

EXECUTIVE SUMMARY



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An aerial photograph of a city skyline, featuring a mix of modern glass-fronted buildings and older, brick structures with arched windows. A large, semi-transparent blue shape is overlaid on the left side of the image, containing the title and text.

The 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) will continue to provide a sustainability vision through the year 2046 that recognizes the significant impact the transportation network has on the region's public health, mobility and economic vitality. As the region's comprehensive long-range transportation planning document, the plan serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements.

Senate Bill 375

With the passage of Senate Bill 375 in 2008, metropolitan planning organizations were required to develop a Sustainable Communities Strategy (SCS). An SCS must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. These targets are set by the California Air Resources Board and call for the region to reduce per capita emissions. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy, or APS, must be developed that demonstrates how targets could be achieved.

As the metropolitan planning organization and the regional transportation planning agency for San Joaquin County, the San Joaquin Council of Governments (SJCOG) has developed a Regional Transportation Plan (RTP) that incorporates an SCS. It is important to note that while the RTP includes an SCS as an element in concert with the policy, action and financial elements, this is not the first plan with sustainability features. San Joaquin County's RTP has always embodied policies and strategies committed to sustainability through air quality measures, environmental preservation and conservation objectives, and growth management strategies.

Photo Credit: Captivating Photos



What is the RTP/SCS?

The plan reflects a region-specific and balanced multimodal plan that not only achieves the intent and promise of SB 375 but can be implemented through existing and planned programs or policies. In fact, the development of the plan began from extensive work already rooted in existing plans and programs. The plan foundation comprises recent household and job growth forecasts, market demand and economic studies, and transportation studies, including SJCOG's Transportation Innovation Planning Study, Climate Adaptation and Resiliency Study, and Public Health Impact Analysis. The achievements of the plan are summarized in Figure ES.1.

Civic Engagement

This plan embodies local visions through local input.

Local experts in housing, land use, environment, and public works participated in the RTP/SCS development through a formal advisory committee or through other avenues of public feedback (e.g., workshops, online input through social media or web surveys (such as MetroQuest), and public comment opportunities at SJCOG committees and board meetings). These participants provided perspectives on economic development, environmental preservation, air quality, public health, environmental justice, and farmland conversion and preservation, which all helped to reshape existing RTP goals, policies, and objectives. A series of public workshops to get feedback from the public also guided the direction of transportation investments for the region in the context of San Joaquin County's future population, employment, and housing growth.

Figure ES.1 The Building Blocks of the Plan





Photo Credit: San Joaquin Regional Transit District

Policies and Supportive Strategies

The plan can be considered the San Joaquin region's "statement of priorities" for the future transportation system from 2022 through 2046. The policies, supportive strategies and performance indicators for the plan are all designed to convey: (1) what the region wants the future transportation system to look like; (2) what types of decisions will help the region attain its vision; and (3) the performance measures or indicators by which the region can assess its progress. Establishing clear links between the broad, value-laden goals and the more specific performance indicators helps to provide a tangible path toward feasible implementation. The policies and supportive strategies are identified in Table ES.1 (Page ES-6).

Process in Developing the Strategies

Policies from the 2018 RTP/SCS plan have been carried forward to the 2022 plan. However, there was an extensive process to develop and evaluate

new strategies for the 2022 plan. The consultant team (Cascadia Partners) developed an initial list of strategies based on suggestions from experts in transportation, land use planning, public health, and economic development. Some of the strategies were from the 2018 plan. More information on how strategies were developed and evaluated can be found in the Appendix S of this plan.

RTP/SCS strategies underwent a qualitative and quantitative evaluation once they were defined to gauge their performance in a range of future conditions using a scenario planning tool called TrendLab+. This tool forecasts the effects of disruptive economic and transportation trends and emerging technologies such as autonomous vehicles. This is the first time that proposed strategies underwent an evaluation process based on their performance in preselected future trends.

With this innovative new process, three futures were developed in TrendLab+ based on the three external factors: transportation technology, climate migration, and the e-economy. Developing futures in TrendLab+ involved making informed estimates of future conditions across a range of categories such as land use, pedestrian investments, and AV adoption. Futures were developed to be viewed as “what if” tests, rather than predictions.

For SJCOG’s 2022 RTP/SCS, TrendLab+ was calibrated and modified to measure the impact of strategies in three assumed futures across four metrics: vehicle miles traveled (VMT), transit ridership, greenhouse gas emissions (GHG), and housing costs.

Strategy Evaluation

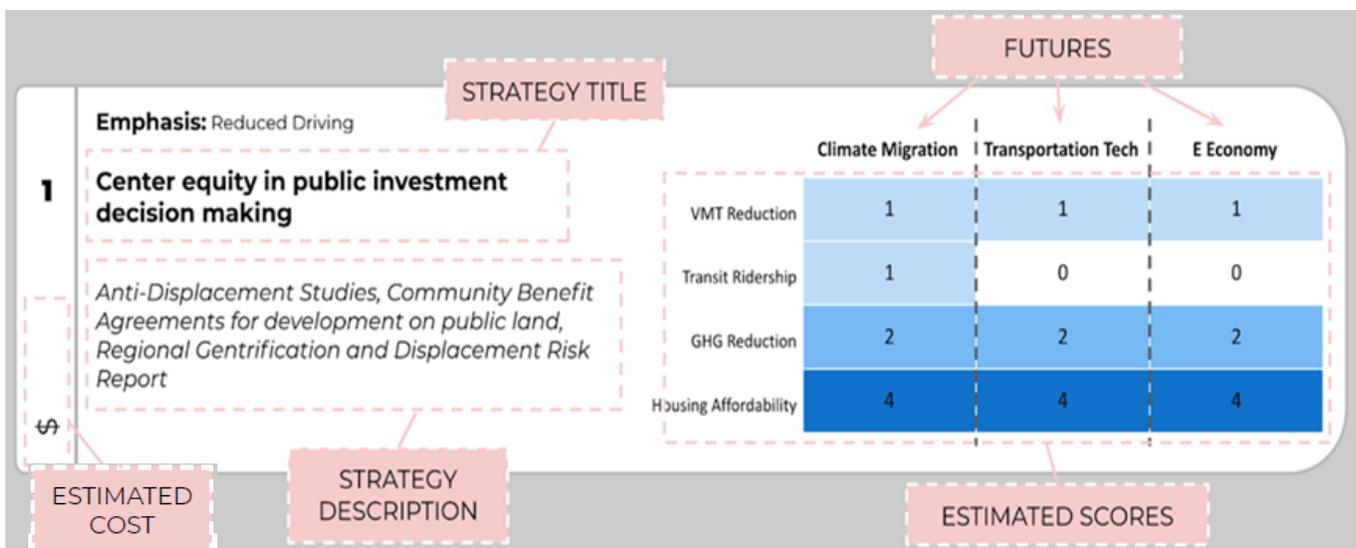
The final step in the strategy evaluation process was to test strategies in isolation in how well they perform in each of the three futures. This was done by applying the strategy to each future and measuring outcomes across the four metrics and then comparing these to the baseline outcomes.

