

APPENDIX D

Response to Comments



Additions and Errata to the 2022 Regional Transportation Plan / Sustainable Communities Strategy

After the release of the draft 2022 RTP/SCS for public review a number of updates and corrections were made to the document to create the final draft for consideration of SJCOG Board adoption on August 25, 2022. These include any changes noted in the response to comment included later in this appendix, as well as other updates or corrections required as a result of further technical analyses or further review by SJCOG staff. Minor corrections to spelling or grammar have not been itemized in the following summary.

2022 Regional Transportation Plan/Sustainable Communities Strategy Document

Executive Summary

- On Figure ES-4, replaced projects listed as funded with member agency projects because some of the projects were not funded.
- On pg. ES-10, in first paragraph, changed “more than \$4.64 billion” to “almost \$4.64 billion” since the actual amount is \$4.638 billion.

Chapter 1

- On pg. 1-5, changed “has had overall robust job growth numbers since that time” to “had overall robust job growth numbers.” The original sentence did not account for the dip in job numbers during the COVID-19 pandemic.
- On pg. 1-9, changed “Modesto” to Merced” as one of the areas to expand ACE service to. Added “and to connect this service with High Speed Rail in Merced.”

Chapter 2

- On pg. 2-10, added “... to participants in a future MetroQuest survey.” Needed to explain who would benefit from the more vignette style approach in describing the futures.
- On pg. 2-11, added year “2021” to time period of focus group meetings.

Chapter 4

- On pg. 4-4, added new paragraph on the Infrastructure Investment and Jobs Act. This is another federal funding source for transportation projects.
- On Gateway to the Valley Graphic, replaced “Altamont Corridor Vision” with “Valley Rail” and replaced section on the Altamont Corridor Vision with Valley Rail information.
- On pg. 4-15, changed ACE service expansion dates from 2023 to 2024 (Ceres) and from 2027 to 2029 (Merced).
- On pg. 4-21, updated “\$378 million” and “18.1 percent” to “\$384 million” and “20 percent” for active transportation projects revenue estimate and percent of total estimated revenues.

Chapter 5

- In Figure 5-1:
 - Prime farmland developed changed from 4,731 acres to 3,762 acres.

- Increased investment in transit changed from \$4.66 billion and 30.6% to \$4.73 billion and 32.5%.
- Maintenance and operation improvements for the existing transportation system investments increased by 4.3% rather than 2.8%.
- Active Transportation Improvements changed from \$379 million and 18.3% to \$384 million and 20%.
- Changed BRT Routes heading to “Transit Routes”, replaced “BRT” with “transit” and added “intracity” with “intercity”.
- Under Improve Public Health, removed section on Community Enhancements and Placemaking (data is not available).

Chapter 6

- On pg. 6-11, added paragraph that the Miner Avenue project will encourage development and investment along the corridor for potential job growth in the area.
- On pg. 6-13:
 - Added Sacramento as a destination for the Amtrak San Joaquin trains.
 - Added “...and Amtrak San Joaquin services and will enable future increases in these services to Sacramento and the Bay Area.”

Chapter 7

- On pg. 7-7:
 - Added the fuels that the Alternative Fuel Study will consider for vehicles and fueling infrastructure.
 - Removed section on solar panels at Downtown Transit Center and hybrid buses.

Chapter 8

- Updated Figure 8.8 “Regional Housing Needs Allocation RHNA 2022-2030” to reflect latest RHNA numbers.

Chapter 9

- On pg. 9-4, replaced heading “ACE Sacramento Extension and Related Multimodal Stations” with “Valley Rail Extension and Related Multimodal Stations”. Updated section.
- Removed Construction of I-205 HOV (HOT) Lanes as a project that is not in the RTP project list. This project is listed as widening to 8 lanes, open to traffic in 2028 and is in the financially constrained Tier 1 list of the RTP.

2022 Regional Transportation Plan/Sustainable Communities Technical Appendices

Appendix B

- Under Consultation and Cooperation, Question 5, removed Appendix C.

Appendix F

- Updated Bus Transit Projects List.

Appendix L

- On pg. L-7: Separated RTD information from ACE information into two paragraphs.
- On pg. L-12:
 - Changed 106 buses to 130 buses as the number of buses operated by RTD.
 - Changed the number of types of RTD transit services from six to seven.
 - Added on-demand as one of the seven transit services operated by RTD.
- On pg. L-13:
 - Replaced route 43 with 40.
 - Replaced “Route 44 to Stockton Metro Airport” with “Route 44 on Airport Way”.
 - Added “(Route 47)” to “A new BRT route...”.
 - Added “...followed by Route 49 on the Martin Luther King Jr. Corridor.” to “open in tandem with systemwide bus route updates.”
 - Removed last sentence “Future plans include additional corridors on the Martin Luther King Jr. Corridor, Eight Mile Road, March Lane, and Arch-Sperry Road.”
 - Removed sentence “Ridership has increased commiserate with this growth.”
 - Removed Santa Clara County as a destination for RTD interregional bus services.
 - Removed Santa Clara County Transit Authority as a transit service that can be connected to by RTD transit users.
 - Deleted “Countywide Dial-a Ride Service” section.
 - In section “RDT Intercity Fixed Route Service” added “Escalon” and “Escalon eTrans”. Replaced “on approximately 60 minute headways” with “limited service at peak times”.
 - Updated County Hopper Deviated Fixed-Route Service section.
- On pg. L-14:
 - Added Metro Hopper Deviated Fixed-Route Service section.
 - Replaced “Go! Pilot Project with Uber” section heading with “RTD On-Demand Service” Updated description of service.
 - Added section on Hammer Transfer Station.
 - Added section on Mall Transfer Station.
 - Added section on Union Transfer Station.
 - Deleted “RTD Intelligent Transportation Systems Program” section.
- On pg. L-15
 - In “Escalon Transit Service” section, removed “The City contracts their transit service with San Joaquin Regional Transit District (RTD).” Updated paragraph on Van Go Service in Escalon.

- On pg. L-17 in “Coordinated Human Services Transportation Plan” section, added “This was reinforced in 2015 by the Fixing America’s Surface Transportation (FAST) Act.” Updated CTP section and link to latest CTP.
- On pg. L-18, Added paragraph to “Transit Systems Performance” section.
- On pg. L-19, replaced - RTD Weekday System Map with newer version.
- On pg. L-20, replaced - RTD Weekend System Map with newer version.
- On pg. L-21, replaced RTD Metro Hopper Service Area Map with newer version.
- On pg. L-22, replaced Proposed BRT System Map with San Joaquin Commuter bus line map.
- On pg. L-35, updated section on Annual Unmet Transit Needs Planning Process.
- On pgs. L-35-36, Removed sentences about additional bus rapid routes in Stockton.
- On pg. L-39, replaced sentence about BRT implementation with sentence about transit network improvements and expansion.
- On pg. L-47, replaced sentence about BRT with sentence about expanding the transit network with emphasis on disadvantaged communities.

Appendix N

- Updated Public Transportation Agency Safety Plan (PTASP) Targets table.

Appendix T

- Updated illustrative project list.

Response to Comments

The following letters were received either during the development of the 2022 RTP/SCS or during the required public comment period for the draft 2022 RTP/SCS. The draft document was available for review and comment from June 7, 2022, to August 1, 2022. All letters received are including in the list below. If the comment letter was directed to one of the associated documents (Programmatic Environmental Impact Report, Federal Transportation Improvement Program, or Air Quality Conformity Document) it has been noted in the response and a citation to the appropriate document is provided.

No.	Organization	Commenter Name & Title	Date
Agencies			
A-1	Caltrans Division of Aeronautics	Jeffrey L. Spencer, Aviation Planning	6-30-22
A-2	Delta Stewardship Council	Jeff Henderson, Deputy Executive Director	7-21-22
A-3	RTD	Kenneth Baxter, Government Affairs Director, et al	8-1-22
A-4	City of Stockton	Tristan Osborne, Senior Planner, et al	8-1-22
A-5	Caltrans District 10	Tom Dumas, Chief, Office of Metropolitan Planning	8-1-22
A-6	City of Tracy Engineering	Anju Pillai, Senior Civil Engineer, Engineering Division	8-1-22
A-7	City of Tracy Transit	Ed Lovell, Transit Manager	8-1-22
A-8	San Joaquin Regional Rail Commission	Dan Leavitt, Manager of Regional Initiatives	8-1-22

Timothy Kohaya

From: Spencer, Jeffrey L@DOT <Jeffrey.Spencer@dot.ca.gov>
Sent: Thursday, June 30, 2022 11:20 AM
To: Timothy Kohaya
Cc: Friedman, Matthew L@DOT; Sefranek, Gabrielle@DOT; Jimon, Mayra@DOT; Young, Jelani@DOT; Valencia, Gilbert@DOT
Subject: RTP Comments

External Email:

Hello Mr. Kohaya:

I have reviewed the draft San Joaquin RTP 2022 and submit the following comments.

Chapter 1, The section that discusses the air travel system is narrow, focusing only on the Amazon services. There is a high value of agricultural products that had been shipped from the Stockton Airport as part of goods movement. Is this still true? Also there is no mention of commuter services to the Bay area, or the potential of Advanced Air Mobility (AAM) services for the future.

Chapter 3, Strategies 14 – 16 include electrification of transportation, but does not include aviation systems. Wayside equipment and the future of aviation is reliant on electricity. There is also the opportunity for Sustainable Aviation Fuel (SAF) uses as adopted by larger commercial aviation in California in order to meet air quality goals.

Chapter 6, while the ongoing airport operations are highlighted, there is no mention of future economic opportunity with the aviation system. Disruptive technologies and electric-powered operations are on the cusp of initiating service. Stockton is poised to leverage regional air travel using AAM. Amazon delivery is already beginning its drone delivery operations in California. Coupled with providing SAF, there is much opportunity to be realized in the future of aviation.

Chapter 7, this chapter is focused solely on the surface transportation system and is completely absent of all the advancements in the aviation system.

Chapter 8, while housing is focused on state mandates and the housing shortage, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting future development, and preserve the viability of the aviation system as an economic engine for the region.

The Stockton region, due to its proximity to Sacramento and the Bay area, goods movement corridors and valley agricultural interests, is positioned very well to leverage the total transportation system. Overall, the region would be remiss in omitting these important factors brought forth in my comments.

Thank you for the opportunity to comment.

Jeffrey L. Spencer
Aviation Planning
Division of Aeronautics
(916) 879-6596 WFH Cell



Letter A-1 Response: Caltrans Division of Aeronautics

Response A-1.1: Comments are included in Letter A-5 Caltrans District 10.



**Delta
Stewardship
Council**

A CALIFORNIA STATE AGENCY

August 1, 2022

San Joaquin County Council of Governments

Attn: Kim Anderson, Deputy Director

555 East Weber Avenue

Stockton, CA 95202

Delivered via [email]:anderson@sjcog.org

RE: Comments on Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report SCH# 2020120482

Dear Kim Anderson:

Thank you for the opportunity to review and comment on the San Joaquin County Council of Governments (SJCOC) Draft 2022 Regional Transportation Plan/Sustainable Communities Strategy Project (2022 Draft RTP/SCS) and the associated Draft Environmental Impact Report (Draft EIR). The Delta Stewardship Council (Council) recognizes SJCOC's objective to prepare a regional transportation plan that links land use, air quality, and transportation needs to meet federal and state air quality standards. SJCOC's 2022 RTP/SCS provides a long-range plan for transportation in San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop.

The Council is an independent state agency established by the Sacramento-San Joaquin Delta Reform Act of 2009 (Delta Reform Act), which is codified in Division 35 of the California Water Code, sections 85000-85350. The Delta Reform Act charges

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Jessica R. Pearson

the Council with furthering California's coequal goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Sacramento-San Joaquin River Delta (Delta) ecosystem, to be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. (Cal. Water Code § 85054.) Pursuant to the Delta Reform Act, the Council has adopted the Delta Plan, a legally enforceable management framework for achieving the coequal goals. (Cal. Water Code § 85001(c).)

The Delta Reform Act also requires the Council to review and provide advice and input to local and regional planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies. The Council's input shall include, but not be limited to, reviewing the consistency of local and regional planning documents with the ecosystem restoration needs of the Delta and reviewing whether the lands set aside for natural resource protection are sufficient to meet the Delta's ecosystem needs (Cal. Water Code § 85212.). This letter constitutes the Council's review and advice on the Draft 2022 RTP/SCS pursuant to Water Code section 85212, as well as the Council's comments on the associated Draft EIR.

Delta Reform Act Requirements for Regional Transportation Plans and Sustainable Communities Strategies

The Delta Reform Act requires that metropolitan planning organizations preparing a regional transportation plan that includes land within the primary or secondary zones of the Delta consult with the Council early in the planning process. (Cal. Water Code § 85212.) Council staff and SJCOG staff met on September 6, 2021.

The Delta Reform Act also requires that the metropolitan planning organization provide a draft SCS and an alternative planning strategy, if any, to the Council, no later than 60 days prior to adoption of the final regional transportation plan, along with concurrent notice of the submission in the same manner as an agency filing a certification of consistency. (Cal, Water Cide § 85212.) SJCOG submitted its Draft 2022 RTP/SCS to the Council on June 24 2022.

If the Council concludes that the draft sustainable communities strategy or alternative planning strategy is inconsistent with the Delta Plan, the Council is required to provide written notice of the claimed inconsistency to the metropolitan planning organization no later than 30 days prior to the adoption of the final regional transportation plan. If the Council provides timely notice of a claimed

inconsistency, the metropolitan planning organization's adoption of the final regional transportation plan shall include a detailed response to the Council's notice.

Council Review of and Input on the Draft 2022 RTP/SCS and Draft EIR

This section presents the Council's review of and input on the submitted Draft 2022 RTP/SCS pursuant to Water Code section 85212. It also presents the Council's comments on the Draft EIR.

1. Consistency with Ecosystem Restoration Needs and Sufficiency of Lands Set Aside

The Biological Resources chapter of the Draft EIR provides discussion and applicable mitigation regarding potential conflicts with applicable land use plans, policies, and regulations.

a. Consistency with Restoration Needs

The Delta Plan designates six priority habitat restoration areas (PHRAs) that have the greatest potential for large-scale habitat restoration (Delta Plan, Chapter 4, p. 136-138). Delta Plan Policy **ER P3** (Cal. Code Regs., tit. 23, § 5007) states that significant adverse impacts to the opportunity to restore habitat must be avoided or mitigated in these areas (depicted in Appendix 5:

<http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%205.pdf>). Two

PHRAs are located partially within the 2022 RTP/SCS planning area: (1)

Consumnes/Mokelumne Confluence and (2) Lower San Joaquin River Floodplain.

The consistency of the RTP/SCS with the ecosystem restoration needs of the Delta is based on its potential to impact the opportunity to restore habitat in these PHRAs.

In its January 27, 2021 comments on the NOP, the Council requested that SJCOG's EIR for the project analyze whether the RTP/SCS would induce growth in these PHRAs. Such discussion was not provided in the growth-inducing impacts section of the Draft EIR. Nevertheless, the Draft EIR Biological Resources analysis in Section 4.3 identifies that growth projected within the 2022 RTP/SCS is concentrated primarily on development within existing urbanized areas. Therefore, the 2022 RTP/SCS would not accommodate urban growth in either of these PHRAs.

Council staff have reviewed the proposed land uses in the Draft 2022 RTP/SCS within and adjacent to the Delta, and has not identified any conflict between proposed uses and PHRAs depicted in Delta Plan Policy ER P3.

b. Sufficiency of Lands Set Aside

The Draft 2022 RTP/SCS does not specifically address setting aside lands for natural resource protection. The Draft EIR, Section 2.3.4 Sustainable Communities Strategy identifies that it is a prerogative of lead agencies to adopt land use plans and implement projects (i.e., city and county agencies, transit providers). However, SJCOG does incentivize natural resource protection by encouraging new growth to occur in existing population centers and by maximizing the efficiency of the existing transportation network. The Council appreciates that the Draft 2022 RTP/SCS Performance Metrics (compared to 2018 RTP/SCS) aim to achieve this by accommodating 5,196 acres less area of land developed, 3,735 less acres of Prime Farmland developed, a residential net density of 9.9, a 42% share of multi-family housing, 50 gal/day less water used per household, and 8 MBTU less energy used from new growth. The Draft EIR assesses whether the RTP transportation projects and SCS land use pattern and strategies could conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This review focused on the process used by SJCOG to develop regional growth projections, the transportation network and programs, housing needs estimates, and the SCS land use strategies. The Draft 2022 RTP/SCS incentivizes natural resource protection by encouraging infill, mixed use, and transit-oriented development within existing urbanized areas.

Senate Bill 375 (Chapter 728, Statutes of 2008) provides California Environmental Quality Act (CEQA) streamlining benefits for certain projects that are consistent with the RTP/SCS land use and transportation pattern. The Draft 2022 RTP/SCS and associated Draft EIR aims to facilitate these CEQA streamlining benefits for qualifying residential, mixed-use, and transit priority projects that are consistent with the general use designation, density, building intensity and applicable policies specified in the SCS. The Draft 2022 RTP/SCS Executive Summary Highlighted Projects map illustrates the location of these areas. Based on the mapped locations, the 2022 RTP/SCS would not afford CEQA streamlining benefits to projects outside of existing city boundaries, within the Delta, or within any PHRA. Based on the locations of the high-frequency transit areas, the Draft 2022 RTP/SCS is not likely to incentivize development in areas within the Delta which are necessary to meet the Delta's ecosystem needs.

Finding: Based on review of the Draft 2022 RTP/SCS and the Draft EIR, in compliance with the Water Code section 85212, the Council has not identified that

lands set aside for conservation and restoration in the Draft 2022 RTP/SCS are inconsistent with the ecosystem restoration needs of the Delta.

2. Consistency with the Delta Plan

The Delta Reform Act requires the Council to review and provide timely advice to planning agencies regarding the consistency of local and regional planning documents, including sustainable communities strategies and alternative planning strategies, with the Delta Plan (Wat. Code § 85212).

a. Land Use Pattern

Delta Plan Policy **DP P1** (Cal. Code Regs., tit. 23, § 5010) places certain limits on new urban development within the Delta. New residential, commercial, and industrial development must be limited to areas that city or county general plans designate for such development as of the date of the Delta Plan's adoption (May 16, 2013). This policy is intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk.

