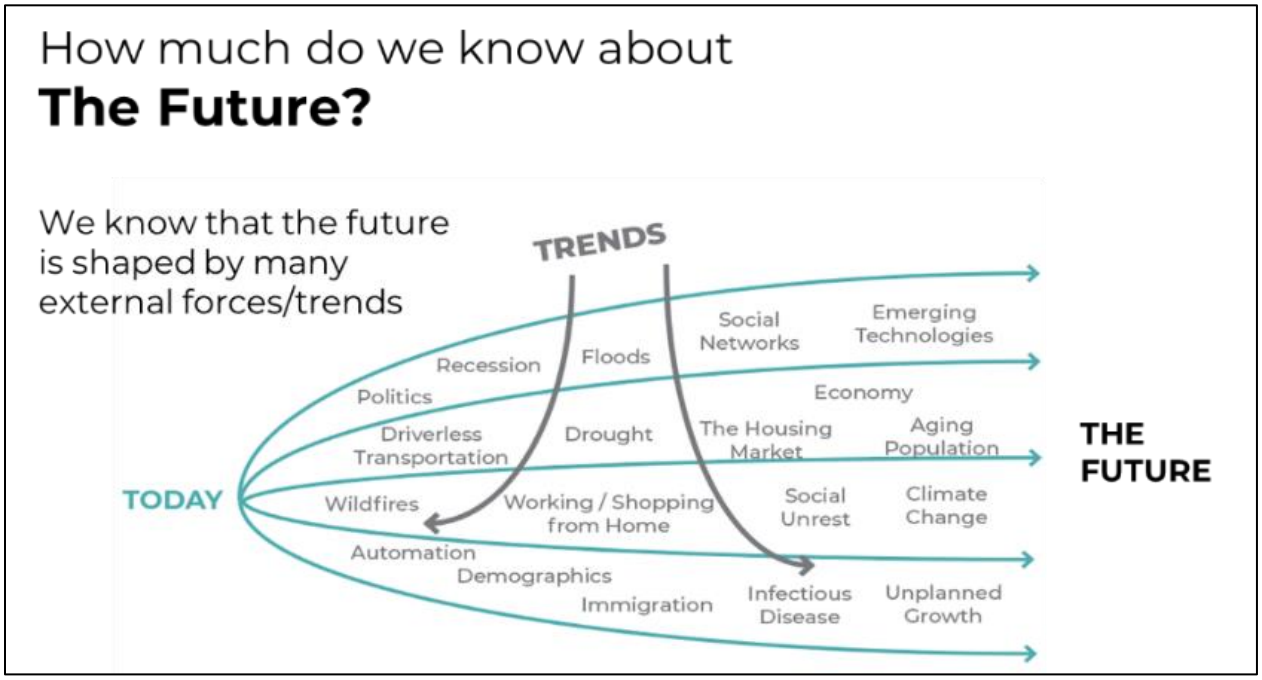
2) To set the region up to be competitive for future funding opportunities through advance planning that anticipates future needs under a variety of circumstances.

To accomplish these goals, SJCOG took a different approach to updating the scenario development process that was used to develop previous plans. SJCOG staff previously developed a variety of discrete scenarios and recommended one to the SJCOG Board of Directors for adoption. Staff started with the 2018 plan and has used alternative scenarios to test policy and strategy updates or additions. To do this, staff and a consultant team:

- Identified six "pillars" or probable disruptive events or trends affecting the region in the future.
- Produced studies and gained SJCOG Board and stakeholder input on these trends.
- Developed new strategies to address these issues.
- Vetted the strategies and grouped them into themed "scenarios" to test their probable impact on the current RTP/SCS.
- Selected one of the scenarios and associated strategies to be combined with the 2018 plan.

The result of this process is a list of strategies (see Chapter 3) to support the 2022 plan policies and make the plan more resilient to future disruptions.

Figure 1.5 – Future Trends and Disruptions



Cascadia Partners, 2020

Regional Collaboration Leads to Regional Solutions

The plan demonstrates that the region can meet and exceed the greenhouse gas targets imposed under SB 375. It further shows that those targets can be achieved with land use patterns focused on compact development that more effectively link transportation systems.

Just as importantly, the plan is one of placemaking. It harnesses the region's collaborative spirit to create places that enable people to live close to where they work. It encourages healthy and active communities, while it also attracts and maintains businesses that can rely on an optimized transportation system to move and receive goods.

SJCOG has continued a high level of public engagement that started with previous plans despite being forced to adapt to the challenges of a global pandemic. With the help of local jurisdictions, and businesses, environmental, and housing experts, the plan builds a transportation future where transportation infrastructure can coexist with the goals of habitat conservation, farmland preservation, efficient energy consumption, and economic vitality.