Based on these results, each strategy was given a 1-5 score for each metric within each future (Figure ES.2) with a score of 5 representing the maximum positive performance. Strategies that scored high in multiple futures were included in the final proposed list of strategies.

Public Review of Proposed Strategies

The public engagement process provided the community with the opportunity to review the proposed strategies. This was accomplished through a MetroQuest survey, which asked survey participants to rate the proposed strategies. Strategies were also rated during a workshop with the RTP/SCS Working Group and a workshop that was open to the public (described in Chapter 2). Strategies that were rated highest during the MetroQuest survey and workshops were also included in the final proposed list of strategies. Many strategies that were rated high during the public engagement process also scored high in the strategy evaluation process. The final list of plan strategies is found in Table ES.1.

Figure ES.2 RTP/SCS Strategy Evaluation Process



Cascadia Partners

Table ES.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 water, rail and truck.

Policy: Increase Safety and Security

Strategy No. 10: Facilitate projects that reduce the number and severity of traffic incidents.

Strategy No. 11: Support local and state efforts for transportation network resiliency, reliability and climate adaptation.

Policy: Preserve the Efficiency of the Existing Transportation System

Strategy No. 12: Prioritize projects that make more efficient use of the existing road network.

Strategy No. 13: Support the continued maintenance and preservation of the existing transportation system.

Strategy No. 14: Promote electric power, alternative fuels and autonomous technologies for freight and agriculture.

Strategy No. 15: Manage the adoption of electric vehicles and private connected and autonomous vehicles.

Strategy No. 16: Promote electric power, alternative fuels and autonomous technologies for public transit.

Policy: Support Economic Vitality

Strategy No. 17: Support transportation improvements that improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities.

Strategy No. 18: Support workforce training across industries, particularly transportation-related industries.

Strategy No. 19: Encourage and/or strengthen small business, while supporting large employer recruitment.

Strategy No. 20: Invest in high-speed internet infrastructure to support e-business and reduce commuting.

Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts

Strategy No. 21: Provide equitable access to transportation planning.

Strategy No. 22: Engage the public early, clearly and continuously.

Strategy No. 23: Use a variety of methods to engage the public, encouraging representation from diverse income and ethnic backgrounds.

Policy: Maximize Cost Effectiveness

Strategy No. 24: Support efforts to streamline the development process.

Strategy No. 25: Support the use of state and federal grants to supplement local funding and pursue discretionary grant funding opportunities from outside the region.

Strategy No. 26: Support projects that maximize cost effectiveness.

Strategy No. 27: Maximize funding of existing transportation options.

Policy: Improve the Quality of Life for Residents

Strategy No. 28: Promote a broader range of housing types.

Strategy No. 29: Support the development a regional trust fund dedicated to addressing housing issues.

Strategy No. 30: Enhance public health through active transportation projects.

Financial Plan

The investment strategy is a balanced approach to multimodal development intended to fulfill the objectives and performance indicators that guide the plan and move toward achieving the long-term transportation goals for the region. The transportation investments in the plan are based on an estimate of available funding through 2046. In total, the plan assumes \$12.67 billion in projected revenues (Figure ES.3 below) to be available for investments (shown in Table ES.2) during the time horizon of the plan.

Table ES.2 Plan Investment Categories (in millions)

Project Category	2022 Plan (RTP/SCS) (Billions)
Roadway Operations, Maintenance and Safety	\$4.638
Transit (Bus and Rail)	\$4.732
Roadway Capacity (Mainline, Interchanges, Regional Roadways)	\$2.721
Active Transportation/Community Enhancements	\$0.384
Totals	\$12.475*

*Does not include airport revenue projections.