A state or local agency that proposes to carry out, approve, or fund an action that occurs in whole or in part in the Delta (a "covered action") is required to prepare a written Certification of Consistency with detailed findings as to whether the covered action is consistent with the Delta Plan and submit that certification to the Council prior to implementation of the project. (Cal. Water Code § 85225.) The Delta Reform Act exempts from this requirement actions within the Secondary Zone of the Delta that a metropolitan planning organization determines are consistent with its sustainable community strategy (or alternative planning strategy) and that the California Air Resources Board has determined would achieve regional greenhouse gas emission reduction targets. (Cal. Water Code § 85057.5(b)(4).) SJCOG is the metropolitan planning organization for the San Joaquin County region, which contains portions of the Secondary Zone of the Delta. Thus, Water Code section 85057.5(b)(4) provides SJCOG with a significant role in shaping the State's Delta policy.

As previously stated, the 2022 RTP/SCS Performance Metrics (compared to 2018 RTP/SCS) would encourage infill, mixed use, and transit-oriented development within existing urban areas and aims to achieve this by accommodating a 9.9% increase in residential net density, and 42% share of multi-family housing. The 2022 RTP/SCS land use scenario would accommodate development within existing

communities, would not divide existing communities, would locate people closer to available employment, and would locate services within established communities. New transportation projects and new development envisioned within the land use scenario would occur along existing transportation corridors in urbanized areas. The Draft EIR includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans which are summarized in Section 2.2, Project Description, Table 2-1: 2022 Planned and Programmed Projects . Therefore, the planned and programmed projects are not inconsistent with DP P1 because they fit within the exemption for planned development depicted in general plans set forth in DP P1. As such, the Draft 2022 RTP/SCS land use pattern would not promote development within the Secondary Zone of the Delta that is inconsistent with Delta Plan Policy DP P1.

Finding: Based on the review of the Draft 2022 RTP/SCS and associated Draft EIR, in compliance with Water Code section 85212, the Council has not identified any inconsistency of the Draft 2022 RTP/SCS with Delta Plan policy **DP P1**.

b. Transportation Investment

The recommended transportation projects in the Draft 2022 RTP/SCS (Chapter 4) include a variety of investments in urban areas located within the Legal Delta. These transportation projects would advance Delta Plan recommendation **DP R5**, which states that “The California Department of Transportation, local agencies, and utilities should plan infrastructure, such as roads and highways, to meet needs of development consistent with sustainable community strategies, local plans, the Delta Protection Commission’s Land Use and Resource Management Plan for the Primary Zone of the Delta, and the Delta Plan.” A number of planned transportation investments in the 2022 RTP/SCS would improve the capacity and safety of roads and highways in the Delta. The 2022 RTP/SCS includes multiple projects within the Delta, such as new and improved existing bicycle and pedestrian routes, construction and reconstruction of interchanges, widening and realignment of roadway lanes, reconstruction of the Delta-Mendota Canal and California Aqueduct bridges from I-205 to I-580 , and intersection signalization described in the Draft EIR Section 4.1 Visual Resources.

Finding: Based on review of the Draft 2022 RTP/SCS and associated Draft EIR, in compliance with Water Code section 85212, the Council has not identified any inconsistency of the recommended transportation projects identified in the 2022

RTP/SCS with Delta Plan policies and recommendations concerning transportation in the Delta.

Closing Comments

Pursuant to Water Code section 85212, the Council has reviewed and provided advice and input on the Draft PEIR 2022 RTP/SCS as outlined in the letter. The Council has not identified any inconsistency with the Delta Plan. The Council considered and approved the findings in this comment letter at its monthly meeting on July 28, 2022.

The Council invites you to continue to engage Council staff following the adoption of the 2022 RTP/SCS to coordinate implementation and subsequent updates. Please contact Pat Kelly at patricia.kelly@deltacouncil.ca.gov or (916-445-5511) with any additional questions.

Sincerely,



Jeff Henderson, AICP
Deputy Executive Officer
Delta Stewardship Council

Letter A-2 Response: Delta Stewardship Council (DSC)

SJCOG acknowledges the comments provided by the Delta Stewardship Council finding the 2022 RTP/SCS consistent with the Delta Plan. SJCOG appreciates the collaboration with DSC staff over the course of preparing the 2022 RTP/SCS and the opportunity to present to the Council on July 28, 2022. SJCOG staff looks forward to continued engagement with DSC staff on a regular basis to coordinate RTP/SCS implementation efforts.

Timothy Kohaya

From: Kenneth Baxter <kbaxter@sjrtd.com>
Sent: Friday, July 29, 2022 12:23 PM
To: Timothy Kohaya
Cc: Kim Anderson; Ryan Niblock; RTP
Subject: RTD's comments for the Draft 2022 RTP/SCS, Draft 2022 PEIR, and Draft 2023 FTIP
Attachments: RTD's comments_RTP_EIR_FTIP_July 29, 2022.zip

External Email:

Hi Timothy – RTD's comments on the Draft 2022 RTP/SCS, Draft 2022 PEIR, and the Draft 2023 FTIP are in the attached zip file. The attachment includes sets of pdf pages for each of the three draft documents. Also, there is a two page excel spreadsheet that includes RTD's revised project listing for the RTP, PEIR, and FTIP. The project listing is also in each of the pdf sets for the RTP, PEIR and FTIP. Please know the revised project listing includes yellow highlights for changes and there are strikethroughs for items that need to be deleted (includes a few projects). There are also electronic copies of new transit system maps to replace the old ones and a new map for the commuter buses.

Please call me if you have any questions and/or need clarification.

Thank you,

Ken Baxter
Government Affairs Director
San Joaquin Regional Transit District
(209) 747-3198
kbaxter@sanjoaquinrtd.com
www.sanjoaquinrtd.com

The Plan Policies and Supportive Strategies

The policies listed in this section (Table 3.1) have been carried forward from the 2018 plan due to their continuing relevancy to the current aspirations of the region. The supportive strategies for the policies are the result of a different approach than that for the 2018 plan. For the 2018 plan, SJCOG staff developed discrete scenarios and recommended one to the SJCOG Board of Directors. For the 2022 plan, SJCOG staff evaluated potential strategies based

on their performance in identified future trends using the following metrics: 1) Vehicle Miles Traveled (VMT), 2) Transit Ridership, and 3) Greenhouse Gas Emissions.

Many of the following strategies performed well in multiple future trends and received strong public support during the outreach process for the plan. Please see Chapter 1 and Appendix S for more details on the strategy development and selection process.

Table 3.1: Policies and Supportive Strategies

Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy

Strategy No. 1: Encourage efficient development patterns that maintain agricultural viability and natural resources.

Strategy No. 2: Encourage preservation of natural resources.

Strategy No. 3: Enhance the connection between land use and transportation choices through projects supporting energy and water efficiency.

Strategy No. 4: Improve air quality by reducing transportation-related emissions.

Policy: Maximize Mobility and Accessibility

Strategy No. 5: Optimize the public transportation system to provide efficient and convenient access for users of all income levels.

Strategy No. 6: Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.

Strategy No. 7: Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.

Strategy No. 8: Improve freight access to key strategic economic centers.

Strategy No. 9: Promote safe and efficient strategies to improve the movement of goods by air, water, rail and roadway.

* Add a new strategy → Improve transit coverage, frequency, service span, expanding the transit networks with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities, and older adults.

Bus Transit

The plan specifically calls for \$2.88 billion in funding operations for local, intercity and interregional bus service (Figure 4.5). Service modifications and additional services will be provided as the region grows and travel patterns continue to change.

RTD's

The San Joaquin Regional Transit District's Next Gen project will evaluate its current service and identify service improvements and additions to respond to changing conditions, including those caused by the pandemic. The result of the Next Gen project will be a new comprehensive transit plan. This plan will guide RTD's expenditures for many years into the future.

Developing the infrastructure to support intracity transit is a priority for Escalon, Manteca, Tracy and Ripon. Buying buses and building maintenance and fueling facilities will greatly reduce the operating costs when compared to leasing vehicles and facilities. Adequate transit service for older or disabled citizens and for coordinated social services is a service goal with strong ties community access and quality of life issues. This specialized transit service will expand over the life of the plan to accommodate an anticipated increase in older adults who continue to value mobility but seek options to a personal automobile.

Figure 4.5 - Bus Transit Investments Bar Chart

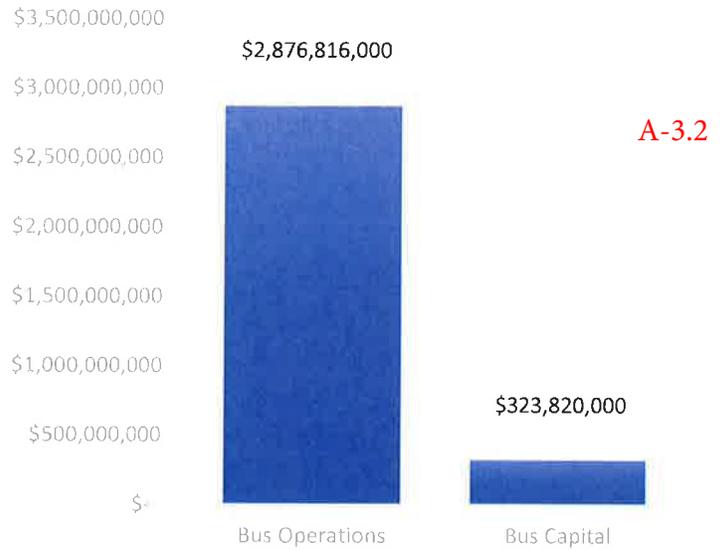


Figure 5.1

Chapter 5

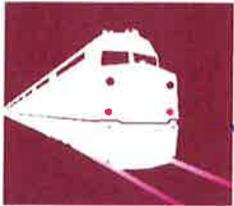
Change to read:
Transit Routes: supports improvements to transit routes and improves frequency and efficiency on intercity and intracity routes with increased investment in transit.

The 2022 RTP/SCS Story



Enhance the Environment for Existing & Future Generations

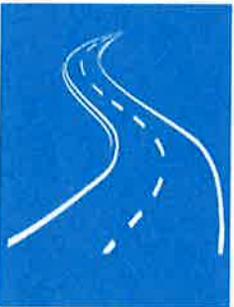
Prime Farmland Developed: 4,731 fewer acres of Prime Farmland developed over the 2018 Plan
Energy & Water Consumption: Average residential household use decreases 7.6% and 50 gallons of water per household saved daily by 2046 over the 2018 Plan
Reducing Green House Gases: The plan meets and exceeds greenhouse gas reduction targets



Maximize Mobility & Accessibility

Improvements to mobility: Fewer minutes of delay due to congested roadways
Increased Investment in Transit: \$4.66 billion in transit investments, 30.6% increase over the 2018 Plan
BRT Routes: Supports improvements to BRT routes and improves frequency and efficiency on intercity routes with increased investment in transit

A-3.2



Preserve the Efficiency of the Existing Transportation System

Acres of Land Consumed: Urban Footprint decreases by over 5,100 acres over the 2018 Plan
High Quality Transit Areas/TOD: 18% of employment and 10% of housing in High Quality Transit Areas by 2046
Investments on Mainline Highway Systems: I-5 and I-205 carpool lanes, SR 99/120 connector project
Maintenance & Operation Improvements for the Existing Transportation System: Investments increased by 2.8% over the 2018 Plan



Support Economic Vitality

Creation of Jobs: Average of 6,277 Full Time Equivalent jobs created by RTP projects annually
Supporting Goods Movement & Economic Centers: Infrastructure improvements to streamline goods movement



Increase Safety & Security

Transportation System Management Improvements: Freeway auxiliary lanes, modified interchanges, improved shoulders, intersection improvements
Grade Separation Projects: \$197 million for railroad grade separations
Intelligent Transportation Systems: CCTV, changeable message signs, traffic detection equipment



Improve Public Health

Residential Density: Average housing net density increases from 8.0 to 9.9 units per acre over the 2018 Plan
Community Enhancements and Place Making: Over \$115 million for sidewalks, pedestrian streetlights, landscaping, and traffic calming
Public Health - Emissions Budgets: Meets Clean Air Act emissions standards



Building on Active Transportation

Active Transportation Investments (bike lanes, ancillary projects): \$379 million, a 18.3% increase over the 2018 Plan
Trip Mode Share: Substantial increase in bike and walk trips, decrease in single-occupancy vehicle trips



Ensuring Social Equity

Housing Mix: Increased diversity of housing options over the 2018 Plan
Transit Accessibility: Communities of concern have higher access to high quality transit than the county as a whole

RTP Chapter 7

Fuels Vision Plan for San Joaquin County. It is expected to be completed in early 2023.

Existing Initiatives

A variety of state and regional programs are aimed at accelerating fleet electrification to meet California standards and goals. Not only do these programs improve air quality standards, reduce petroleum use, and help achieve greenhouse gas emission reduction goals, they also improve public health and attract investments and high-quality jobs.

- **State-Level Regulations:** State Senate Bill 350, the Clean Energy and Pollution Act of 2015, describes the importance of widespread transportation electrification for meeting state climate goals and meeting federal air quality standards. Senate Bill 1275 is the Charge Ahead California Initiative that aims to phase out high-polluting vehicles. Executive Order N-79-20 requires all California-sold new cars, passenger trucks, and drayage trucks be zero-emission vehicles by 2035, medium-to-heavy-duty vehicles be zero-emission by 2045, and off-road vehicles by 2035, where feasible.
- **Stockton Mobility Collective Project (SJCOG):** This program will provide 30 electric cars and 10 to 15 charging stations primarily in communities of concern in Stockton. In addition, SJCOG will fund an additional 11 electric cars and five charging stations at San Joaquin County Housing Authority-owned properties. Users can access these cars by using the Vamos Mobility app that connects

people to various clean transportation options. The California Air Resources Board awarded SJCOG a \$7.4 million Sustainable Transportation Equity Project (STEP) grant to implement this program. *RTO* *

- **Public Fleet:** The San Joaquin Regional Transit District (RTD) Route 44 Express Bus was the first of its kind, an all-electric bus rapid transit (BRT) route. RTD is the fourth in the nation to operate fully electric buses. The California Energy Commission awarded RTD, in partnership with Proterra Inc., a pair of 100 percent battery-electric buses and the funding for an automated fast-charging station. RTD's Solar Energy Project installed solar panels at the Regional Transportation Center and ~~Downtown Transit Center and solar energy storage capacities at other facilities.~~ * The RTD fleet also contains low-emission diesel-electric hybrid buses, which reduce carbon monoxide, hydrocarbons and particulate matter up to 90 percent, and oxides of nitrogen up to 50 percent. *A-3.2*

- **General Plans:** Stockton's General Plan has an implementation measure that requires commercial, retail, office, industrial and multifamily developments to provide charging stations and prioritized parking for electric and alternative fuel vehicles. Manteca's General Plan has an implementation measure that supports efforts to reduce environmental impacts of truck operations through use of electric vehicles and other advanced technologies for goods and freight movement.

Photo Credit: Captivating Photo:



Next Steps

SJCOG is currently completing an Alternative Fuels Vision Plan for the region. This plan will better prepare San Joaquin County for EV by addressing the county's EV infrastructure needs. SJCOG will also actively search for regional level funding opportunities for local jurisdictions and assist local jurisdictions and transit operators in securing Federal Alternative Fuel Vehicle (AFV) and Fueling Infrastructure grants. Finally, SJCOG will work with the San Joaquin Valley Air Pollution Control District and partners to implement recommendations from the 2014 Plug-In Electric Vehicle (PEV) Readiness Plan that was prepared by the Air Pollution Control District.

Transportation agencies will be taking actions to convert their operations from using gasoline and diesel to electricity and other fuel alternatives. Examples include the San Joaquin Regional Rail Commission (SJRR) planning to purchase electrified trains and the RTD's Strategic Plan identifying the exploration of zero-emission bus technology to ensure viable energy and fuel alternatives, such as hydrogen.

Other Innovative Solutions

Certain innovative solutions that do not fit within one transportation technology category can transform the way the region addresses mobility challenges, supply new means of accessibility, improve the safety and equity of the transportation system, and support resilient communities.



Existing Initiatives

- **Vamos EZHub (SJCOG):** Vamos EZHub provides a cashless mobile ticketing and fare payment system that allows a rider to pay fares for any transit in San Joaquin County, including Escalon E-trans, Lodi Grapeline, Manteca Transit, ^{RTD} Regional Transit District, Ripon Blossom Express, Tracy Tracer and Altamont Commuter Express. A-3.2
- **Stockton Mobility Collective Project (SJCOG):** In addition to bringing electric vehicle carsharing to communities of concern in Stockton, this project will also provide e-bike sharing, Vamos mobility as a service, transit and shared mobility incentives, community engagement, and e-workforce development.
- **Public Fleet:** RTD is currently piloting a second phase of its RTD Van Go! on-demand rideshare service pilot program. Van Go! riders can travel anywhere in San Joaquin County, allowing access to rural areas and eliminating the inconvenience of multiple transfers with one or more transit agencies. Tri-Valley San Joaquin Valley Rail Authority, or Valley Link, is planning a rail connection between Dublin/Pleasanton BART station and San Joaquin County.
- **Managed Lanes I-205:** This project widens I-205 from the San Joaquin County/Alameda County boundary line to I-5 to potentially include new high occupancy toll (HOT) lanes, while leaving space in the median for a future bus lane or passenger rail line. Also, informational signs will be placed throughout this corridor to inform drivers of accidents and identify affected lanes. If these HOT lanes become the preferred alternative for the corridor, they could be a funding generator, like existing HOT lanes along the I-580 between I-680 and Vasco Road. This project is currently in the preliminary planning and environmental phase.