Figure ES.3 Revenue Forecast by Fund Source

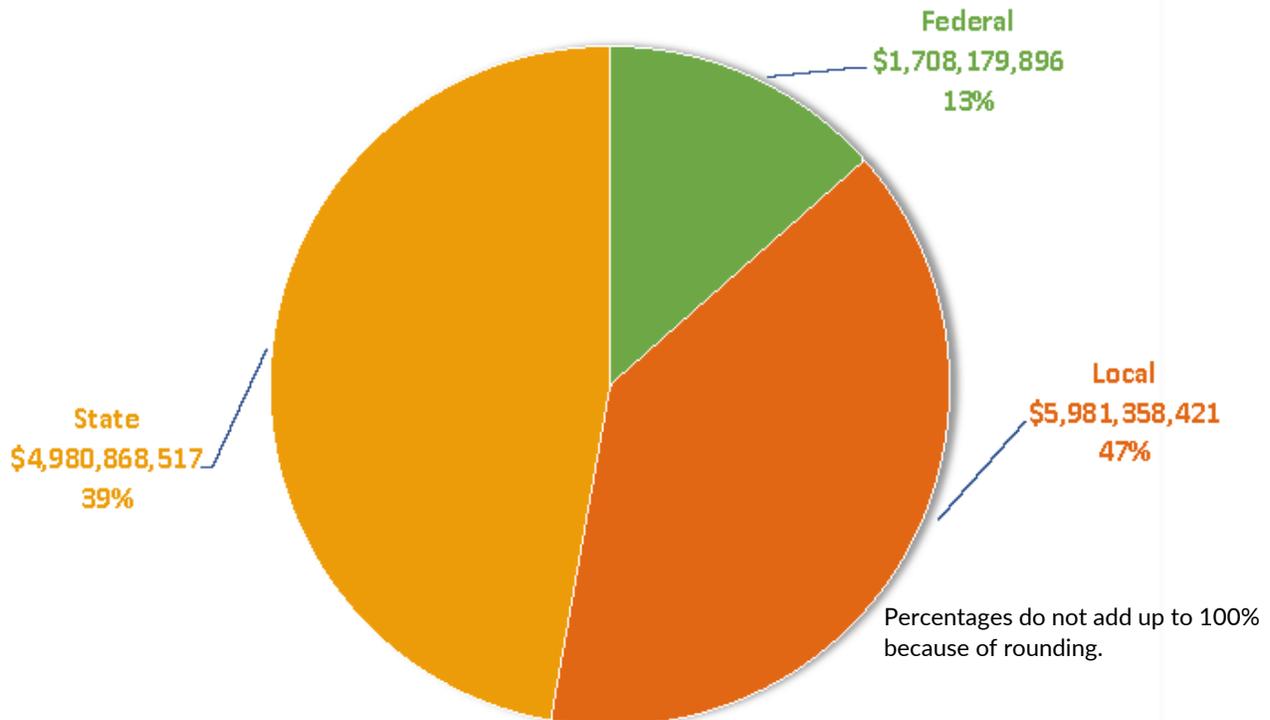




Photo Credit: Captivating Photos

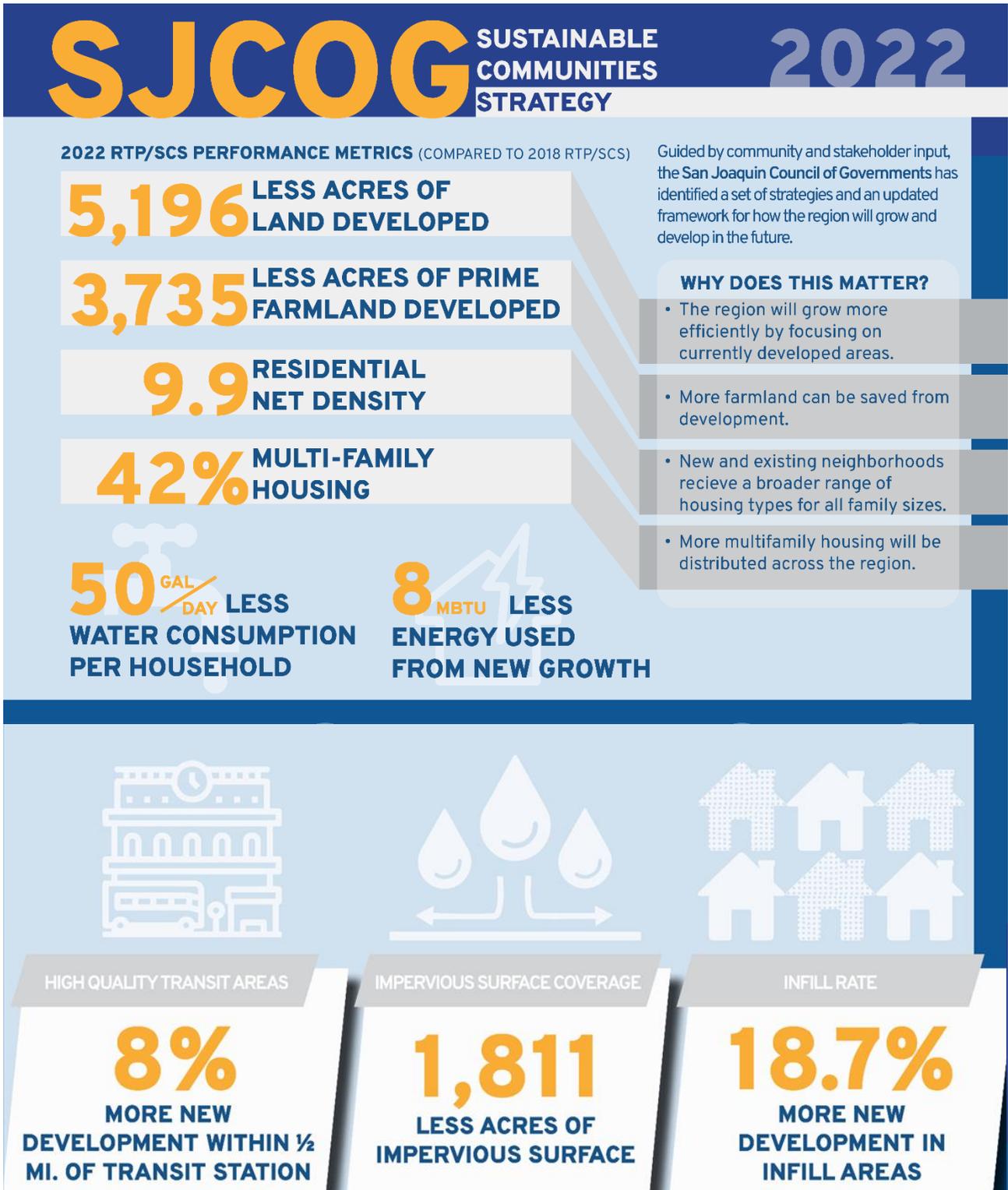
Among other features, the financial plan:

- Provides a combined operations and maintenance investment in the existing transportation system of almost \$4.64 billion during the 24-year RTP period.
- Provides \$4.73 billion to public transit with funding coming from various sources. Of that amount, \$3.43 billion in funding goes to the operations of local, intercity and interregional bus services and \$1.3 billion to the operation and enhancement of the Altamont Corridor Express (ACE).
- Recognizes the feasibility report and environmental document by the Tri-Valley-San Joaquin Valley Regional Rail Authority. The work is for planning, developing and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's system (BART) and the ACE commuter rail service.
- Provides \$2.72 billion for key projects to improve the most congested portion of the highway and arterial roadway system and promote the efficiency of the roadway system. The capacity improvements are targeted at corridors that are the most essential to mobility within the county.
- Invests \$384 million to support active transportation and community enhancement projects.

Plan Performance

Some key performance results of the plan are summarized in Figure ES.4.