Appendix F

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Identifiers	2018 RTP MPO ID	CTPS ID #	Project Information		Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Milestone Years	FTR Programming	NEPA Approval	Completion
			Jurisdiction	PNO								
SJ11-5002			Escalon		eTransit Operations	Costs associated with eTrans demand responsive & fixed route transit system	Cities of Escalon and Modesto	\$9,225,905				
SJ14-5001			Escalon		eTrans Capital Improvements	Bus Replacements, passenger amenities, and miscellaneous equipment	City of Escalon	\$1,419,370				
SJ07-5002	212-0000-0155		Lodi		Bus Stop shelters/Improvements	Bus stop shelters/Improvements	City of Lodi	\$11,922,708				
SJ07-5004	212-0000-0299		Lodi		Grapeline Capital	Transit facility upgrades	City of Lodi	\$5,109,732				
SJ07-5005			Lodi		Grapeline Capital	Transit Station Expansion	City of Lodi	\$3,548,425				
SJ07-5006	212-0000-0154		Lodi		Grapeline Operating	Costs associated with Grapeline fixed route and Paratransit/Dial-A-Ride services	City of Lodi	\$177,421,255				
SJ18-5002			Lodi		Transit Facilities Safety & Security System	Safety and security for Lodi Grapeline service	City of Lodi	\$1,277,453				
SJ18-5003			Lodi		Southwest Transit Transfer Station	Construct transit transfer station in southwest Lodi	City of Lodi	\$1,064,528				
SJ18-5004			Lodi		Bus Replacements	Purchase replacement buses	City of Lodi	\$42,581,101				
SJ18-5050			Lodi		Grapeline Capital	Bicycle Support Program	City of Lodi	\$283,874				
SJ18-5051			Lodi		Grapeline Capital	Radio/Communication Upgrade	City of Lodi	\$425,811				
SJ18-5052			Lodi		Grapeline Capital	Intelligent Transportation System (ITS) upgrades	City of Lodi	\$2,554,866				
SJ18-5053			Lodi		Grapeline Capital	CNG Fuel upgrades	City of Lodi	\$851,622				
SJ18-5054			Lodi		Grapeline Capital	Bus Wash upgrades	City of Lodi	\$567,748				
SJ07-5015	212-0000-0681		Manteca		Passenger Amenities	Bus shelters/pedestrian facilities, bike facilities, lighting and multifunctional landscaped area	City of Manteca	\$14,193,700				
SJ07-5016	212-0000-0900		Manteca		Safety and Security	Costs associated with Safety/Security/ITS	City of Manteca	\$4,258,110				
SJ07-5017	212-0000-0235		Manteca		Manteca Transit Rolling Stock	Purchase of replacement and new buses	City of Manteca	\$19,871,181				
SJ07-5018	212-0000-0213		Manteca		Manteca Transit System Operations	Costs associated with the Operations and administration of Dial-A-Ride and fixed route services in Manteca	City of Manteca	\$120,846,464				
SJ14-5031	212-0000-0694		Manteca		Bus Maintenance & Storage Facility	Construct a bus maintenance and storage facility	City of Manteca	\$6,812,978				
SJ18-5006			Manteca		Manteca Transit Planning	Costs to support transit planning efforts to update the City of Manteca Short-Range Transit Plan every four years	City of Manteca	\$1,078,721				
SJ18-5007			Manteca		Bus Enhancements	Enhancements for Manteca Transit buses	City of Manteca	\$5,500,059				
SJ18-5008			Manteca		Travel Training	Training to assist customers in using transit services	City of Manteca	\$1,693,560				
SJ18-5009			Manteca		Transit Center Improvements	Construct improvements at Manteca Transit Center	City of Manteca	\$7,112,953				
SJ07-5019			Ripon		Ripon Blossom Express Operations	Costs associated with the delivery of a fixed route transit system	Cities of Ripon and Modesto	\$2,838,740				
SJ18-5010			Ripon		Ripon Dial-A-Ride Operations	Costs associated with the delivery of a Dial-A-Ride service in Ripon	City of Ripon	\$2,838,740				
SJ18-5011			Ripon		Ripon Bus Purchases	Purchase of replacement and expansion buses	City of Ripon	\$5,961,354				
SJ18-5012			Ripon		Transit Capital Improvements	Construct benches, shelters, and transit maintenance facility	City of Ripon	\$5,407,800				
SJ18-5013			Ripon		Ripon Multimodal Station	Construct Multimodal Station	City of Ripon	\$8,232,346				
SJ22-5001			RTD		Bus Electrification / Power Distribution	Solar Energy System Phase I	San Joaquin County	\$3,375,000				
SJ22-5002			RTD		Bus Electrification / Power Distribution	Construction of hydrogen fueling infrastructure for use with Hydrogen Fuel Cell Electric buses and invest in Electrolyzer (\$10M to build)	San Joaquin County	\$10,000,000				

Repha/update with revised list dated 7/29/22

See revisions in 485 pages

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

2018 RTP MPD ID	CTPS ID #	PNPO	Project Information	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Mileage Years	FTIP Programming	NEPA Approval	Completion
SJ22-5003			RTD	Bus Electrification / Power Distribution	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	San Joaquin County	\$7,500,000						
SJ22-5004			RTD	Bus Electrification / Power Distribution	Hydrogen and Lease of the Trailer (5 Years @ \$350K per Year)	San Joaquin County	\$1,750,000						
SJ22-5005			RTD	Bus Electrification / Power Distribution	Battery Energy Storage Systems at Regional Transportation Center (RTC), County Transportation Center (CTC), and possibly Downtown Transit Center (DTC) for peak saving energy initiatives.	San Joaquin County	\$1,936,000						
SJ22-5006			RTD	Bus Electrification / Power Distribution	Replace 2 existing 500KW overhead charger (DTC).	San Joaquin County	\$1,100,000						
SJ22-5007			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (1) MCJ D4500 (Commuter) Replace nine (14) GILLIG diesel-electric hybrid buses with zero-emission battery electric buses in SMA fleet. (\$1.2 M per Bus)	San Joaquin County	\$1,200,000						
SJ22-5008			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace eight (13) GILLIG diesel-electric hybrid buses with zero-emission electric buses in BRT fleet.	San Joaquin County	\$16,800,000						
SJ22-5009			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (2) Proterra - EcoRide BE-35 (SMA)	San Joaquin County	\$15,600,000						
SJ22-5010			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (2) MCJ 34500 (Commuter)	San Joaquin County	\$2,400,000						
SJ22-5011			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County	\$2,400,000						
SJ22-5012			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) Seacraft/Ford Transit 350 HD (VanGo)	San Joaquin County	\$7,200,000						
SJ22-5013			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (22) Glaval Titan II LF (Hooper)	San Joaquin County	\$930,000						
SJ22-5014			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County	\$5,500,000						
SJ22-5015			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace (6) ADA Cut-away gasoline (Replaces item 19)	San Joaquin County	\$2,170,000						
SJ22-5016			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace one (1) diesel bus over the-road coach with either a zero-emission electric bus or diesel bus in Commuter fleet	San Joaquin County	\$930,000						
SJ22-5017			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Replace 12 cutaway Buses used by United Cerebral Palsy to transport individuals who would otherwise use SMA Paratransit	San Joaquin County	\$1,200,000						
SJ22-5018			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Bus component rebuild and parts	San Joaquin County	\$1,860,000						
SJ22-5019			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	Hybrid Electric Buses (5 new/additional buses)	San Joaquin County	\$1,381,408						
SJ22-5020			RTD	Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild	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	San Joaquin County	\$5,000,000						
SJ22-5021			RTD	Safety & Security	Purchase and/or replace disinfecting chemical vehicle hoppers and other misc. safety-related equipment	San Joaquin County	\$764,500						
SJ22-5022			RTD	Safety & Security		San Joaquin County	\$250,000						

Replace/Update with 1/11 revised list updated 7/29/22

See revisions in 304 page.

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

283 pages

Header		Project Information		Milestones		Cost to Deliver	
2018 RTP MPO ID	CTPS ID #	PNVO	Jurisdiction	Facility Name/Route	Project Description	Project Limits	Total
SJ/22-5023		RTD	Safety & Security	RTD	Radios for security guards to connect with dispatch and customer service	San Joaquin County	\$5,000
SJ/22-5024		RTD	Safety & Security	RTD	Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	\$5,082,293
SJ/22-5025		RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD	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	San Joaquin County	\$4,500,404
SJ/22-5026		RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD	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 databases)	San Joaquin County	\$85,000
SJ/22-5027		RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD	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	San Joaquin County	\$2,635,000
SJ/22-5028		RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD	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	San Joaquin County	\$4,683,659
SJ/22-5029		RTD	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	RTD	Transit Vehicle Public Display Monitor System Project	San Joaquin County	\$750,000
SJ/22-5030		RTD	Planning/Study/Training, Outreach and Research Projects	RTD	Zero-Emission Blueprint	San Joaquin County	\$876,249
SJ/22-5031		RTD	Planning/Study/Training, Outreach and Research Projects	RTD	TAM Upgrade	San Joaquin County	\$500,000
SJ/22-5032		RTD	Planning/Study/Training, Outreach and Research Projects	RTD	Hydrogen Fuel Cell Electric Bus training	San Joaquin County	\$289,000
SJ/22-5033		RTD	Planning/Study/Training, Outreach and Research Projects	RTD	Integrated Mobility Innovation Research Project	San Joaquin County	\$350,000
SJ/22-5034		RTD	Planning/Study/Training, Outreach and Research Projects	RTD	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	San Joaquin County	\$75,000
SJ/22-5035		RTD	Planning/Study/Training, Outreach and Research Projects	RTD	RTD's Title VI Procedure Upgrade and Service Equity Analysis	San Joaquin County	\$100,000
SJ/22-5036		RTD	Operating Costs	RTD	Costs associated with Bus Rapid Transit (BRT), Stockton Metropolitan Area (SMA), Interchange and County Hopper, Interregional Commuter, Dial-A-Ride, Van GO, Operations	San Joaquin County	\$258,855,400

Replaced/updated items in See revisions in

Table 6-5: 2022 Regional Transportation Plan Project List - Bus Transit Improvements Category

Requires updated info. See next 2 pages

2018 RTP MPO ID	CTPS ID #	PNO	Project Information	Agency	Facility Name/Route	Project Description	Project Limits	Cost to Deliver	Total	Milestone Years	NEPA Approval	Completion
SJ22-5037			RTD	Facilities Improvement and Upgrade	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.	San Joaquin County	\$1,685,248					
SJ22-5038			RTD	Facilities Improvement and Upgrade	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 shut-off 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.	San Joaquin County	\$343,350					
SJ22-5039			RTD	Facilities Improvement and Upgrade	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/renodel 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.	San Joaquin County	\$2,072,112					
SJ22-5040			RTD	Facilities Improvement and Upgrade	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.	San Joaquin County	\$17,044,525					
SJ22-5041			RTD	Support Vehicles - Acquisition/Rehab/Renovation	Future Operations	San Joaquin County	\$900,000					
SJ22-5042			RTD	Future Operations	Future Capital	San Joaquin County	\$1,091,642,133					
SJ22-5043			RTD	Future Operations	Future Capital	San Joaquin County	\$1,091,642,133					
SJ07-5049			Tracy	TRACER Capital	Purchase 3 buses every 5 year period	Various locations in City of Tracy	\$6,516,220			2007		
SJ07-5055	212-0000-0149		Tracy	TRACER Operations	Costs associated with the delivery of fixed route and paratransit services including salaries, contracting of service, equipments, etc.	City of Tracy	\$141,937,007					
SJ07-5056			Tracy	Tracy Transit Planning	Costs to support transit planning efforts to update the City of Tracy Short-Range Transit Analysis and Action Plan every five years	City of Tracy	\$1,064,528					
SJ18-5022			Tracy	TRACER Grant Management and Administration	Costs to support transit service administration and Grant Management	City of Tracy	\$45,100,483					
SJ18-5023			Tracy	TRACER Capital	Construction of bus stop improvements every five years	Various locations in City of Tracy	\$10,645,275					
								\$3,247,248,040				

San Joaquin Regional Transit District (RTD) Cap/Ops Project List for the SJCOG 2022 RTP-SCS Constrained Project List

7/29/22

ANNUAL COST

Note regarding project list revisions below - The highlighted cells are the ones that were changed or added and the stricken-out items are to be removed.

Project Information	Project Description	Project Limits (Enter Location)	FY23	FY24	FY25	FY26	FY27	Total Cost to Deliver	Estimated Completion Date	
Bus Electrification/Power Distribution	Renewable energy solutions for facility and fleet energy consumption.	San Joaquin County	\$ 3,375,000.00	\$ 1,500,000.00	\$ 1,500,000.00	\$ 1,500,000.00	\$ 1,500,000.00	\$ 7,875,000.00	10/30/2022	
	Construction of hydrogen-fueled infrastructure for use with hydrogen-fueled cell electric buses and invest in electric buses (\$10M to build).	San Joaquin County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	TBD	
	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.	San Joaquin County	\$ 7,500,000.00						\$ 7,500,000.00	TBD
	Hydrogen and Lease of the Trailer (5 Years @ \$350K per Year)	San Joaquin County	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 350,000.00	\$ 1,750,000.00	6/30/2023	
	Battery Energy Storage Systems	San Joaquin County		\$ 1,935,000.00	\$ 2,032,800.00	\$ 2,134,440.00	\$ 2,241,162.00	\$ 8,344,402.00	TBD	
	Bus Electrification/Power Distribution		\$ 21,225,000.00	\$ 3,786,000.00	\$ 3,882,800.00	\$ 3,984,440.00	\$ 2,591,162.00	\$ 35,469,402.00		
	Replace (1) MCI 04000 (Commuter)	San Joaquin County to Bay Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	6/30/2023
	Replace twenty-two (22) Gillig diesel electric hybrid buses with zero-emission battery electric buses in SMA fleet (\$1.4M per bus)	Stockton Metropolitan Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	6/30/2026
	Replace fourteen (14) Gillig diesel electric hybrid buses with zero-emission - electric buses in BRT fleet.	Stockton Metropolitan Area	\$ 11,200,000.00	\$ 8,400,000.00					\$ 19,600,000.00	TBD
	Replace (2) Proterra - EcoRide BE-35 (SMA)	San Joaquin County			\$ 2,800,000.00				\$ 2,800,000.00	TBD
Replace (2) MCI 34500 (Commuter)	San Joaquin County to Bay Area			\$ 2,800,000.00				\$ 2,800,000.00	TBD	
Replace (6) Nova Hybrid LF Articulated (SMA)	San Joaquin County				\$ 9,600,000.00			\$ 9,600,000.00	TBD	
Replace (6) Starcraft/Ford Transit 350 HD (VanGo)	San Joaquin County		\$ 1,650,000.00					\$ 1,650,000.00	TBD	
Replace (22) Glaval Titan II LF (Hopper)	San Joaquin County		\$ 3,850,000.00					\$ 3,850,000.00	TBD	
Replace (14) Glaval/Ford Transit 350 HD (VanGo)	San Joaquin County		\$ 1,650,000.00					\$ 1,650,000.00	TBD	
Replace (6) ADA Cutaway gasoline (Replaces Item 9)	San Joaquin County							\$ 1,650,000.00	TBD	
Replace one (1) diesel bus over the road coach with either a zero-emission electric bus or diesel bus in Commuter Fleet.	San Joaquin County to Bay Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	6/30/2023	
Replace 12 cutaway Buses used by United Cabral Palsy to transport individuals who would otherwise use SMA Paratransit.	San Joaquin County	\$ 310,000.00	\$ 620,000.00	\$ 620,000.00	\$ 310,000.00			\$ 1,860,000.00	6/30/2027	
Provide infrastructure to accommodate future replacement of cutaway buses.	San Joaquin County	\$ 5865,000.00	\$ 268,000.00	\$ 294,800.00	\$ 147,400.00			\$ 1,576,200.00	6/30/2027	
Bus component rebuild and parts.	San Joaquin County	\$ 250,000.00	\$ 262,500.00	\$ 275,625.00	\$ 289,406.25			\$ 1,381,407.81	FY23-27	
Hybrid Electric Buses (5 new/additional buses).	San Joaquin County	\$ 2,750,000.00						\$ 2,750,000.00	TBD	
Bus Rolling Stock - Buy/Replacement/Rehab/Rebuild		\$ 17,776,000.00	\$ 15,050,500.00	\$ 43,640,425.00	\$ 11,996,806.25	\$ 303,876.56	\$ 88,767,607.81			
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.	San Joaquin County	\$ 157,500.00	\$ 112,000.00	\$ 150,000.00	\$ 455,000.00	\$ 150,000.00	\$ 1,064,500.00	\$ 1,064,500.00	6/30/2025	
Purchase and/or replace disinfecting chemical vehicle foggers and other misc. safety-related equipment.	San Joaquin County	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 250,000.00	\$ 250,000.00	FY23-27	
Security Guard Radios		\$ 18,000.00						\$ 18,000.00	FY23	
Pedestrian Collision and Avoidance Detection System and other safety/security related project with 5% annual increase	San Joaquin County	\$ 919,767.00	\$ 965,755.35	\$ 1,014,043.12	\$ 1,064,745.27	\$ 1,117,982.54	\$ 5,082,293.28	\$ 5,082,293.28	FY23-27	
Safety & Security		\$ 1,145,267.00	\$ 1,127,755.35	\$ 1,214,043.12	\$ 1,609,745.27	\$ 1,317,982.54	\$ 6,414,793.28			
Total		\$ 3,474,702.00	\$ 1,025,702.00					\$ 4,500,404.00	6/30/2024	
Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment	San Joaquin County	\$ 100,000.00						\$ 100,000.00	6/30/2023	
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.	San Joaquin County	\$ 320,000.00	\$ 1,815,000.00	\$ 2,000,000.00	\$ 1,000,000.00			\$ 5,135,000.00	6/30/2027	

pg 1 of 2

A-3.3

	Computer, printer, scanner, camera, video, smartphones, office furniture, Transit Vehicle Public Display Monitor System, non-revenue vehicle GPS and other misc. items. 5% annual increase	San Joaquin County	\$	844,012.00	\$	886,212.60	\$	930,523.23	\$	977,049.39	\$	1,025,901.86	\$	4,663,699.08	TBD
	Transit Vehicle Public Display Monitor System Project	San Joaquin County	\$	4,738,714.00	\$	4,476,914.60	\$	2,930,523.23	\$	1,977,049.39	\$	1,025,901.86	\$	750,000.00	FY24
Total	Communication System, Fare Collection (Mobile), Computer Software & Hardware, and Misc. Equipment		\$	5,572,726.00	\$	5,353,829.20	\$	5,861,046.46	\$	4,954,098.78	\$	2,051,803.72	\$	5,413,699.08	
	Zero-Emission-Blueprint:		\$	1,348,249.00	\$	1,348,249.00	\$	1,348,249.00	\$	1,348,249.00	\$	1,348,249.00	\$	1,348,249.00	TBD
	Transit Asset Management System Update	San Joaquin County	\$	28,000.00	\$	28,000.00	\$	28,000.00	\$	28,000.00	\$	28,000.00	\$	28,000.00	TBD
	Hydrogen Fuel Cell Electric Bus training.	San Joaquin County	\$	269,000.00	\$	269,000.00	\$	269,000.00	\$	269,000.00	\$	269,000.00	\$	269,000.00	TBD
	Inspected-Mobility-Innovation-Research-Project--		\$	359,000.00	\$	359,000.00	\$	359,000.00	\$	359,000.00	\$	359,000.00	\$	359,000.00	TBD
	Services Equity Analysis of the future changes including service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	\$	75,000.00	\$	75,000.00	\$	75,000.00	\$	75,000.00	\$	75,000.00	\$	75,000.00	TBD
	RTD's Title VI Program Update as required by FTA every four years	San Joaquin County	\$	100,000.00	\$	100,000.00	\$	100,000.00	\$	100,000.00	\$	100,000.00	\$	100,000.00	TBD
Total	Planning/Study/Training, Outreach and Research Projects		\$	2,170,249.00	\$	2,170,249.00	\$	2,170,249.00	\$	2,170,249.00	\$	2,170,249.00	\$	2,170,249.00	
	Operating Costs		\$	48,691,252.00	\$	50,051,436.00	\$	51,628,482.00	\$	53,415,758.00	\$	55,068,472.00	\$	58,855,400.00	FY23-27
Total	Operating Costs		\$	48,691,252.00	\$	50,051,436.00	\$	51,628,482.00	\$	53,415,758.00	\$	55,068,472.00	\$	58,855,400.00	
	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 replacements, roof/window replacement, trash cans and benches, and other miscellaneous upgrade and improvement.	San Joaquin County	\$	301,368.00	\$	316,436.40	\$	332,258.22	\$	348,871.13	\$	366,314.69	\$	1,665,248.44	FY23-27
	Install new benches, shelters, and other amenities in alignment to service restoration and expansions for Fixed Route in the Stockton Metropolitan Area and Intercity Service	San Joaquin County	\$	350,000.00	\$	350,000.00	\$	350,000.00	\$	350,000.00	\$	350,000.00	\$	1,750,000.00	TBD
	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, RTC Floor repair and other refurbishment improvement.	San Joaquin County	\$	2,000,000.00	\$	2,000,000.00	\$	2,000,000.00	\$	2,000,000.00	\$	2,000,000.00	\$	2,000,000.00	FY23
	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.	San Joaquin County	\$	3,408,905.00	\$	3,408,905.00	\$	3,408,905.00	\$	3,408,905.00	\$	3,408,905.00	\$	17,044,525.00	FY23-27
Total	Facilities Improvement and Upgrade		\$	6,060,273.00	\$	4,075,341.40	\$	4,091,163.22	\$	4,107,776.13	\$	4,125,219.69	\$	22,459,773.44	
	Support Vehicles - Acquisition/Rehab/Renovation		\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	1,500,000.00	FY23-27
Total	Support Vehicles - Acquisition/Rehab/Renovation		\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	1,500,000.00	

pg 2 of 2

RTD - Appendix F

Table 6-9: 2022 Regional Transportation Plan Project List - Transportation Control Measure Category