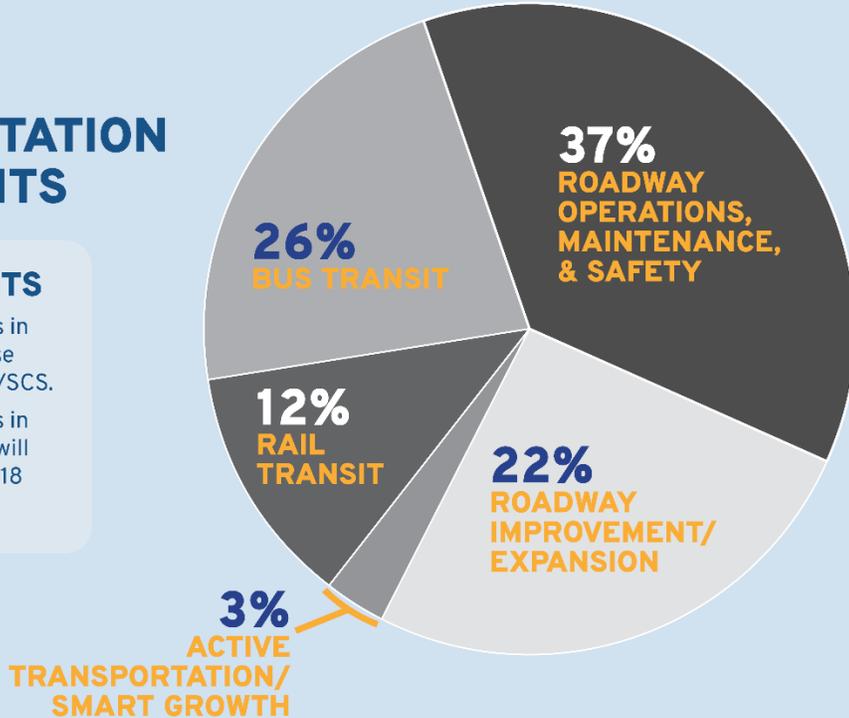
Figure ES.4



2022-2046 REGIONAL TRANSPORTATION INVESTMENTS

KEY HIGHLIGHTS

- Projected investments in bus transit will increase 32.5% over 2018 RTP/SCS.
- Projected investments in active transportation will increase 20% over 2018 RTP/SCS.



Project in Tracy

I-205 Managed lanes – Widen from 6 to 8 lanes between I-5 and I-580, managed lanes, with a central median reserved for transit.

Project in Manteca

SR99/120 Connector Project Phase 1A – includes widening connector ramp, removing Austin Road overcrossing and replacing with a new 4 lane structure.

Project in Stockton

California Street Separated Bikeway Project Phase 2 – will connect North and Central Stockton through downtown to South Stockton with Class II bike lanes and Class III shared (bike and car) lanes.

Project in SJC

Escalon Bellota Road – widen 2 to 4 lanes with shoulders from Escalon city limits to Mariposa Road.



Project in Lodi

SR-99 at Turner Road – reconstruct interchange, and modify on- and off-ramps to improve safety and flow.

Project in Escalon

Escalon BNSF Grade Separation – construct railroad grade separation on Yosemite Avenue (SR-120) and McHenry Avenue at BNSF Railroad.

Project in Lathrop

I-5 HOV (Mossdale) – add HOV lanes and direct HOV connectors to I-205 and SR-120. From I-205 to Louise Avenue.

Project in Ripon

Ripon Multimodal Station – buildout of station facilities, parking facilities, and associated passenger amenities, and on and off-site infrastructure.

KEY STRATEGIES



KEY STRATEGY #1

Facilitate projects that reduce the number and severity of traffic incidents.



KEY STRATEGY #2

Support the development a regional trust fund dedicated to addressing housing issues.



KEY STRATEGY #3

Provide transportation improvements to facilitate non-motorized travel, including incorporation of complete streets elements as appropriate.



KEY STRATEGY #4

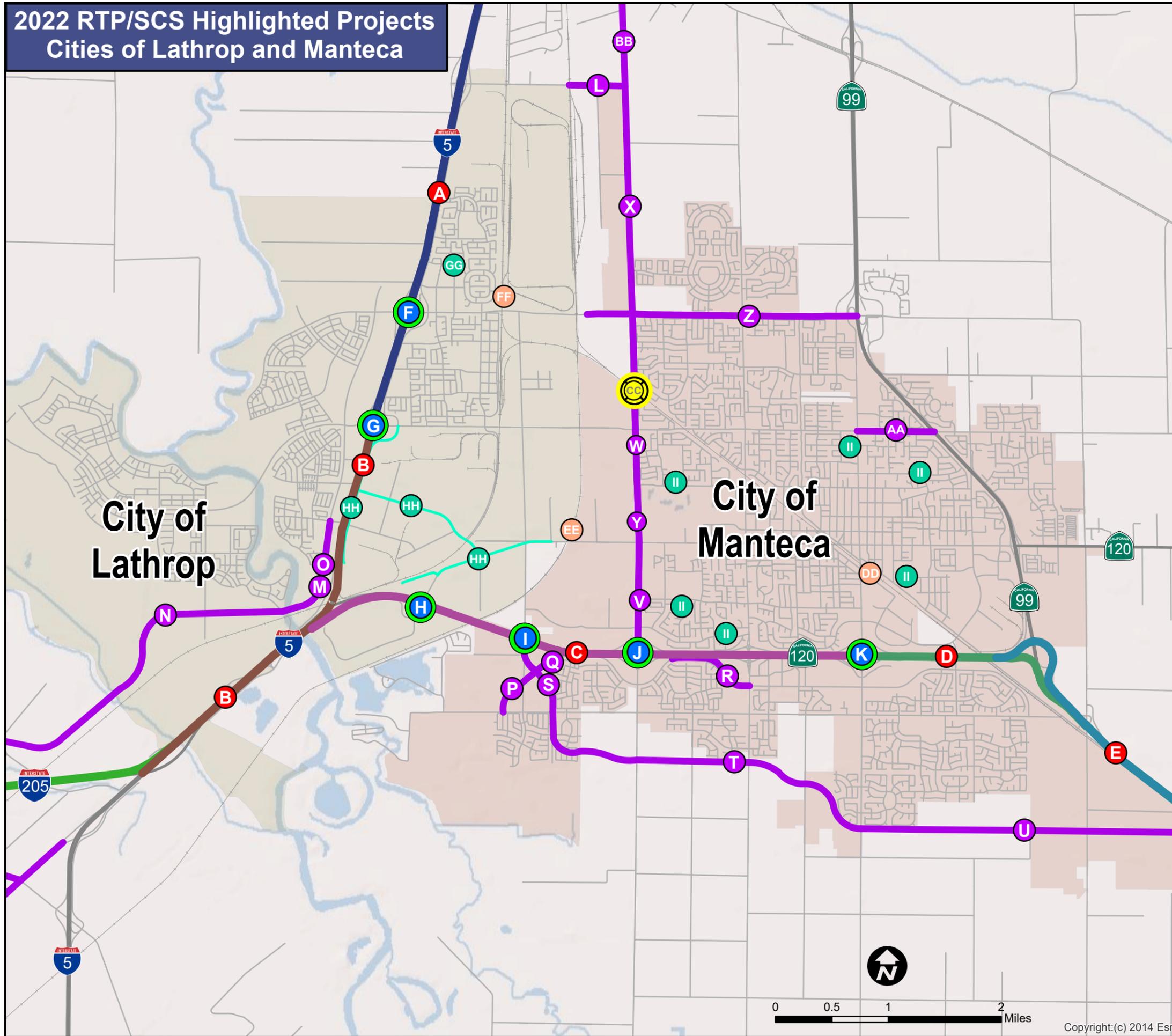
Invest in high-speed internet infrastructure to support e-business and reduce commuting.