2018 RTP MPO ID		Jurisdiction		Project Description		Cost to Deliver	Milestone Years	Completion
SJ14-9001	Lathrop	Golden Valley Parkway & Lathrop Road Intersection Improvements		Install traffic signal and interconnect four signals	See Operations and Maintenance Project List			
SJ14-8018	Lodi	Citywide Bicycle Facilities Detection Improvement Project		Install video detection of bicyclists at and green painted bicycle lanes at signalized intersections	See Active Transportation and Community Enhancement Project List			
SJ14-9002	Ripon	Colony/Heff Traffic Signal Project		Install traffic signal	See Operations and Maintenance Project List			
SJ14-9003	San Joaquin County	SR 26 and Jack Tone Road Roundabout		Install roundabout	See Operations and Maintenance Project List			
SJ14-9004	San Joaquin County	SR 4 and Jack Tone Road Roundabout		Install roundabout	See Operations and Maintenance Project List			
SJ14-6006	SJRRRC	Robert J. Cabral Station Expansion		Construct park and ride lot	See Rail Corridor Improvements Project List			
SJ14-5033	SJRTD	RTD Solar Power Project (Phase I)		Construct solar power facilities to charge battery electric buses	See Bus Transit Improvements Project List			
SJ14-5034	SJRTD	Hopper Bus Purchase		Purchase 4 ultra-low emission gasoline buses (Replacement)	See Bus Transit Improvements Project List			
SJ14-5035	SJRTD	Electric Bus Purchase		Purchase 7 battery-electric 40' buses (Replacement)	See Bus Transit Improvements Project List			
SJ14-8019	SJRTD	RTD's Bike and Bus Transportation Project		Install 3-position bike racks on 40' and smaller buses, luggage bay bike racks for 45' commuter buses, interior bike locks on articulated buses, and bike storage racks with hubs at Downtown Transit Center.	See Active Transportation and Community Enhancement Project List			
SJ14-8001	Stockton	Miner Avenue Complete Street		Install complete street improvements on Miner Avenue	See Active Transportation and Community Enhancement Project List			
SJ14-8015	Stockton	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity Improvements		Reconstruct, widen, and improve existing pathway to Class I Bicycle and Pedestrian Path standards. Install intersection and midblock improvements, high visibility crosswalks, striping, gap closures, upgrade of ADA ramps, flashing beacons, and wayfinding signage	See Active Transportation and Community Enhancement Project List			
SJ14-8016	Stockton	Closing Gaps to Schools		Construct curb, gutter, and sidewalk to close sidewalk gaps along routes to schools. Install or upgrade curb ramps for ADA compliance. Upgrade drainage, crosswalks, and school approach signage as needed	See Active Transportation and Community Enhancement Project List			
SJ14-8017	Stockton	Bear Creek and Pixley Slough Bicycle and Pedestrian Path		Install new bicycle facilities and upgrade various existing bicycle facilities.	See Active Transportation and Community Enhancement Project List			
SJ14-9005	Stockton	Real-time Traffic Flow Monitoring		Implement real-time traffic flow monitoring using Bluetooth/WiFi vehicle probe technology	See Operations and Maintenance Project List			
SJ14-9006	Stockton	Pacific Avenue and March Lane Intersection Modification		Install southbound right turn lane and retime traffic signal	See Operations and Maintenance Project List			
SJ14-9007	Stockton	Left-Turn Lanes Additions at Various Intersections		Install left turn lanes	See Operations and Maintenance Project List			
SJ14-9008	Stockton	Tam O'Shanter Drive and Knickerbocker Drive Roundabout and Bicycle Lane		Install roundabout and Class II Bicycle Lanes	See Operations and Maintenance Project List			

Handwritten notes and signatures in blue ink at the bottom of the table, including "Dillon" and "Dillon" with arrows pointing to specific rows.

SJCOG ORGANIZATIONAL STRUCTURE

The San Joaquin Council of Governments is truly a coordinating agency and has developed a review process that is inclusive and comprehensive. While this structure deals primarily with transportation issues, it also is used for housing, air quality, and airport land use planning issues as well. The primary committees are listed below; however, various advisory committees or task forces are also created to deal with specific issues or projects.

The **Board of Directors (Board)** is responsible for setting policy for SJCOG and is vested with decision making responsibilities for major transportation planning and programming within the MPO's jurisdiction (San Joaquin County). The Board consists of elected officials representing the 7 cities in the San Joaquin region, as well as representatives from the County of San Joaquin. Supplementing these voting members are advisory representatives from Caltrans District 10, San Joaquin Regional District (RTD), and the Port of Stockton.

The **Technical Advisory Committee (TAC)** is comprised of local community development and public works staff, staff from RTD, Caltrans, San Joaquin Valley Air Pollution Control District, Port of Stockton, and the Stockton Metropolitan Airport. The TAC meets monthly and functions in an advisory role to the Board as well as to SJCOG staff.

The **Management and Finance Committee (M&F)** is comprised of the City Manager from each of the 7 cities, the County Administrator, the ~~San Joaquin Regional Transit District General Manager~~, and the San Joaquin Regional Rail Commission Executive Director. M&F meets monthly and their role is to advise the board on administrative and financial decisions with a comprehensive look at all local government functions.

The **Executive Committee (EC)** is comprised of five Board members and generally reviews selected agenda items and submits a recommendation to the SJCOG Board. In addition, the Board may delegate certain responsibilities and authority to the EC to facilitate activities of SJCOG.

The **Citizens Advisory Committee (CAC)** is comprised of sixteen residents of San Joaquin County who represent each jurisdiction, as well as various special interest groups, transit providers, and the business community. The CAC's primary function is to advise the Board in its role as the Local Transportation Authority and to provide community input on project priorities and other matters pertaining to the Measure K program.

The **Social Service Transportation Advisory Committee (SSTAC)** is comprised of citizens and staff from various agencies and each jurisdiction. The SSTAC's purpose is to advise the Board on issues relating to transit and to monitor and promote improvements to public transportation serves for people traditionally under-represented and underserved populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, Native American/ Alaskan Native, and Pacific Islander) community groups. The committee, created to meet requirements in state law, includes representatives of the elderly, the poor, the disabled, and social service agencies that serve these and other transit dependent persons.

The **Interagency Transit Committee (ITC)** is comprised of public transit operators from throughout San Joaquin County. The ITC focuses on transit planning, programming, and financial activities of common interest to the operators as well as transit capital project delivery. It is the first committee to formulate proposals concerning regional transit programming and financial matters. The ITC also serves as an information exchange concerning transit operational coordination items.

RTD Chief Executive Officer

COMMITTEE	DESCRIPTION	MEETINGS	TIME	LOCATION
Board of Directors	The Board of Directors is composed of city council members and county supervisors, appointed by the member jurisdictions.	Fourth Thursday of every month	5pm	SJCOG 555 E Weber Ave Stockton 95202
Citizens Advisory Committee (CAC)	The CAC primarily provides community input on project priorities and other matters pertaining to the Measure K program.	Third Wednesday of every month	6pm	SJCOG
Executive Committee	The Executive Committee is made up of five SJCOG Board members and generally reviews selected agenda items and submits a recommendation to the Board of Directors.	Third Friday of every month	12pm	SJCOG
Habitat Technical Advisory Committee (HTAC)	The HTAC is responsible for verifying that the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan is implemented correctly and for solving any issues that arise during implementation.	Second Wednesday of every month	9:30am	SJCOG
Interagency Transit Committee (ITC)	The ITC was created to improve communication and coordination among the transit agencies within the San Joaquin County.	Monthly on Monday before Board Meeting	3pm	SJCOG
Management & Finance Advisory Committee (M&F)	M&F guides administrative and financial decisions of SJCOG as the Local Transportation Authority and is composed of city managers and the county administrator.	Third Wednesday of every month	12pm	Earnie's Food & Spirits 1351 N. Main St Manteca 95336
Project Delivery Committee (PDC)	The PDC is a subcommittee of the Board of Directors and guides policies, transportation programming recommendations, and monitors project delivery.	Second Monday of every month	4:30pm	SJCOG
SCS Advisory Committee (SCSAC)	The SCSAC meets monthly to discuss a county wide strategy to meet community goals for coordinated transportation and land use.	Third Thursday of each month	2pm	SJCOG
Social Services Transportation Advisory Committee (SSTAC)	The SSTAC monitors and promotes improvements to public transportation services for persons with disabilities and seniors residing in San Joaquin County.	First Wednesday of every other month	3pm	SJRTD 421 E Weber Ave Stockton 95202
Technical Advisory Committee (TAC)	The TAC advises the SJCOG Board on regional transportation planning and programming matters.	Second Thursday of every month	10am	SJCOG

A-3.4

the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

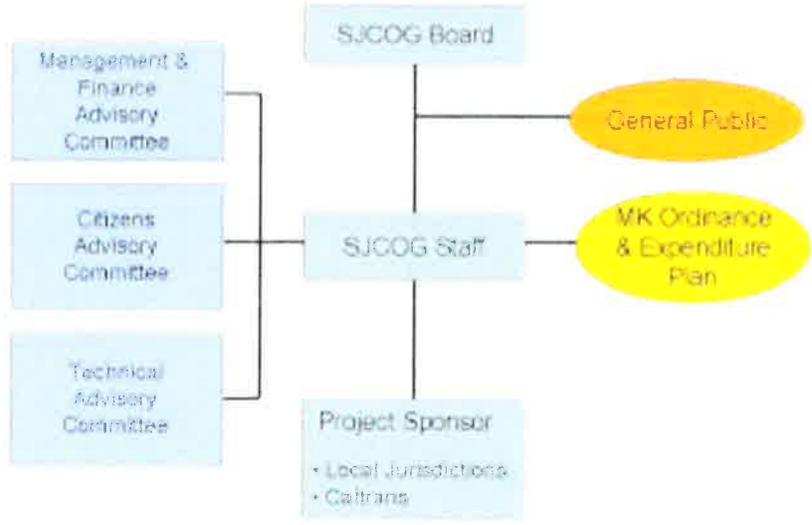
MEASURE K STRATEGIC PLAN

The **Measure K Strategic Plan** serves as the programming document for local sales tax revenue generated by the Measure K Program and is the master document for delivery of the Measure K Expenditure Plan projects. The Strategic Plan is prepared every two years, and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as annual budget

Updates of the Measure K Strategic Plan are conducted in consultation with the SJCOG Board of Directors, the SJCOG standing committees, members of public agencies and transit operators, and the public. The Strategic Plan continues the guidelines identified in the 2007 Strategic Plan and the 2011 update that, in general, the local jurisdictions (e.g., cities, the County of San Joaquin, SJRTD and the Rail Commission) and Caltrans would update their previously submitted lists of projects to SJCOG for potential funding or amendment. Each project and its accompanying scope, schedule and budget is then be reviewed by the SJCOG's standing committees for consistency with the adopted priorities for programming and current Measure K Ordinance and Expenditure Plan. Based on this committee review, agency staff will recommend to the SJCOG Board for review and approval projects for program funding or amendment.

RTO



RTP—*Regional Transportation Plan*. A 20-year plan prepared by *Regional Transportation Planning Agencies* to guide the development of a balanced transportation system within a county. Satisfies the requirements of the California Transportation Reform Act (AB 402, 1977) and the federal *Inter-modal Surface Transportation Efficiency Act of 1991*. State law requires the plan to be updated every two years. Must include: a policy element, an action element, and a financial element. *ISTEA* requires that the plan be financially constrained (i.e. project costs must match expected available revenues).

RTPA—*Regional Transportation Planning Agency*. Agencies designated by the State (AB 520, 1976) to perform regional transportation planning functions. Responsibilities include: distribution of *Transportation Development Act* funds and preparation of the *Regional Transportation Plan* and the *Regional Transportation Improvement Program*. COG serves as the RTPA for the San Joaquin County region.

RTSP—*Regional Transit Systems Plan*. Twenty year plan prepared for COG recommending expansion of the transit system within San Joaquin County to meet near and long-term travel demand needs. Envisions the expansion of SMART into a countywide service provider. Recommends providing bus service between cities in the county (intercity) and outside the county (interregional), as well as countywide dial-a-ride services.

SACOG—*Sacramento Area Council of Governments*. The agency that conducts regional planning for the Sacramento area. The area covers Sacramento, Yolo, Sutter, and Yuba counties, and the cities of Lincoln, Rocklin, and Roseville. Serves as the *MPO*, *ALCU* and, for some counties, the *RTPA*.

SAFE—*Service Authority for Freeways and Expressways*. The authority responsible for administering a multi-county roadway callbox program. State legislation signed into law in 1991 created the authority, which will place call boxes along freeways and expressways in five counties, including Sacramento, and San Joaquin. A twenty year increase in local vehicle registration fees pays for the program.

Safe Routes to School—A state and federal program which funds education, encouragement campaigns, and infrastructure improvements to help reduce the amount of traffic congestion around schools.

SAFETEA-LU, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, was signed into law in August 10, 2005, and is the legislation that provides federal authorizations for over \$240 billion through FY 2008-09 in transportation funding nationwide.

SJRRRC—*San Joaquin Regional Rail Commission*. The governing body and operator for the Altamont Commuter Express, a passenger rail service connecting Stockton, Tracy Livermore and Fremont to Santa Clara and San Jose.

SJRTD—*San Joaquin Regional Transit District*. The regional public transit provider in the Stockton Metropolitan Area, as well as Intercity, Interregional, and Rural Transit Services countywide.

SB 375—*Senate Bill 375*. Established to implement the state's greenhouse gas (GHG) emission-reduction goals, as set forth by AB32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points in the future—2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

SCS—*Sustainable Communities Strategy*. A SCS is an enhanced land use element, developed as part of each *Regional Transportation Plan* (RTP) update. It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving *GHG* emissions reductions.

Section 3, 9, and 18 Transit Funds—Federal funds available for transit projects. *Section 3* funds are discretionary monies available on a competitive basis to transit providers for transit capital purchases. *Section 9* funds are formula-allocated transit operating monies available to metropolitan areas with a population of 50,000 or higher. *Section 18* funds are formula-based transit operating monies allocated to each *RTPA* for rural transit services.

SIP—*State Implementation Plan (for air quality)*. A state plan required by the federal *Clean Air Act of 1990* to attain and maintain national air quality standards. Sets requirements aimed at reducing ozone and carbon-monoxide levels. Is adopted by local air quality districts and the state *Air Resource Board (ARB)*. All transportation plans must conform to SIP.

RTPD

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Place the rail info in a separate paragraph to emphasize bus + rail.

The San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission (SJRRC), the region's largest movers of intra- and interregional riders have the greatest operating and capital replacement needs. RTD's operating and capital replacement needs account for \$1.9 billion, or nearly 54 percent of the region's 24-year needs. ACE's operating and capital replacement needs account for \$1.15 billion, or nearly 33 percent of the region's 24-year needs.

SEP #
A-3.2

Additional Transportation Funding

The 2022 Regional Transportation Plan includes an augmentation of funding assumed over the life of the Plan, which is attributable to some important public decisions to invest more in transportation infrastructure. Together these new resources have significantly increased the Tier I element of the Plan providing a great opportunity to provide congestion relief, transportation options and enhanced quality of life. The key is to expand these resources on improvements which provide the greatest benefit but in a cost efficient manner.

Measure K Renewal: In November 2006, voters in San Joaquin County approved the renewal of this 1/2 cent sales tax dedicated to transportation in San Joaquin County by a margin of 78% approval. This adds over \$3.1 billion in transportation resources available between 2011 and 2041. Funds will be used roughly one-third for maintenance and safety, one-third for transit and alternative modes of travel, and one-third for roadway operational and capacity improvements.

Regional Transportation Impact Fee: In October 2005, all local governments in San Joaquin County and SJCOG approved a Regional Transportation Impact Fee on new development. These funds, which will be collected through the life of this Plan are targeted towards key regional highway and roadway improvements and regionally significant transit improvements.

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

Appendix L

The Existing Transit System

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

A-3.2

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

There are ~~six~~ ^{seven} types of public transit services currently operated by RTD and the cities in San Joaquin County: local fixed-route, bus rapid transit (City of Stockton only), general public dial-a-ride, specialized dial-a-ride, intercity fixed-route, interregional fixed route. In addition, SJRRC operates two commuter rail service: the Altamont Commuter Express (ACE) and the San Joaquins. Table L-1 shows the various transit services available for each city and unincorporated areas within San Joaquin County. Figures M-2 through M-8 display the existing routes for transit service in the County.

and on-demand

Table L-2 Available Transit Services in San Joaquin County

Area	Local				Intercity	Inter-Regional	Commuter Rail
	Bus Rapid Transit	Fixed Route	General Public Dial-A-Ride	Specialized Dial-A-Ride			
Escalon		X	X	X		X	
Lathrop		X			X	X	X
Lodi		X	X	X	X	X	X
Manteca		X	X	X	X	X	X
Stockton	X	X	X	X	X	X	X
Tracy		X	X		X	X	X
Ripon			X	X	X	X	
Unincorporated Area			X	X			

RTD Bus Rapid Transit (BRT) Service

RTD's Bus Rapid Transit (BRT) service, Metro Express, provides frequent, limited-stop express bus service within the Stockton Urbanized Area. The service includes improved shelters and boarding areas, fare vending machines for pre-paid fares, timed connections at the Downtown Transit Center, and traffic signal prioritization to maximize on-time performance. RTD's first Metro Express route, Route 43 on Pacific Avenue, opened in 2007, followed by Route 44 to Stockton Metro Airport in 2011, and Route 40 on Hammer Lane in 2012. Route 44 also became the first fully electric BRT route in the United States in 2017. A new BRT route, the Midtown Corridor, opened in tandem with systemwide bus route updates. Future plans include additional corridors on the Martin Luther King Jr. Corridor, Eight Mile Road, March Lane, and Arch-Sperry Road.

on way
Airport

40

43

Intercity and Interregional Bus Service

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

followed by Route 49 on the Martin Luther King Jr. Corridor.

Route 47

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Countywide Dial-A-Ride Service

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

Delete

RTD Intercity Fixed Route Service

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

Escalon

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Escalon eTrans

Delete

limited service at peak times.

RTD County Hopper Deviated Fixed Route Service

RTD's Hopper is a flexible fixed route service connecting Ripon, Escalon, Manteca, Lathrop, Thornton, Woodbridge, Acampo, Morada, and Linden to Stockton, Tracy, and Lodi. The

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** See next page for #/paragraph replacements*

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~~17~~ Hopper replaces RTD Countywide General Public Dial-a-Ride (DAR), Rural Elderly and Disabled DAR, and County Area Transit (CAT) fixed route. Most RTD Hopper Routes will deviate up to 3/4 of a mile for ADA certified Elderly & Disabled passengers not able to reach the fixed route stops. Advanced reservations are required for this service.

~~21~~ *RTD Go! Pilot Project with Uber* ← *RTD on-Demand Service*

*Replace #
See next page #3*

~~27~~ RTD Go!, launched September 1, 2017, is a one-year pilot project to provide additional mobility options in areas of San Joaquin County outside the service area of other RTD transit options such as Escalon, Linden, and Lockeford. Passengers can save 50% (up to \$5.00 off per ride) on trips that originate or end outside the normal RTD service area, and originate or end at one of eight defined transit centers. Riders who are unable to use Uber due to physical disabilities or other limitations may request trips through the TransLoc OnDemand mobile application for a flat rate of \$10.00 per trip.

~~34~~ *Stockton Downtown Transit Center*

Add transit centers for next page 4

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

~~35~~ *RTD Intelligent Transportation Systems Program*

Delete

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

Altamont Corridor Express (ACE) Rail Service

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

An Altamont Corridor Express Joint Exercise of Powers Agreement was executed by the Alameda County Transportation Commission, the Santa Clara Valley Transportation

Changes below for page L-14

Number: 1 Author: efernandez Subject: Highlight Date: 7/1/2022 11:58:20 AM
Replace with:

County Hopper is a deviated fixed-route service serving San Joaquin County and providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. In order to accommodate passengers who are not able to reach their destinations within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Advanced reservations are required.

Add description for RTD's Metro Hopper Service:

RTD's Metro Hopper Deviated Fixed Route Service:

Metro Hopper is a deviated fixed-route service serving popular destinations throughout the Stockton city limits. In order to accommodate ADA-certified passengers who are not able to reach fixed-route stops, each Hopper can deviate from its normal route a distance of up to one mile. Advanced reservations are required.

Number: 2 Author: efernandez Subject: Highlight Date: 7/1/2022 9:42:14 AM
Replace title with:

RTD On-Demand Service

Number: 3 Author: efernandez Subject: Highlight Date: 7/1/2022 1:06:57 PM
Replace paragraph with:

RTD began its Van Go! pilot program in 2019. It is an on-demand rideshare service throughout San Joaquin County provided in vehicles that are safe and accessible. The regular one-way fare is \$4.00 per person for the first five miles and \$0.50 per mile after the 5th mile. Reservations can be made on the day of travel or up to 48 hours in advanced.

Number: 4 Author: efernandez Subject: Highlight Date: 7/1/2022 11:55:32 AM
Add description for each of RTD's Transit Centers:

Hammer Transfer Station:

The Hammer Transfer Station (HTS) is located at Lower Sacramento and Thornton Roads and Hammer Lane and serves as the transfer point for RTD's Metro Express Routes 40 and 43, and other local fixed routes. The HTS has one on-street and three off-street bus boarding locations, as well as passenger amenities such as a sheltered waiting area and fare vending machines.

Mall Transfer Station:

The Mall Transfer Station (MTS) is located at Yokuts Avenue and Pacific Avenue and serves as the transfer point for RTD's Metro Express Route 40 and other local fixed routes. The MTS is located between two malls and across the street from Delta College. There are six shelters with display kiosks.

Union Transfer Station:

The Union Transfer Station (UTS) is located on Union Street between First and Second Streets near the San Joaquin County Fairgrounds. The UTS provides another central location for the community to access RTD's routes. The UTS serves as a transfer point for RTD's Metro Express Routes 44 and 49, and other local fixed routes. The UTS provides passenger amenities such as a sheltered waiting area and fare vending machines.

Number: 5 Author: efernandez Subject: Highlight Date: 7/1/2022 9:23:59 AM
Delete

Authority, and the San Joaquin Regional Rail Commission to oversee the Altamont Corridor Express rail service. An important feature of the ACE JPA is that it delineates the cost-sharing formula of the member agencies. With the passage of Senate Bill (SB) 1 in 2017, ACE will have funding to extend services to Modesto/Ceres by 2023 and Merced by 2027.

Robert J. Cabral Station

Located in downtown Stockton, the Robert J. Cabral Station serves as the downtown transit hub for the Altamont Commuter Express (ACE) and the business offices of the San Joaquin Regional Rail Commission. The station was updated beginning in 2009. Improvements include a new façade and improved accessibility and circulation for pedestrians, bicycles, automobiles, and transit buses.

Amtrak San Joaquins Service

The Amtrak San Joaquins intercity rail service, managed by the San Joaquin Joint Powers Authority (SJJPA), includes seven daily round trips with four trains stopping daily at the Cabral Station and Lodi Station (to/from Sacramento) and ten trains stopping at the BNSF station on San Joaquin Street (to/from the Bay Area). The seven round trip trains travel to and from Bakersfield on the BNSF line, making periodic stops through the San Joaquin Valley. Connecting bus service to northern California and Los Angeles and points south are also available through the San Joaquins service. The SJJPA Business Plan is updated on an annual basis. Current initiatives include the development of “Morning Express” service arriving in Sacramento by 8am to facilitate business travel, the addition of an 8th daily roundtrip, and track improvements to improve speed and reliability.

Escalon Transit Service

The City of Escalon operates e-Trans flexible Fixed Route and Dial-A-Ride services. ~~The City contracts their transit services with San Joaquin Regional Transit District (RTD).~~

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



RTD supplements transit services in the unincorporated areas surrounding the City of Escalon through the Countywide general public dial-a-ride service.

A-3.2

Lodi Grapeline

RTD operates Van Go that provides Escalon riders with a premium demand response option serving all of San Joaquin County.

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

Tracy Fixed Route Service

In the past, the City of Tracy used only a demand responsive system to provide its residents with local public transit service. In August 2001, Tracy began its fixed route service and the Tracer Paratransit Bus service began in December 2001. Improvements since that time, include a new transit station on Sixth Street near downtown Tracy, completed in 2010. Besides parking for 220, the station includes meeting rooms and other community facilities. The service currently runs five buses from 6:30 a.m. to 7:30 p.m. Running in opposite directions, these buses make stops at many key public venues, including stops that allow customers to board RTD Intercity buses.

Manteca Transit Service

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

Ripon Transit Service

In March 2013, the City of Ripon began offering new expanded transit opportunities through the Blossom Express bus service. This is a Deviated Fixed Route Service which currently operates between 9:25 AM and 2:43 PM on Tuesdays and Thursdays. The route includes service to the Ripon Save Mart Shopping Center, Ripon Library, Post Office, Senior Center, as well as many other locations in the City. Additionally, the Modesto route includes service to Vintage Faire Mall, Kaiser Hospital and Clinic and Target Shopping Center. The bus is also equipped with two bicycle racks on the front of the bus for passenger use.

Coordinated Human Services Transportation Plan

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

A-3.2

This was reinforced in 2015 by the Fixing America's Surface Transportation (FAST) Act.

developed coordinated human service transportation plan (CTP).

~~The San Joaquin Regional Transit District (RTD)~~, the designated recipient for San Joaquin County's large urbanized area, took the lead to prepare the CTP for the county. The CTP was last updated by RTD in 2012. Addition detail on this plan can be found here: <http://sanjoaquinrtd.com/san-joaquin-county-coordinated-transportation-plan/>

A-3.2

2021

Transit System Security Plan

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

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

Transit Systems Performance

COG's ongoing efforts to ensure a well performing transit system is in place was established in December 1997 with the adoption of the Transit Systems Performance Study Final Report and updated in 2016 with the adoption of the 2016 Regional Transit Systems Plan. The study, initiated by COG in an effort to respond to questions concerning the performance of the County's transit systems, developed measures of cost-effectiveness and efficiency from the operating cost and ridership perspective. The study recommended setting goals for three performance measures over a three-year period: cost/hour; passenger/hour; and subsidy/passenger. The performance indicators are reflective of each operators system and growth plans. The SJCOG Board adopted the revised Transit System Performance Objectives in September 2015.

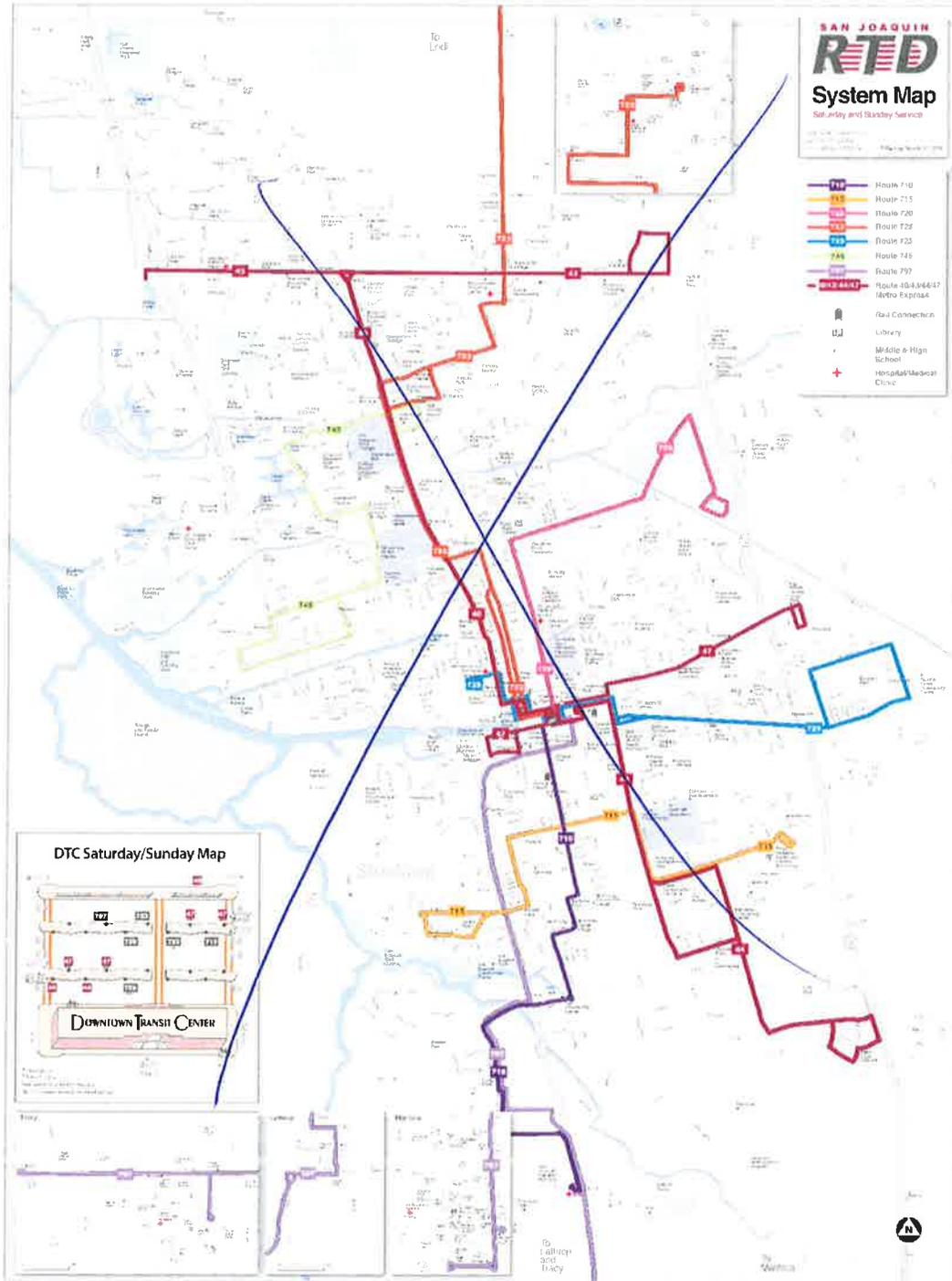
A-3.2

Add AP

On November 4, 1993, SJCOG requested that the Stockton Metropolitan Transit District Board request expansion of the transit district's boundaries countywide. This action was followed by SB 1699 which expanded the district's boundaries countywide. Further, the SJCOG wrote that "the regional plan is currently in the stage of consolidating transit systems, and the Council of Governments believes that the formation of a single transit district would make this process more efficient and expedient." The SJCOG continues to support the vision of SB 1699.

Replace with next page new map will be provided.