Highlighted Projects

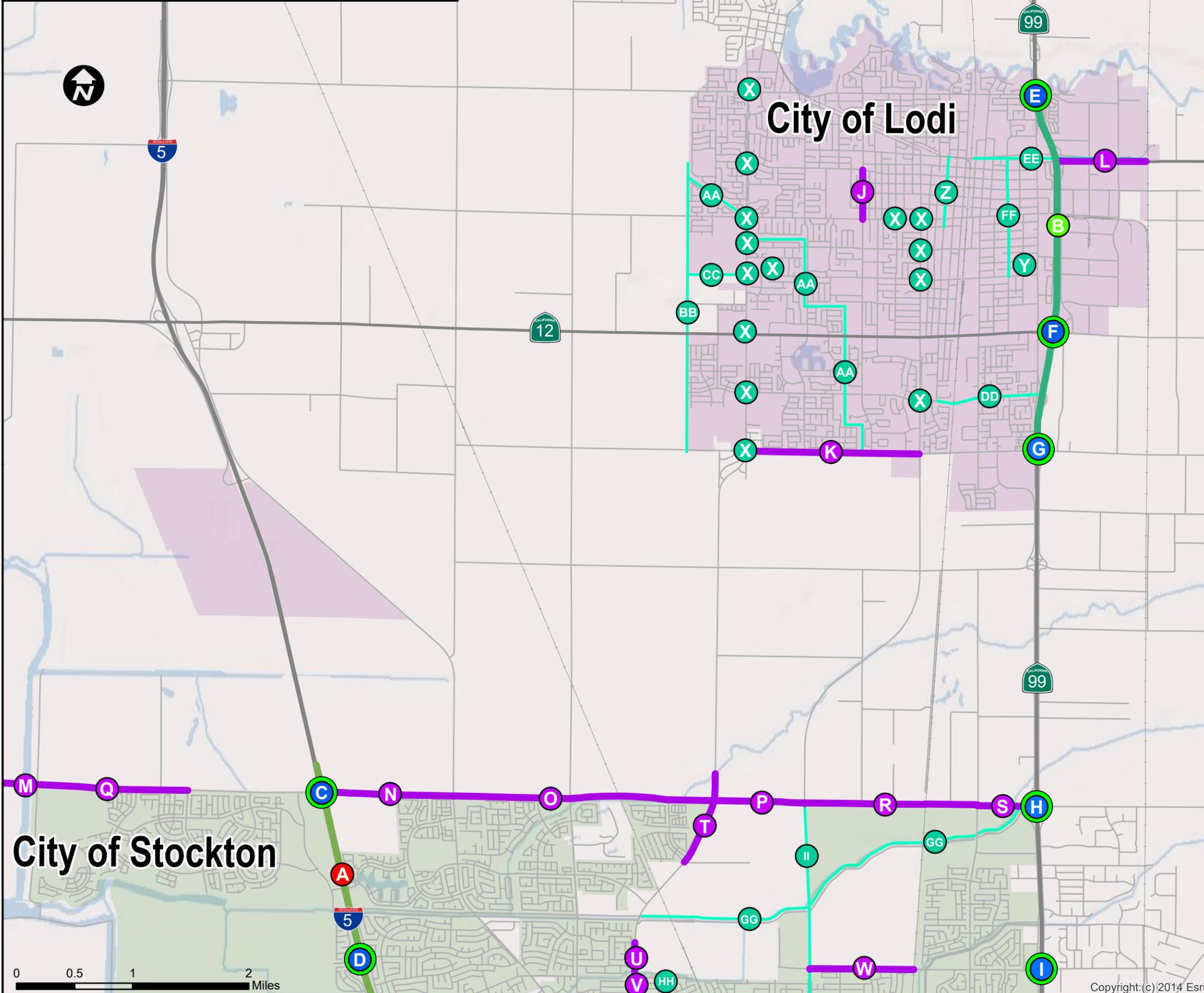
The following maps highlight selected projects in the plan in Tracy, Lathrop, Manteca, Ripon, Escalon, Stockton, Lodi, and San Joaquin County. More information on each project is in the Project List in Appendix F of the Technical Appendices.