Figure L-2 (b) RTD Weekend System Map



old map
←

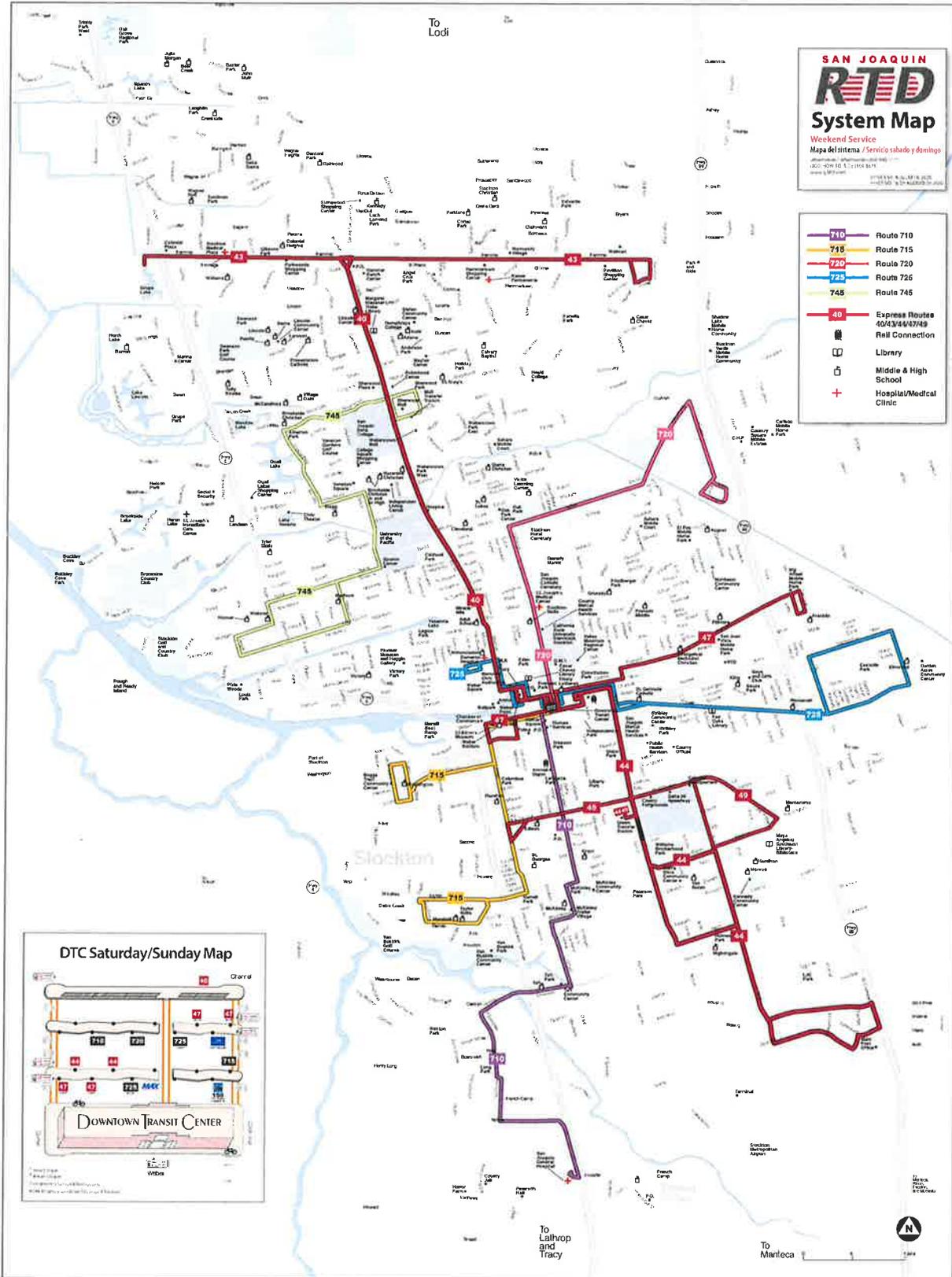
A-3.2



WEEKEND SYSTEM MAP

EFFECTIVE: AUGUST 16, 2020

Mapa del sistema de sábado y domingo / efectivo: 16 de agosto de 2020

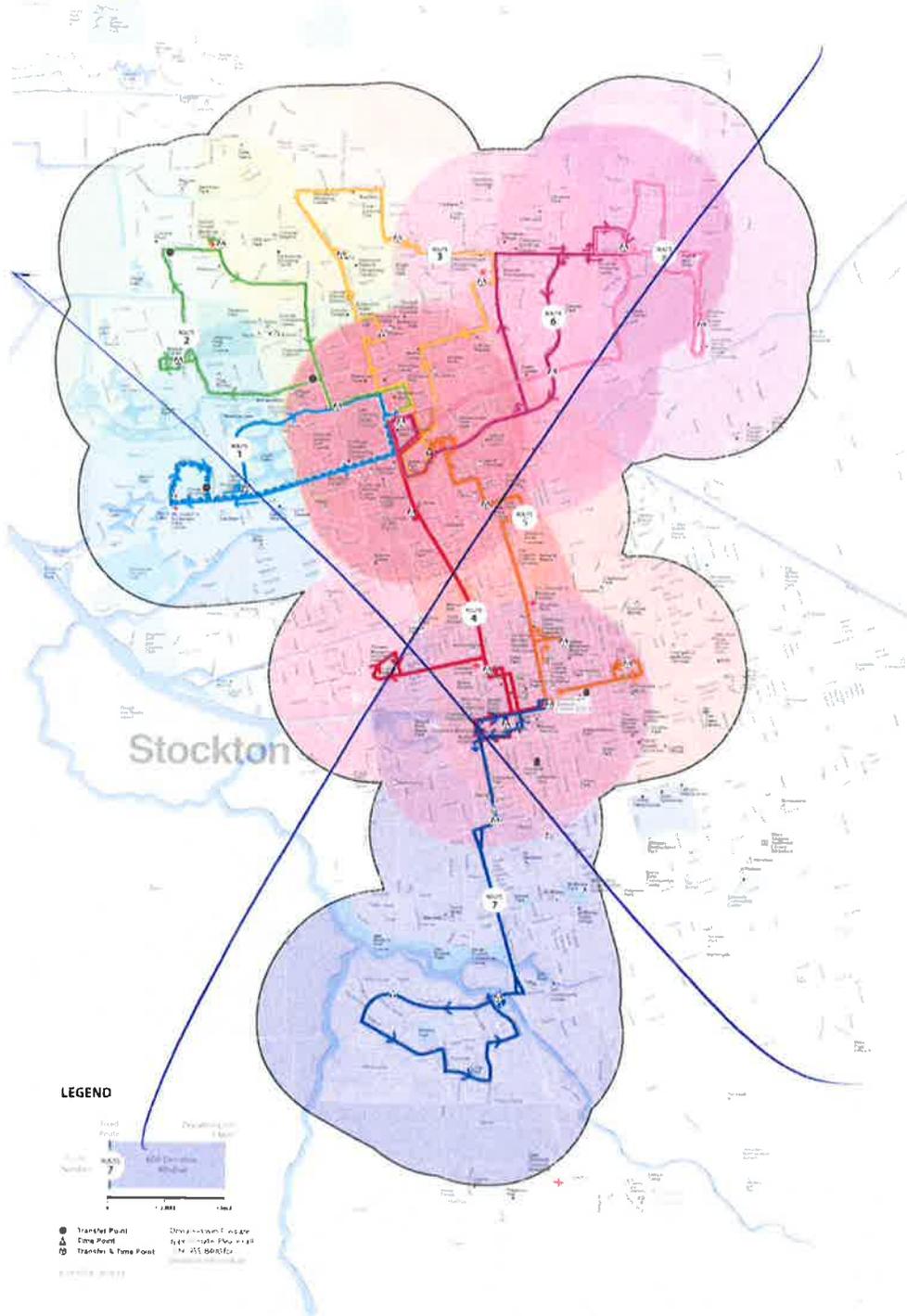


If information is needed in another language, contact (209) 943-1111 / Si necesita información en otro idioma, llame a (209) 943-1111 / 如果 需要 其他 语言 的 信息，请 联系 (209) 943-1111 / Yোগ ৱেব সাইটে নতুন সার্বভৌম তথ্যের জন্য (২০৯) ৯৪৩-১১১১ / Nếu quý vị cần thông tin bằng một ngôn ngữ khác, vui lòng gọi số, (209) 943-1111

Shouldn't this be L?

Replace with page
new map, next page
on 2 copy will be
provided.

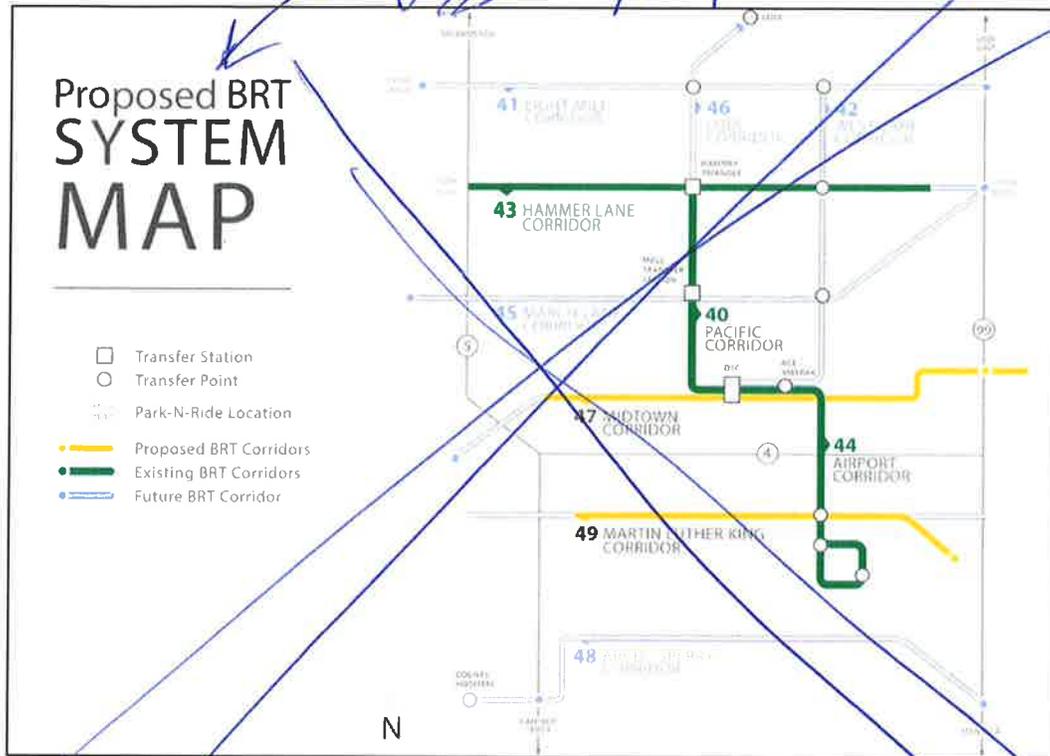
Figure M-2 (c) RTD Metro Hopper Service System Map



old map

A-3.2

Figure M-2 (d) RTD Bus Rapid Transit (BRT) System



Delete this map.

Not proposed in operation.

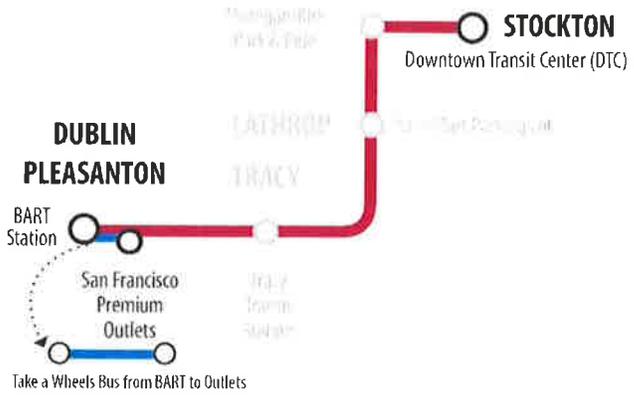
A-3.2

Add

SAN JOAQUIN RTD San Joaquin RTD Commuter

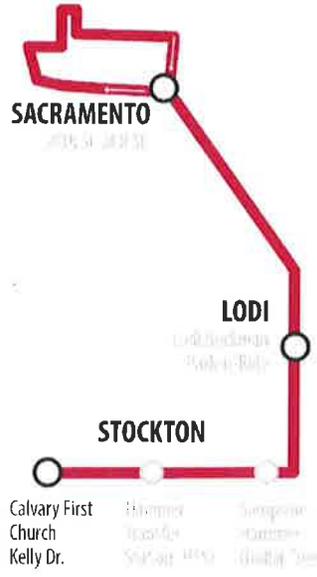
WEEKDAY & WEEKEND

ROUTE **150**



ROUTE **163**

WEEKDAY



Add the RTD Commuter maps for Routes 150 & 163 and use the attached (in email!) jpg file or the word doc with the maps (both attached).

Delete this old info with SJCOG's UTM info. Refers to SJCOG's UTM study w/ web links

Annual Unmet Transit Needs Planning Process

Each year SJCOG evaluates available transit services and identifies any unmet transit needs. Recently, SJCOG's analysis found the need for non-emergency medical transportation (NEMI) to facilities outside the region. SJCOG worked with RTD to develop a service plan, which will be implemented in the FY 17-18 fiscal year. The level of transit service included in this Regional Transportation Plan reflects the recently adopted Regional Transit Systems Plan, tempered by the level of available resources.

A-3.2

Interagency Transit Committee and Ad Hoc Committee for Transit

SJCOG established the Interagency Transit Committee in August 2004. The committee was created to improve coordination and communication among transit operators within the County. The committee meets monthly and is comprised of representatives from each of the transit agencies and jurisdictions within San Joaquin County. Each year the committee focuses on specific goals to improve the overall transit system.

The Ad Hoc Committee for Transit was formed in February 2017 in response to the adoption of the 2016 Regional Transit Systems Plan (RTSP). The Committee, which consists of the City Managers and transit agency Chief Executive Officers who make up the SJCOG Management & Finance Advisory Committee, was formed to address questions of transit funding policy raised in the RTSP, with the Interagency Transit Committee serving as a working group to assist in this process.

Proposed Improvements

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

Bus Service

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

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

Delete

Service modifications and additional service will be provided as the region grows and travel patterns continue to change. Targeted improvements to capture a greater percentage of

Deletable

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

A-3.2

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

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

The 2022 RTP project list appendix lists projects included in the bus transit action program.

Rail Service

This Plan includes the operation and enhancement of the ACE rail service, providing the commuter link between northern San Joaquin Valley and the Bay Area. In the near term, the San Joaquin Regional Rail Commission is planning for the extension of service to Modesto and Ceres by 2023 and Merced by 2027. This extension, which was infused with dedicated funding by the passage of SB 1 in 2017, will also add new stations in Ripon and Manteca in San Joaquin County. Other near-term projects include purchasing longer trains to provide additional capacity and track and signaling improvements to increase speed and reliability along the corridor.

The Rail Commission, in conjunction with the San Joaquin Joint Powers Authority, is also looking to provide additional rail transit options between the San Joaquin Valley and Sacramento. Both agencies have worked with Union Pacific Railroad to secure rights to operate additional trains to Sacramento along the Sacramento Subdivision near I-5. This service would provide additional stops in Elk Grove, Sacramento City College, Midtown, North Sacramento and Natomas/Airport, and allow for potential future extensions to Yuba City/Marysville and Redding (see Figure 7).

ACE is also seeking to provide additional trains over the Altamont Pass to the Bay Area. Of paramount importance to achieve this goal is to acquire dedicated rights of way from

Replace with:

Improve transit coverage, frequency, service span, expanding the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities and older adults.

- Ensure specialized service for the older and disabled communities keeps pace with population growth in those demographic areas
- ~~Fully implement BRT on Arch Road/Sperry Corridor, Eight Mile Road, and March Lane.~~

A-3.2

Rail

- Complete extension of ACE service to Merced by 2027
- Expand and improve existing passenger rail service between Sacramento, Stockton, Merced, and the San Francisco Bay Area
- Potential build out of new DMU/EMU service over the Altamont Pass, as consistent with feasibility reports and/or environmental determination prepared by the Tri-Valley San Joaquin Regional Rail Authority
- Improve connections to BART and other feeder transit services
- Upgrade and expand stations including improved passenger amenities and ITS equipment

AVIATION ACTION ELEMENT

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

The Existing Aviation System

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

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

Stockton Metropolitan, Tracy Municipal and New Jerusalem airports are publicly owned, while the remaining three airports are privately owned. The characteristics of San Joaquin County's public access airports vary significantly, from size and number of operations, to their types of

Assist RTD as needed to improve transit coverage, frequency, service span, expanding the transit network with emphasis on disadvantaged communities that include individuals who are low income, minority, people with disabilities or older adults.

Short Range Plan, 2022-2029

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

A-3.2

Long Range Plan, 2029-2046

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

GOODS MOVEMENT IN SAN JOAQUIN COUNTY

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

Corrections need

Source: Manteca Transit PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (Tracy Tracer)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Fixed Route Bus Mode (MB)	0	0	0	0	0	0	40,329
Demand Response / ADA Paratransit Mode (DR)	0	0	0	0	0	0	22,807

Source: Tracer PTASP

Public Transportation Agency Safety Plan (PTASP) Targets (RTD)							
Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Motor Bus (Fixed Route)	0	0	15.2 12	1.2 97	30.8 171	2.5 1,385.1	4,158 6,096.4
Commuter Bus (Commuter Service)	0	0	0.8 0	0.1 0	0.6 13	1.4 22.8	14,264 387,539
Mobility Response (Mobility on Demand)	0	0	4 0	2.2 0	1 3	0 192	20,524 155,915.8
Demand Taxi (ADA / Paratransit)	0	0	0.4 1	0.1 47.4	0.6 1	0.5 47.4	211,191 211,191.9

Source: RTD Agency Safety Plan

A-3.5

SJCOG Efforts

Transit asset management are integral to the SJCOG planning and programming process. The RTP is built around eight policies and 30 supportive strategies, which include these performance measures as one of the primary building blocks of the Plan:

Policy: Maximize Mobility and Accessibility

Strategy No. 5 Optimize the public transportation system to provide efficient and convenient access for users of all income levels

*Draft 2022 RTP/SES
Appendix T*

Illustrative Project List (Not Financially Constrained)

Caltrans	SR-12	Widen from 4 to 6 lanes	Lower Sacramento Road to Route 99	\$58,100,000
Caltrans	SR-12	Widen from 2 to 4 lanes	Lower Sacramento Road to I-5	\$75,000,000
Caltrans	SR-12/SR-88	Widen from 2 to 4 lanes	Within the joint Route 88/Route 12 corridor	\$72,500,000
Caltrans	I-5	Widen 6 to 8 lanes (inside)	Eight Mile Road to Gateway Boulevard	\$25,000,000
Caltrans	SR-4 Extension	Phase 2: New alignment from Navy Drive to Charter Way	Navy Drive to Charter Way	\$200,000,000
Caltrans	SR-99 Widening	Widen 4 to 6 lanes (inside) - CONSTRUCTION PHASE	Harney Lane to Turner Road	Not Available
Lathrop	SR-120 at Yosemite/Guthmiller	Reconstruct interchange - CONSTRUCTION PHASE	Yosemite/Guthmiller	\$22,000,000
Manteca	SR-99 at Raymus Expressway	Construction of new interchange - CONSTRUCTION PHASE	SR-99 at Raymus Expressway	Not Available
Ripon	SR-99 at Olive Expressway Interchange	Construction of new interchange at Olive Expressway	SR-99 at Olive Expressway	\$100,000,000
Stockton	I-5 at Gateway Boulevard	Construction of a new interchange and auxiliary lanes (PM 36.0/36.9)	I-5 at Gateway Boulevard	\$80,300,000
Stockton	SR-99 at March Lane and Wilson Way	Construction of the March Lane/SR-99 interchanges with connections to Wilson Way	SR-99 at March Lane and Wilson Way	\$198,100,000
Stockton	SR-99 at Gateway Boulevard	Construction of new interchange	SR-99 at Gateway Boulevard	\$99,300,000
Tracy	I-205 at MacArthur	Modification of existing interchange - CONSTRUCTION PHASE	I-205 at MacArthur	\$9,870,000
Tracy	I-580 at Corral Hollow Road	Modification of existing interchange - CONSTRUCTION PHASE	I-580 at Corral Hollow Road	\$20,000,000
Tracy	I-580 at Lammers Road	Construction of new interchange - CONSTRUCTION PHASE	I-580 at Lammers Road	\$55,000,000
Lathrop	Yosemite Avenue	Widen to 6 lanes	McKinley to UPRR	Not Available
Lathrop	Yosemite Avenue	Widen to 6 lanes	SR 120 to McKinley	Not Available
Ripon	Olive Expressway	Construct 6-lane Olive Expressway - CONSTRUCTION PHASE	Canal Boulevard to Raymus Expressway	\$30,000,000
Ripon	Garrison Rd Extension to Austin Rd	Construct 2-lane extension of Garrison Road	Jack Tone Road to Austin Road	\$10,000,000
Ripon	Doak Blvd	Extension of Doak Blvd	South Highland to Austin Rd	\$18,000,000
Stockton	Davis Rd	Widen from 3 to 4 lanes	Bear Creek to Thornton Rd	\$3,700,000
Stockton	Feather River Dr. Extension	Construct 2 lane bridge to cross Calaveras River linking Ryde Avenue with Feather River Drive	Feather River Drive to Ryde Avenue	\$4,400,000
Stockton	March Ln Widening	Widen from 6 to 8 lanes	El Dorado St to Holiday Dr	\$7,360,000
Stockton	Morada Lane	Construction of new 4 lane road	Lower Sacramento Rd to West Ln	\$36,050,000
Stockton	Gateway Boulevard	Construct new 4 lane roadway	South of Live Oak Blvd, SR-99 to Mickle Grove Road	\$9,900,000
Stockton	Micke Grove Road	Widen from 2 to 4 lanes	Eight Mile Road to New Gateway Blvd	\$5,900,000
Stockton	Airport Way	Widen from 4 to 6 lanes	Arch Road to French Camp Road	Not Available
Stockton	Airport Way	Widen from 4 to 6 lanes	Industrial Drive to Eighth Street	Not Available
Stockton	Airport Way	Widen from 4 to 6 lanes	Carpenter Road to Dr Martin Luther King Jr Blvd Way	Not Available
Stockton	Pacific Avenue	Widen from 6 to 8 lanes including reconstruction of intersections, addition of turn and acceleration lanes and construction/extension of a raised landscaped median	Hammer Lane to March Lane-Between the Calaveras River and Hammer Lane	\$55,800,000
Tracy	Lammers Road	Widen from 2 to 4 lanes	Phase 1: I-205 to Old Schulte Road	\$35,000,000
Tracy	Linne Road	Widen from 2 to 4 lanes	Corral Hollow Road to Chrisman Road	\$8,600,000
Ripon	Wilma Avenue at UPRR	Reconstruct existing overcrossing structure	Wilma Avenue at UPRR	\$10,000,000
Stockton	Airport Way/BNSF	At-Grade Crossing Improvements	Airport Way/BNSF	\$2,800,000
Stockton	Morada Ln/UPRR (West)	Construct grade separation of roadway and railway	Morada Ln/UPRR (West)	\$34,600,000
Various Agencies	Various	Various unfunded capital improvements	Various locations	Not Available
Various Agencies	Various	Various unfunded operational improvements	Various locations	Not Available
RTD		Solar Power Project (Phase II)	Stockton Metropolitan Area	\$40,000,000 TBO
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Capital Costs	Between Tracy and Livermore	\$10,000,000
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Operating Costs	Dublin/Pleasanton BART to West Tracy	\$1,391,000,000
Tri-Valley SJV	Altamont Pass Corridor	DMU/EMU service - Operating Costs	West Tracy to River Islands	\$190,000,000
SJRRRC		ACE Capital Improvements associated with 9th and 10th trains		Not Available
SJRRRC		ACE Operational Improvements associated with 9th and 10th trains		Not Available
Manteca	McKinley Avenue Station	Construct multimodal station	McKinley Ave at the UPRR Oakland Sub.	\$10,000,000
San Joaquin County	Stockton Metro Airport	Various Unfunded Capital Improvements	Various Locations	Not Available
Tracy	Tracy Municipal Airport	Various Unfunded Capital Improvements	Various Locations	Not Available
Various	Miscellaneous regional bicycle, pedestrian, and safe routes to school facilities and programs	Various Unfunded Needs	Various locations throughout San Joaquin County	Not Available
Various	Miscellaneous regional community enhancement projects	Various Unfunded Needs	Various locations throughout San Joaquin County	Not Available
Various	Various Street and Roadway Rehabilitation	Rehabilitation of various streets and roads	Various Locations	Not Available
Various	Traffic Flow Improvements and Systems Managements	Signal System Improvements, Operational and Intersection Improvements to Smooth Traffic Flow, Closed Circuit TV, Freeway Service Patrols	Various Locations	Not Available

A-3.3

→ Add:

RTD	various	Transit Oriented Development Initiative	various	TBO
RTD	March Lane	March Lane Transit Corridor	March Lane	TBO
RTD	various	Highway HOV/Transit Lanes	various	TBO
RTD	various	Renewal Energy Expansion projects (Solar, etc)	various	TBO

Letter A-3 Response: San Joaquin Regional Transit District

Response A-3.1: SJCOG staff developed the strategies through a robust public participation effort and vetted the strategies through a two-year process with the RTP/SCS working group, the public, and SJCOG's standing committees and Board of Directors. Thus, SJCOG staff is hesitant to add additional strategies. There is Strategy No. 5 "Optimize the public transportation system to provide efficient and convenient access for users of all income levels" which has the same purpose as the proposed strategy. SJCOG will propose revision of this strategy in the next RTP/SCS update process to reference disadvantaged communities and prioritized transit investments for elderly, disabled, and low-income users more directly.

The strategies in the document are intentionally broad in nature and are implemented through future actions and policies that will evolve based on state, federal, local, and regional priorities, including new federal planning emphasis areas released in late 2021. In addition, SJCOG staff provide the following references in the RTP document where environmental justice communities and transit accessibility for all users are addressed:

- Transit accessibility for all transit users is discussed:
 - Pages 4-11 and 4-12 in Chapter 4
 - Page 5-3 in Chapter 5 (RTP/SCS Story Graphic) for "maximize mobility and accessibility" and "ensuring social equity"
 - Page 5-14 in Chapter 5-14
 -
- The strategy development process is detailed in the following locations:
 - ES-4 and ES-5 of the Executive Summary
 - Page 1-20 in Chapter 1
 - Chapter 2, Civic Engagement
 - Appendix S

Planned and on-going studies and projects will continue to inform future implementation of the 2022 RTP/SCS. SJCOG will continue to work with RTD and other regional partners as the plan moves to the implementation phase.

Response A-3.2: Requested changes were made in RTP/SCS chapters 4, 5, and 7. Requested changes were also made in Appendix L – Modal Discussion. Identified RTD with full name for first entry in chapter and used "RTD" thereafter.

Response A-3.3. Requested changes will be made to Appendices F and T. Any capacity increasing project request will need to be part of an RTP amendment.

Response A-3.4: There were requested changes for the Public Participation Plan (PPP). This document was approved by the SJCOG Board of Directors in 2016 and cannot be amended without the approval of the Board. However, SJCOG will be revising the PPP during 2022-2023 and will consider these proposed changes for the revised plan. These requested changes have been forwarded to the project manager for the PPP update project.

Response A-3.5: Requested changes made in Public Transportation Agency Safety Plan (PTASP) Targets table in Appendix N.

RTP/SCS Comments – by Department

Planning Division

1. Page 3-10- while many of the projects include street widening and intersection improvements, the policies seem geared towards lessening dependence on auto and improving multi-mobility. While many of the street projects are needed, it is not clear how they implement infill development or support goods movement if the improvements are not located near our transit corridors. A-4.1
2. Page 4-7- is there a table that shows the correlation of funding type with projects proposed? That may help to establish why some projects were selected (street widening/improvements) versus other needs (multimodal, green infrastructure, etc.). A-4.2
3. Chapter 5- it is still not clear how the RTP/SCS will increase multi-mobility as there are a lot of street improvement projects that support auto, and while some of the rail projects will lessen the wait time for non-passenger rail (i.e., diamond project) but does not show correlation to how lessened times will result in large uptick in ridership. Maybe this is not the case for Stockton, but the document does not clarify what areas will receive an increase in ridership. This includes equity issues where communities need increased access to parks, trails, and buses. The plans do not indicate how those communities' issues are being solved by the doc. A-4.3
4. Chapter 5- are the jobs created construction-related or permanent through expansion of services? Do we anticipate those jobs will include housing and/or population increase in the area? A-4.4
5. Page 6-10- it says highway improvements should be made to support the Port of Stockton. If that is true, the project list does not indicate the adjacent areas that require improvements to facilitate truck movement to and from the Port. A-4.5
6. Page 6-15- talks about how projects can be catalytic generators, but why are most of the proposed projects proposed in new growth areas that would require developers to construct those street improvements. Is this catalytic to keep those projects moving forward? Stockton has a lot of disadvantaged areas that could use infrastructure and mobility improvements in, and around, the downtown and south Stockton area. The plan shows many bike improvement lanes, but what about bus or other? Those areas with bike lanes may be in heat islands and we could be encouraging bike use in heat islands for disadvantaged areas. A-4.6
7. Chapter 7- self-driving cars are cool but way too early to put eggs in that basket. I would rather see trip monitoring efforts for cars, trains, and bus routes to better understand ridership patterns for making improvements. The plan says it wants to lessen the dependence on jobs/residents from the bay area, but then where are people supposed to be coming from and to in the region? Does the plan anticipate more movement between cities in the region and if so, how does the plan support multi-modal access for that movement via bus, train, carpooling, or other? A-4.7
8. Chapter 8- the plan seems to acknowledge we need housing diversity but seems to state more SFR homes are needed which also shows the region produces a higher percentage of those homes compared to the state average. A-4.8
9. Page 8-12- does the image indicate Stockton will have a 6th cycle RHNA # over 20k? This number appears to be outdated versus what was most recently provided by SJCOG. It would be interesting to see a graphic that depicts the average growth rates of each RHNA city against the A-4.9

projected growth rate of the RHNA allocation. While the document correctly indicates housing production has not kept up with population increase, the anticipated growth for the region shown correlates to the average population increase of each city.

- 10. Page 8-13- What about a funding program for ADUs? A-4.10
- 11. Page 8-13- What about hiring a consultant to provide jurisdictions with sample ordinances in order to comply with state housing laws? A-4.11
- 12. Page 8-13- What about targeted studies to address gaps in infrastructure? A-4.12
- 13. Page 9-9- as with my other comment on projects relating to equity, staff supports and would like to be part of the social equity planning study. A-4.13
- 14. Executive Summary Projects- how are those projects being coordinated with the City, especially for one of the projects that may be responsible for frontage improvements? 8-mile is an example of widening and the interchange projects are related to delta cove and sanctuary. A-4.14

Economic Development

- 15. Chapter 6 Economic Vitality
 - a. Last sentence about
 - b. Page 6-3 “San Joaquin County’s economic recovery substantially lagged compared to other parts of California...”
 - c. Page 6-5 “in its first 20 years.”
 - d. Page 6-10 “This \$140 million ~~dollar~~ project...”
 - e. Page 6-11 Minor Avenue Complete Streets Project should also speak to encouraging development and investment along the corridor for potential job growth in the area. A-4.15
 - f. Page 6-12 add airport passenger trends? Numbers for high-volume years to show economic impact?
 - i. Keep consistent – airport vs Airport
 - g. Page 6-13 “Altamont Commuter Express (ACE) and the Amtrak San Joaquins trains pass through on the way to the Bay Area and Sacramento.”
 - i. “at grade” should be hyphenated
 - h. Page 6-16 “This final list of projects and strategic financial investments total more than 300 discrete expenditures and \$12 million respectively.”
 - i. Modeling

Public Works Department

- 16. Executive summary, map of Stockton projects, add the following projects:
 - a. Railroad Grade Separations
 - i. Airport Way at BNSF – Construct 4 lane Grade separation
 - ii. Dr MLK Boulevard Grade Separation modification and ADA compliance – Remove/Reconstruct existing Railroad Grade Separations A-4.16
 - iii. Hazelton Ave at UPRR – Construct 4 lane grade separation
 - b. Active Transportation
 - i. Union Street Greenbelt - Construct Greenbelt including Class 1 Bike and Ped Path adjacent to Union street from Scotts Ave. to Weber Ave A-4.17
- 17. Executive Summary, map of Stockton projects, modify Project descriptions as follows:

- a. Active Transportation, Main Street change limits from California Street to SR-99. Also, Include Market Street from California to Main Street.
18. Reference to Lane expansion will need to be checked with current general plan. Some may not have precise plans therefore will require studies

A-4.18

Letter A-4 Response: City of Stockton

Response A-4.1: Comment noted. While many of these projects include multi-modal features and are near existing commercial or transit corridors, not all are aimed at directly furthering infill. Some may be geared to other city and regional priorities such as safety or efficient use of the existing transportation system. The plan allocates a higher percentage of funding to the transit and bicycle/pedestrian funding categories than in the 2018 plan and seeks to implement policy goals through on-going and planned future planning studies designed to leverage future funding opportunities for infill housing, climate resilience, active transportation, and transit innovations. SJCOG staff will continue to work with City of Stockton planning, economic development, and public works departments to implement projects consistent with city, regional, and state goals and funding streams.

Response A-4.2: Please refer to Appendices F (Plan Project List) and G (Revenue Assumptions). Appendix F shows projects by project type and Appendix G shows total funding levels by revenue source. Additionally, Chapter 5 delves further into the funding sources and project types within those funding sources. There is no table that shows the specific correlation of funding type with projects proposed. This level of detail is not available for all projects listed in the RTP/SCS as this high-level, long-range plan only shows that sufficient revenue is projected to be available for the projects listed. Specific funding decisions for specific projects is made later as projects become “shovel-ready.” The Federal Transportation Improvement Program (FTIP) contains the listing of near-term projects and their associated funding sources.

Response A-4.3: Comment noted. See response A-4.1. Since most bus transit traverses both inter-city and intra-city roadways, some multi-modal road projects will also benefit transit and bicycle/pedestrian travel. SJCOG is also currently implementing the Sustainable Transportation Equity Program (STEP) to create multi-modal transit options weaving together rail, bus, EV car-share, and EV pedal-assist bike-share options in disadvantaged communities.

Response A-4.4: These jobs are construction-related and thus are temporary, like other construction jobs. However, the construction of the RTP projects will provide more stability in a traditionally volatile sector. The growth of the construction sector has been factored in the employment and housing forecasts for the RTP/SCS. See Appendix R (Economic and Employment Impacts Report) for a full-discussion of not only the direct construction-related jobs, but also the indirect and induced job growth. This report also discusses the potential long-term impacts of implementation of the RTP/SCS projects. These impacts include increases in household disposable income as travel costs decline, enhanced employment opportunities with increased accessibility to jobs, and reduced greenhouse gases and other pollutants' impact on health outcomes. Enhanced regional competitiveness may also result as a well-functioning transportation system allows business to benefit from agglomeration economies, including rapid access to knowledge, suppliers, and customers.

Response A-4.5: Comment noted. SJCOG continues to work closely with the Port of Stockton to identify future improvements needed to support continued and expanding port operations. Of note is SJCOG's exploration of and support for funding through the upcoming California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program. SJCOG is also completing a countywide truck study, as well as a study focusing on the Roth Road corridor – an area important to a potential inland port related project.

Response A-4.6: Comment noted. See Responses A-4.1 and A-4.4. In addition, SJCOG has completed several studies to address the identified issues: South Stockton SCS Implementation Study and Community Needs Assessment, and the Regional Resiliency Implementation Plan and Adaptation Guidance: <https://www.sjco.org/466/Regional-Planning-Studies>. SJCOG continues to work with San Joaquin County transit providers to identify route and service improvements, as well as funding opportunities.

Response A-4.7: Comment noted. SJCOG acknowledges that autonomous vehicles are but one potential future transportation option that will require changes in roadway infrastructure. Studies completed are designed to assess the types of infrastructure support that may be needed for likely future technological advances. Several of these studies and future funding opportunities are noted in the chapter. SJCOG also operates the highly successful travel-demand program known as dibs. More information can be found here: <https://dibsmysway.com/>. The program includes both vanpool and carpool programs.

Response A-4.8: The plan will result in 52% of the new residential housing units to be multifamily versus 41% for the 2018 plan. This is a 27% increase. Additionally, much of the single-family homes envisioned are homes on smaller lots with increased density.

Response A-4.9: The graphic has been corrected to reflect the most recent RHNA numbers.

Response A-4.10: ADUs are another source for affordable housing. Current efforts in this area include an ADU toolkit through the valley wide Regional Early Action Program (REAP). These resources are available here: <https://sjvcogs.org/reap/adus/>. SJCOG is not aware of specific funding programs for ADUs, but the comment is noted as SJCOG's regional housing work continues.

Response A-4.11: This could be part of the assistance SJCOG could give to its member agencies through the REAP grant to encourage more housing development. Please also see Response A-4.10 as an example.

Response A-4.12: Comment noted. See also Response A-4.6.

Response A-4.13: Thank you for your interest in being part of the social equity planning study. SJCOG staff notes this and will be in touch when the study kicks off later this fall.

Response A-4.14: Comment noted. SJCOG will continue to coordinate with City of Stockton public works and planning on any changes needed to the project list.

Response A-4.15: In the Economic Vitality Chapter (Chapter 6), all the suggested corrections from Economic Development have been made.

Response A-4.16: Because the railroad grade separations would be considered regionally significant projects, they will be added into the RTP via the first available RTP amendment. The active transportation projects noted in the comment is being added to the project list, as requested.

Response A-4.17: This change will be made, as requested.

Response A-4.18: Comment noted.

California Department of Transportation

OFFICE OF THE DISTRICT 10 DIRECTOR
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7943 | FAX (209) 948-7179 TTY 711
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August 1, 2022

Ms. Diane Nguyen
Executive Director
San Joaquin Council of Governments
555 East Weber Avenue
Stockton, CA 95202

Dear Ms. Nguyen:

The California Department of Transportation (Department) would like to commend San Joaquin Council of Governments (SJCOG) for providing a robust discussion of the region with a clear direction towards a sustainable future. Along with utilizing a robust public participation process that seeks input from underserved communities. The Department appreciates the opportunity to review and comment on the 2022 RTP/SCS and has the following comments:

Chapter 1:

5.1

- The section that discusses the air travel system is narrow, focusing only on the Amazon services. There is a high value of agricultural products that had been mention of commuter services to the Bay area, or the potential of Advanced Air Mobility (AAM) services for the future. The Department recommends including this information into the 2022 RTP/SCS.

Chapter 3:

5.2

- Strategies 14 – 16 include electrification of transportation but does not include aviation systems. Wayside equipment and the future of aviation is reliant on electricity. There is also the opportunity for Sustainable Aviation Fuel (SAF) uses as adopted by larger commercial aviation in California in order to meet air quality goals.

5.3

- The Department recommends including information regarding The Climate Action Plan for Transportation Infrastructure (CAPTI) into the 2022 RTP/SCS. CAPTI was adopted in July 2021 and builds on executive orders (EO) signed by the Governor. One such EO was N-7-20 which moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero emission by

2045. While alternative fuels are mentioned, electric vehicle charging access is not.

5.4

- The California Transportation Plan 2050 (CTP 2050) is a policy framework that provides a common vision for the future of our transportation system. The CTP 2050 is a roadmap for making effective, equitable, transparent, and transformational transportation decisions in California. The CTP 2050 is a product of an open and collaborative approach with the State's transportation partners and stakeholders, and is the result of an extensive, multi-faceted public engagement process that responds to federal and state laws and regulations regarding public engagement. The Department encourages SJCOG to support the goals and objectives the CTP 2050.

Chapter 4:

5.5

- The Infrastructure Investment and Jobs Act (IIJA) is not mentioned as a funding source or potential funding source. The Department encourages SJCOG to apply for grants through the IIJA to help in its RTP goals. The Reconnecting Communities Pilot Program will restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development (i.e. Boggs Tract and Little Manila). In 2021 when the IIJA was signed there was \$1 billion available. There was \$8 billion available for Infrastructure for Rebuilding America (INFRA), \$7.5 billion for Rebuilding American Infrastructure Sustainably and Equitably (RAISE) and \$5 billion for the National Infrastructure Project Assistance. The Department recommends including this information into the 2022 RTP/SCS.

Chapter 5:

5.6

- The Department encourages the addition of a disadvantaged communities map.
- There is no mention of Assembly Bill 617 (AB 617) which requires the California Air Resources Board (CARB) and air districts to develop and implement additional emissions reporting, monitoring, reduction plans and measures in an effort to reduce air pollution exposure in disadvantaged communities. 20 of the 30 most disadvantaged communities in California are in the San Joaquin Valley. Please expand on how the RTP will assist in the goals of AB 617.

5.7

Chapter 6:

5.8

- The Department commends SJCOG for the robust section on rail assets.

Chapter 7:

5.9

- This chapter does not identify any advancements in the aviation system.

5.10

- Please add more specific information on what fuel alternatives are being considered. Please also list more options for freight innovations in addition to freight platooning.

Chapter 8:

5.11

- While housing is focused on state mandates and the housing shortage, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting future development, and preserve the viability of the aviation system as an economic engine for the region.

RTP Check List comments pertaining to Appendix B:

5.12

- (2) It is difficult to determine which strategies are long term and which are short term. Please clearly identify which strategies are long-term versus short-term.