2022 RTP/SCS Highlighted Projects Cities of Lathrop and Manteca



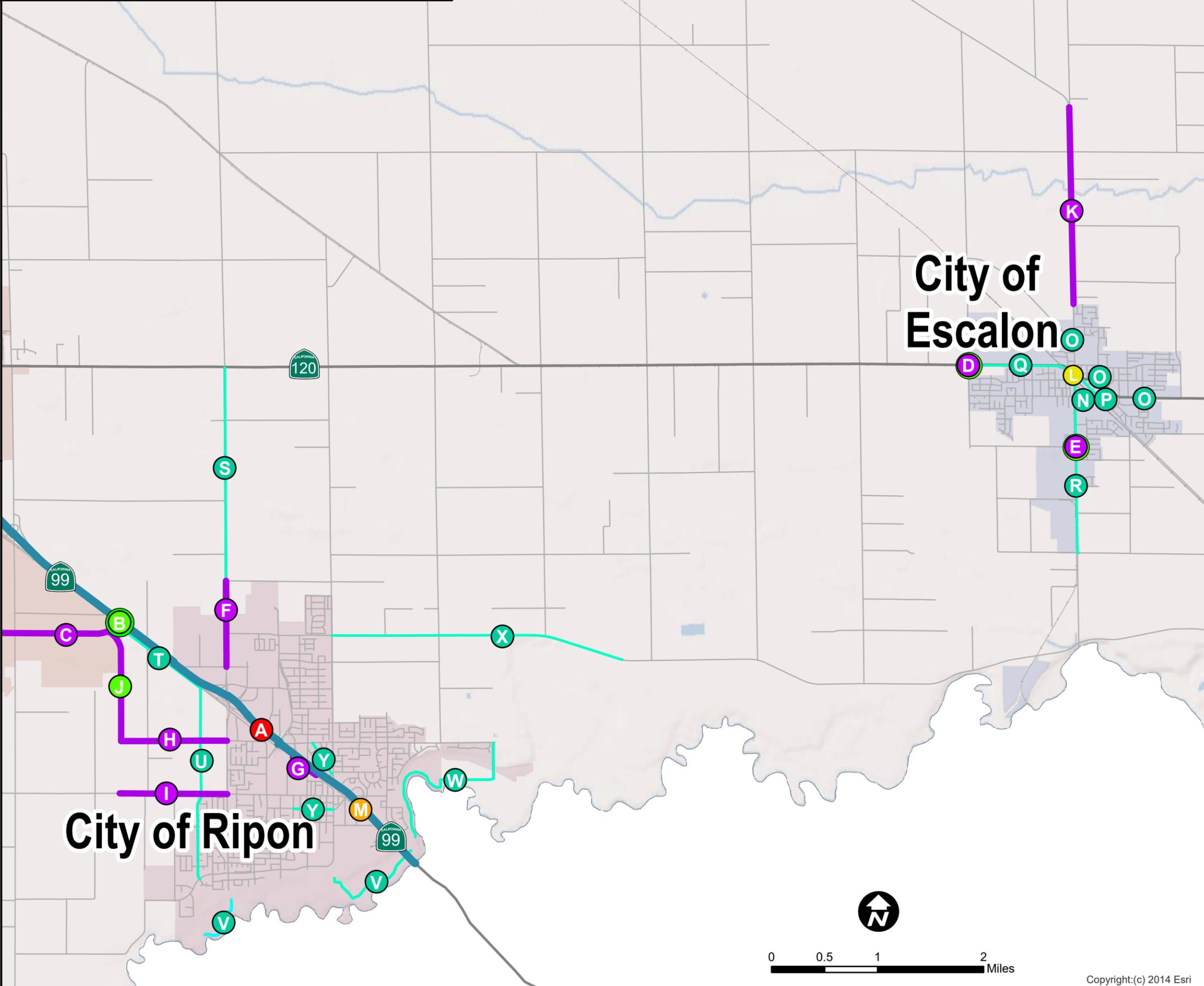
Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-5 HOV	Widen from 6 to 8 lanes (inside)	Louise Avenue to French Camp Road
B	I-5 HOV (Mossdale)	Widen to add HOV lanes and direct HOV connectors to I-205 and SR 120	I-205 to Louise Avenue
C	SR 120 Widening	Widen 4 to 6 lanes (inside)	I-5 to Main Street
D	SR 99/120 Connector Project (Phases 1A, 1B and 1C)	Construct operational improvements and reconstruct Austin Rd overcrossing	On SR 120 from Main Street and on SR 99 from SR 120 to Olive Avenue
E	SR-99 HOV	Widen 6 to 8 lanes (inside, outside) including reconstruction of interchanges	SR-120 to Stanislaus County Line
Interchanges			
F	I-5 at Lathrop Road	Reconstruct interchange	I-5 at Lathrop Road
G	I-5 at Louise Avenue	Reconstruct interchange	I-5 at Louise Avenue
H	SR 120 at Yosemite Avenue / Guthmiller Road	Reconstruct interchange	SR 120 at Yosemite Avenue / Guthmiller Road
I	SR 120 at McKinley Avenue	Construct new interchange	SR 120 at McKinley Avenue
J	SR 120 at Airport Way	Reconstruct interchange	SR 120 at Airport Way
K	SR 120 at Main Street	Reconstruct interchange	SR 120 at Main Street
Regional Roadways			
L	Roth Road	Widen from 2 to 4 lanes with shoulders	UPRR to Airport Way
M	Golden Valley Parkway	Construct new 2 lane road from Brookhurst Blvd to Stewart Road	Brookhurst Blvd to Stewart Road
N	Golden Valley Parkway	Construct new 4 lane road	Stewart Road to Paradise Road
O	Golden Valley Parkway	Widen from 2 to 4 lanes	Brookhurst Blvd to Stewart Road
P	Atherton Drive	Construct new 4 lane roadway	Woodward Avenue to McKinley Avenue
Q	Atherton Drive	Construct new 4 lane roadway	McKinley Avenue to west of Airport Way
R	Atherton Drive	Construct new 4 lane roadway (gap closure)	East of Airport Way to Union Road
S	Raymus Expressway	Construct new 2-lane expressway	SR-120 to Woodward Avenue
T	Raymus Expressway	Construct new 2 lane expressway	Woodward Avenue to Main Street
U	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99
V	Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Avenue
W	Airport Way	Widen from 2 to 4 lanes	Yosemite Avenue to Lathrop Road
X	Airport Way	Widen from 2 to 4 lanes	Lathrop Road to Roth Road
Y	Airport Way	Widen from 4 to 6 lanes	SR-120 to Lathrop Road
Z	Lathrop Road	Widen from 2 to 4 lanes	From east of UPRR to SR-99
AA	Louise Avenue	Widen from 2 to 4 lanes	Main Street to SR-99
BB	Airport Way	Widen from 2 to 4 lanes	Roth Road to French Camp Road
Railroad Grade Separations			
CC	Airport Way/UPRR	Construct five lane grade separation over the UPRR	Airport Way/UPRR between Louise Avenue and Northgate Drive
Transit			
DD	Manteca Transit Center	Construct platform for passenger rail service and additional parking	Manteca Transit Center
EE	Lathrop/Manteca Station Platform Extension	Lengthen platform to allow for eight car train capacity	Lathrop/Manteca Station
FF	North Lathrop Transfer Station	Construct multimodal station	Sharpe Army Depot
Active Transportation			
GG	Warren Avenue Safe Routes to School	Construct sidewalks, curb, and gutter	Warren Avenue near Joseph Widmer Elementary School
HH	Class II Bikeway to ACE Station	Construct Class II Bike Lanes	Harlan Road, D'Arcy Pkwy, Yosemite Avenue, and Yosemite Ct.
II	Manteca Safe Routes to School	Pedestrian and bicycle safety improvements	Various