5.13

- (4)(j) The Air Quality (AQ) document is not included therefore this requirement could not be verified. Please submit when possible.

5.14

- (6) The referenced documents are not included therefore this requirement could not be verified. Please submit when possible.

Consultation and Cooperation:

5.15
to
5.18

- (2) Please ensure the inclusion of the referenced documents when possible.
- (5) It is unclear how Appendix C meets the requirement. Please check the reference and ensure it appropriately addresses the requirement.
- (6) A specific reference to the Wildlife Action Plan could not be found. Please ensure it is explicitly referenced in the plan with the specific page where it can be found.
- (11) Detailed discussion, but no specific mention of the Public Transit-Human Services Plan. Please include details on how the RTP was coordinated with this plan.

Programming:

5.19

- The referenced table is a list of projects, however there is no discussion of regional ITS structure development.

- 5.20 • (3) It is hard to tell which projects in the referenced list are considered unconstrained. Please clearly delineate which projects are unconstrained compared to the fiscally constrained projects.

Financial:

- 5.21 and 5.22 • (4) Please clearly label which projects are regionally significant.
- (9) The reference for this requirement is a list of projects. Please ensure specific financial strategies are identified to ensure this requirement is met.

Overall:

- 5.23 • The Department commends SJCOG on their public outreach efforts for this 2022 RTP and how each of the statewide goals were clearly addressed and incorporated into the document.
- 5.24 • The Department would also like to commend SJCOG on the significant increase in bus transit investments by 32.5% as well as the 20% increase in funding for active transportation over the 2018 RTP. Investments in these areas will not only help reduce VMT and greenhouse gases, it also helps to improve the health of the citizens who are now able to walk or bike to areas.

If you have any questions, please contact Joshua Swearingen at (209) 986-9792 (email: Joshua.swearingen@dot.ca.gov) or me at (209) 483-2582. We look forward to continuing to work with you in a cooperative manner.

Sincerely,



TOM DUMAS, Chief
Office of Metropolitan Planning

Letter A-5 Response: California Department of Transportation

Response A-5.1: SJCOG acknowledges the previous volume of agricultural products shipped from Stockton Metropolitan Airport. According to Russel Stark, Stockton Metropolitan Airport Director, there are no agricultural products currently shipped out of the airport and there are no imminent plans to do so. There also are no current air commuter services to the Bay Area, only regular passenger services to Las Vegas and Phoenix. However, SJCOG has added language to Chapter 1 acknowledging the airport's previous status as a hub for the shipment of agricultural products and the potential future of advanced air mobility services. SJCOG staff will continue to monitor these developments during plan implementation and as part of its on-going duties as the Airport Land Use Commission (ALUC) for San Joaquin County.

Response A-5.2: The strategies were developed through a robust public outreach process and have been vetted by the SJCOG Board. Thus, SJCOG staff is hesitant to modify the strategies. Comment has been noted and SJCOG will look into including aviation with electrification of transportation. In acknowledging this comment, SJCOG will add the potential for electrification of airport services and commuter aviation to Chapter 7 (Innovations in Technology).

Response A-5.3: Comment noted. SJCOG staff is addressing the issues covered by the Climate Action Plan for Transportation Infrastructure (CAPTI) even though the CAPTI is not specifically mentioned in the RTP/SCS. In Chapter 3, there is discussion on SJCOG's efforts to address climate change impacts on the regional transportation system. SJCOG completed the Adaptation and Resiliency Study which identified risks and vulnerabilities of the region's transportation system to the impacts of climate change. SJCOG also completed the Regional Resiliency Implementation Plan and Adaptation Guidance which proposes specific solutions to the impacts of climate change on the transportation system. In addition, page 3-3 outlines SJCOG's current implementation of electric car-share and bike-share services, as well as associated charging infrastructure, as part of the Sustainable Transportation Equity Project (STEP) project. Page 3-9 also provides further clarification that the Alternative Fuels Vision Plan focuses on both electric charging and other alternative fuels infrastructure.

Response A-5.4: Comment noted.

Response A-5.5: Added discussion on the Infrastructure Investment and Jobs Act and the resulting programs in Chapter 4. These programs are identified as possible sources for federal funds.

Response A-5.6: There is a map that identifies environmental justice communities on pg. 5-14 of chapter 5.

Response A-5.7: SJCOG has been tracking the AB617 Stockton Community Steering Committee since its inception in 2020. Several transportation measures in the CARB approved Community Emissions Reduction Program (CERP) overlap with identified projects in the RTP, specifically the Stockton Mobility Collective. The Stockton Mobility Collective project will deliver affordable electric carshare and electric pedal assist bikeshare programs in Stockton, particularly in and around the AB 617 community boundaries. The Stockton Mobility Collective also includes a workforce development program that may complement the approved CERP. In recognition of the alignment between CERP measures and implementation activities, SJCOG and the Air District staff meet regularly to coordinate and exchange

updates as needed. Additionally, at least one staff person attends the monthly steering committee meetings. Reference to AB 617 will be added to Chapter 5.

Response A-5.8: Thank you.

Response A-5.9: Comment noted. See response A-5.2.

Response A-5.10: Specific information was added in Chapter 7 on what fuel alternatives are being considered in the Alternative Fuels Study. Staff has provided additional narrative on freight innovations in Chapter 7, specifically related to potential inland port projects.

Response A-5.11: Comment noted. SJCOG administers the Airport Land Use Commission (ALUC) program where SJCOG staff reviews development proposals to ensure the continued operations of public airports.

Response A-5.12: Strategies are long term while identified actions in the RTP/SCS are short term. Examples of identified short-term projects are listed under “The Plan in Action” heading on page 3-9 in Chapter 3. There will be other actions undertaken by SJCOG that will implement the RTP/SCS strategies that are not identified in the document. These actions will be outlined in an upcoming RTP/SCS implementation plan to be developed in late 2022/early 2023. SJCOG will coordinate these efforts with agency partners, including our local Caltrans district office.

Response A-5.13: The draft Air Quality Conformity document was released on July 1, 2022, for a required 30-day review. It is available on the 2022 RTP/SCS website. The document is anticipated to be approved with the RTP/SCS on August 25, 2022.

Response A-5.14: Comment noted.

Response A-5.15: Will become available when ready.

Response A-5.16: Comment noted. Appendix C text was removed.

Response A-5.17: Comment noted. The Wildlife Action Plan is referenced in the DEIR. This reference will be added to the final checklist.

Response A-5.18: Comment noted. Will add reference to the Public Transit-Human Services Plan in Appendix L.

Response A-5.19: Staff will add a reference to Chapter 7 to the checklist where SJCOG is considering development of a new ITS Master Plan to help provide guidance with regional ITS structure development.

Response A-5.20: All of the projects in Appendix F are fiscally constrained. Fiscally unconstrained projects are listed in Appendix T – Illustrative Project List.

Response A-5.21: In SJCOG’s experience, all highway projects, interchange projects, capacity increasing arterial projects, and grade separations are considered regionally significant. Other projects may be considered regionally significant on a case-by-case basis, usually through consultation with Caltrans project managers, and federal partners. SJCOG staff will work with these partners to help identify projects considered regionally significant.

Response A-5.22: Comment noted.

Response A-5.23: Thank you.

Response A-5.24: Thank you.

Timothy Kohaya

From: Anju Pillai <Anju.Pillai@cityoftracy.org>
Sent: Monday, August 1, 2022 5:41 PM
To: Timothy Kohaya
Cc: Kris Balaji; Robert Armijo
Subject: 2023 RTP - City of Tracy Comments (Updated) - Revised

External Email:

Hi Tim,

Please see below our comments on the 2023 RTP. Please ignore my earlier emails.

We need all interchanges shown with an “x” for RTIF funding as they serve regional traffic

- For I580/Corral Hollow Interchange – Open to traffic year 2025
- For I580/Lammers Interchange – Open to traffic year 2030
- For I 205/MacArthur Interchange – Open to traffic year 2035
- For 1205/Iron Horse Interchange – **Is this interchange currently included in the RTP SJCOG Travel Demand Model? Please confirm.** We recommend updating as I-205/Iron Horse/Pavilion Parkway Interchange to accommodate the Interchange planned in City of Tracy’s master plan.
- Include the following additional widening projects:
 1. Old Schulte Road : Hansen Road to Lammers Road : Widen from 2 to 4 lanes : Open to Traffic 2028
 2. Linne Road : Lammers Road to MacArthur Drive : Construct 2 to 4 lanes and widen from 2 to 4 lanes : Open to Traffic 2030
 3. Lammers Road : Kimball High School to I-580: Widen 2 to 4 lanes: Open to Traffic 2028.
- Include the following Rail Road Improvements:
 1. Lammers Rd North of Linne Rd – Construct new 6-lane overcrossing
 2. MacArthur Dr and Eleventh St – Modify existing overcrossing to incorporate intersection
 3. Quiet Zone – Modify at-grade crossings at Tracy Blvd and Corral Hollow Rd to institute quiet zone corridor
- The CH widening projects (in the existing RTP) and the proposed Lammers Road widening project (proposed above) should be considered for RTIF funding.

A-6.1

Thank you,

Anju Pillai, PE., MS Engr.
Senior Civil Engineer | Engineering Division
City of Tracy | 333 Civic Center Plaza
Tracy, CA 95376 | Phone (209) 831 6455

Letter A-6 Response: City of Tracy Engineering

Response A-6.1: Regarding the I-580/Corral Hollow, I-580/Lammers, and I-205/MacArthur interchanges, the edits are being made as requested.

The I-205/Iron Horse interchange is listed as “Environmental Only,” and as such, is not included in the travel demand model. Per discussion with Tracy engineering staff, further discussion is needed. This project can be amended into the RTP following these discussions between SJCOG and City staff.

Regarding new project submissions, these projects will be added to the RTP via the earliest available RTP amendment.

Timothy Kohaya

From: Ed Lovell <Ed.Lovell@cityoftracy.org>
Sent: Monday, August 1, 2022 11:05 AM
To: Timothy Kohaya
Cc: RTP
Subject: 2022 Draft RTP/SCS Comment

External Email:

Hi Tim,

One comment I would like to submit:

In Appendix F, under table 6-5: Bus Transit Improvements, I would like to see added Tracy's project to build a Maintenance, Storage and Fueling Facility. The MPO ID is SJ07-5055 and the CTIP ID is 212-0000-0774. Additionally, some of the descriptions of the projects need to be updated as they are not accurate.

A-7.1

Ed Lovell | Transit Manager

Tracy Transit Station

50 E. 6th Street | Tracy, CA 95376

Office (209) 831.6204 | Fax (209) 836.8955



Letter A-7 Response: City of Tracy Transit

Response A-7.1: This change is being made, as requested.

SJRRC/SJIPA Comments on SJ COG 2022 RTP:

ES-10: Appears that improvements needed for San Joaquins expansion (BNSF double-tracking) are not included. (\$1.3 billion for ACE capital and O&M to be revised upon update of the table in Appendix F)

A-8.1

ES-12: Doesn't include San Joaquins Expanded Service

A-8.2

ES-16: No Lodi Valley Rail Station (ACE and San Joaquins) shown

A-8.3

1-9: States, "Within the planning horizon of the 2022 RTP/SCS, SJRRC plans to expand ACE service in the Central Valley between the Modesto and Sacramento areas to provide more traveling options for both in-county and out-of-county commuters." Should change "Modesto" to "Merced" and add, "and to connect with HSR Interim Service at a multi-modal hub station in downtown Merced." Also need to get text added in regards to San Joaquins expansion and the San Joaquin service. Suggest the following text for the San Joaquins expansion:

A-8.4

4-3: TIRCP and Cap & Trade Program? Surplus funding from general funds? IJIA Programs (RAISE, INFRA, Mega)

A-8.5

4-14: The "Altamont Corridor Vision" paragraph is out-of-date and should be replaced with Valley Rail paragraphs. The text under Altamont Corridor Vision states, "A partnership among the San Joaquin Regional Rail Commission, Tri-Valley – San Joaquin Valley Regional Rail Authority, and San Joaquin Joint Powers Authority was formed with the common goal of increasing passenger rail connectivity between the Bay Area and San Joaquin Valley. Phase 1 of the plan includes adding two new round trips and a weekend service between the San Joaquin Valley. A new rail alignment between Greenville Road and the San Joaquin County line will allow for greater passenger capacity and faster trains. SJCOG has pledged a letter of support for the Altamont Corridor Vision's Phase 1."

A-8.6

Valley Rail:

The SJCOG 2022 RTP/SCS includes the SJRRC's and SJIPA's "Valley Rail" expansion program and has submitted letters of support for Valley Rail funding applications. Valley Rail includes the extension of ACE through Stanislaus, Merced and Sacramento counties. ACE service will terminate at downtown Merced where it will directly connect with HSR Interim Service at a multi-modal station by 2030. The three Sacramento-bound ACE trains originating at Merced will offer a transfer at Lathrop for those traveling to Alameda County or San Jose. Three additional ACE round-trips will run from Merced to the South Bay (one to San Jose and two to Union City BART) by 2030.

Valley Rail also includes the expansion of the San Joaquins intercity passenger rail service. SJJPA will be truncating the San Joaquins to terminate at the downtown multi-modal station in Merced once HSR Interim Service is initiated by 2030. SJJPA is expecting to implement the necessary improvements along the BNSF and UP lines to run four additional round trips between Merced and Sacramento and one additional round trip between Merced and Oakland – for a total of 12 round trips that will connect with HSR at Merced.

A partnership among the San Joaquin Regional Rail Commission, Tri-Valley – San Joaquin Valley Regional Rail Authority, and San Joaquin Joint Powers Authority was formed with the common goal of increasing passenger rail connectivity in the Northern California Megaregion between the Bay Area, Sacramento and San Joaquin Valley. The Valley Rail and Valley Link expansion programs are fully coordinated and complementary. ACE and Valley Link will directly connect at the multi-modal North Lathrop Transfer Station, and the partner agencies are also exploring the possibility for ACE and Valley Link to share infrastructure between North Lathrop and the Tri-Valley. SJRRC and the Tri-Valley – San Joaquin Valley Regional Rail Authority have an MOU which identifies SJRRC as the expected operating agency for Valley Link service.

4-16: States, “The plan includes \$1.46 billion toward rail transit operation and corridor improvement. This includes the operation and enhancement of the ACE passenger rail service that provides the commuter link between the northern San Joaquin Valley and the Bay Area. The San Joaquin Regional Rail Commission is planning to extend service to Ceres by 202~~43~~ and Merced by 202~~97~~. This extension was infused with dedicated funding by the passage of SB 1 in 2017 and will also add new stations in Lathrop, Ripon and Manteca in San Joaquin County. This project has passed environmental review and is in the final phases of the design and engineering process.

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The rail commission and the San Joaquin Joint Powers Authority are also looking to provide more rail transit options between the San Joaquin Valley and Sacramento. The Valley Rail Sacramento Extension will include both San Joaquin~~s~~ Amtrak and ACE Rail operations on the Union Pacific Sacramento Subdivision near I-5. The extension will consist of six new stations in Lodi, Elk Grove, City College, Midtown, North Sacramento, and Natomas, which will feature a shuttle to the Sacramento International Airport (Figure 4.6).”

6-13: See suggested edits in track-changes below:

“The network includes approximately 200 miles of railroads owned by Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) in San Joaquin County. Significant rail expansion projects are further distinguishing the county as a premier location for logistics operations. Senate Bill 1 funding through the State Rail Assistance (SRA) Program was secured to construct a new track in the northwest quadrant intersection of the UPRR Fresno Subdivision and BNSF Railway Stockton Subdivision. The Stockton Wye Project will create a new connection between the BNSF Railroad Stockton and UPRR Fresno subdivisions. The new track connection will provide a vital freight and passenger rail link in the northwest quadrant of the Stockton Diamond grade crossing. The Stockton Diamond is an at grade crossing and is currently the most congested freight at grade crossing in the state. Heavy congestion

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effects both freight and passenger operational performance. Trains pass through it heading up and down the West Coast and from the Port of Oakland to all points east. It is a major pass-through for much of the San Joaquin Valley's rich agricultural harvest and is also an important junction for passenger rail as both ~~the ACE~~ ~~Hamont Commuter Express~~ and ~~the Amtrak~~ San Joaquins pass through on the way to the Bay Area.

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Freight and passenger service were limited through this corridor due to the existing congestion. The Stockton Diamond project will build a grade crossing so that the north-south tracks would pass over the east-west tracks. Grade separated double tracking will also improve the efficiency of the ACE and San Joaquins services and will enable future increases in these services to Sacramento and the Bay Area rail. The project includes bike, pedestrian and roadway improvements and safety enhancements at several at-grade local road crossings in the City of Stockton."

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9-4: States, "ACE Sacramento Extension and Related Multimodal Stations: The plan includes project development work for an ACE Sacramento Extension, but the operations and capital investments are unfunded. At the time of this plan, the San Joaquin Joint Powers Authority is actively pursuing grant funding opportunities to address project funding needs." Suggest replacing with the following text:

Valley Rail Expansion and Related Multimodal Stations: The Valley Rail Program includes project development work for connecting ACE and San Joaquins services with HSR at a multi-modal hub station in downtown Merced, but additional capital investments are needed to extend ACE from Ceres to Merced and to connect the San Joaquins to the multi-modal station in Merced. SJRRC and SJJPA are also working to expand both services north from Sacramento to serve Yuba, Sutter, and Butte counties, to extend ACE to Union City to connect with BART, and to implement additional improvements to enable a higher level of frequency to provide enhanced connectivity to HSR Interim Service. At the time of this plan, SJRRC and SJJPA are actively pursuing grant funding opportunities to address project funding needs for the planned Valley Rail Program to be running by the time HSR Interim Service begins operations in 2030."

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Appendix F: SJRRC/SJJPA are still finishing comments on Appendix F. These will be provided to SJ COG no later than August 8.

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Letter A-8 Response: San Joaquin Regional Rail Commission

Response A-8.1: Comment noted. This project was not included in the RTP project list but will be included in an amendment to the RTP/SCS. SJCOG staff will work with Rail staff to fine tune project details for inclusion in an updated Rail project list.

Response A-8.2: Some of the listed projects in Figure ES.4 were not funded. This section was replaced by featured RTP project in each of the member agencies.

Response A-8.3: See response A-8.1.

Response A-8.4: Corrections made.

Response A-8.5: 4-3: At the time of public outreach for RTP scenario development, details associated with many of these programs were not certain. SJCOG will amend the RTP to include added detail on these fund sources, as better information has become available.

Response A-8.6: Requested corrections made in chapters 4, 6 and 9.

Response A-8.7: These projects will be included in an amendment to the RTP/SCS. SJCOG staff will work with Rail staff to fine tune project details for inclusion in an updated Rail project list.