2022 RTP/SCS Highlighted Projects City of Lodi and North Stockton



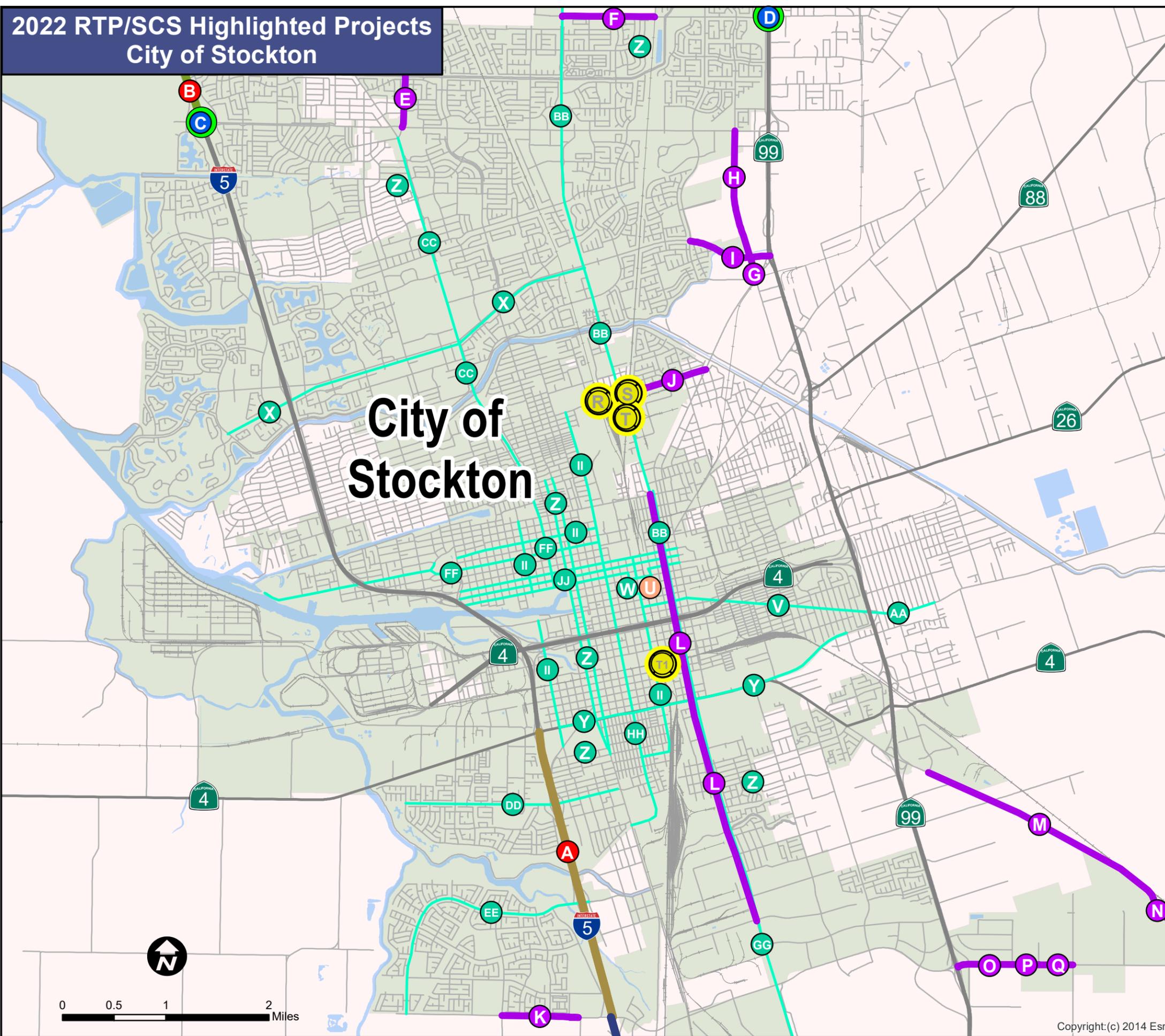
Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of 8 Mile Rd
B	SR 99 widening	Widen 4-6 lanes (inside) - ENVIRONMENTAL ONLY	Harney Lane to Turner Road
Interchanges			
C	I-5 at Eight Mile Road	Modify existing interchange	I-5 at Eight Mile Road
D	I-5 at Otto Drive	Construction of new interchange and auxiliary lanes	I-5 at Otto Drive
E	SR 99 at Turner Road	Reconstruct interchange	SR 99 at Turner Road
F	SR 99 at SR 12 W (Kettleman Ln)	Reconstruct interchange	SR 99 at SR 12 W (Kettleman Lane)
G	SR 99 at Harney Lane	Reconstruct interchange	SR 99 at Harney Lane
H	SR 99 at Eight Mile Road	Reconstruct interchange	SR 99 at Eight Mile Road
I	SR 99 at Morada Lane	Reconstruct interchange	SR 99 at Morada Lane
Regional Roadways			
J	Ham Lane	Widen 2/3 lanes to 4 lanes	Lodi Avenue to Elm Street
K	Harney Lane	Widen from 2/3 lane collector to 4 lane divided arterial	Hutchins Street to Lower Sacramento Road
L	Victor Road (SR-12)	Widen from 2 to 4 lanes. Add center dual left turn lane and other items.	Between SR 99 to Central California Traction railroad tracks.
M	Eight Mile Rd	Widen from 2 to 4 lanes	New Road D to New Road F
N	Eight Mile Rd	Widen from 5 to 6 lanes	I-5 to Thornton Road
O	Eight Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Road
P	Eight Mile Rd	Widen from 2 to 6 lanes	Lower Sacramento Road to West Lane
Q	Eight Mile Rd	Widen from 2 to 4 lanes	New Road F to New Road E
R	Eight Mile Rd	Widen from 2 to 6 lanes	West Lane to Holman Road
S	Eight Mile Rd	Widen from 2 to 6 lanes	Holman Road to SR-99
T	Lower Sacramento Road	Widen from 2 to 6 lanes	Marlette Road to Pixley Slough
U	Lower Sacramento Road	Widen from 4 to 6 lanes	Armor Drive to Morada Lane
V	Lower Sacramento Road	Widen from 4 to 6 lanes	Morada Lane to Hammer Lane
W	Morada Lane	Widen from 3 to 6 lanes	West Lane to UPRR
Active Transportation			
X	Citywide Bicycle Facilities Detection Improvement Project	Install video detection of bicyclists and green bike lanes at intersections	13 locations throughout Lodi
Y	Garfield Street Safe Route to School Project	Pedestrian improvements	Tokay Street to Poplar Street
Z	Church Street Road Diet	Install center turn lane, Class II Bicycle Lanes, sidewalks, modify traffic signals	Lockeford Street to Chestnut Street
AA	West Lodi Canal Path	Construct Class I Bike Path	Peterson Park to Harney Lane
BB	Lodi Loop Trail	Construct Class I Bike Bath	Applewood Dr. to future Unnamed Street
CC	Vine Street Trail	Construct Class I Bike Bath	Lower Sacramento Road to W City Limits
DD	Century Blvd	Install Class II Bike Lanes	Church Street to Cherokee Ln
EE	Victor Road	Construct Class I Bike Path	Sacramento Street to Central California Traction railroad
FF	Central Avenue Improvements	Construct pedestrian improvements and install Class III Bicycle Route	Railroad Avenue to Vine Street
GG	Bear Creek Multi-Use Pathway Extension	Construct Class I Multi-Use Path	Between Lower Sacramento Rd and Eight Mile Rd
HH	N El Dorado Street Road Diet	Install center turn lane and Class II Bike Lanes	Morada Lane to W. Hammer Lane
II	West Lane	Install Class 4 Separated Bikeway	Eight Mile Road to Harding Avenue

2022 RTP/SCS Highlighted Projects Cities of Ripon and Escalon



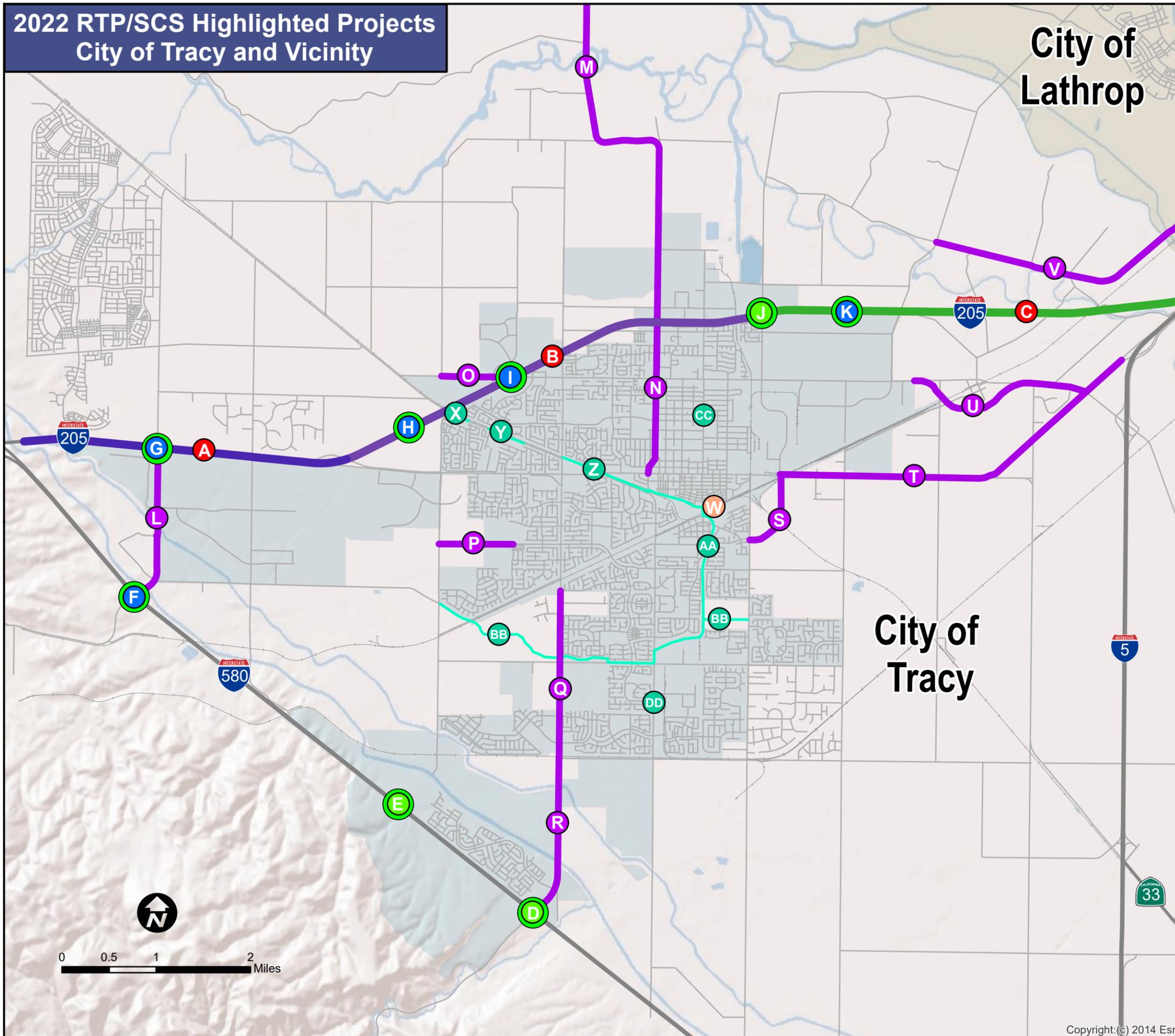
Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	SR-99 HOV	Widen from 6 to 8 lanes (inside/outside)	SR-120 to Stanislaus County Line
Interchanges			
B	SR-99 at Raymus Expressway	Construct new interchange (ENVIRONMENTAL ONLY)	SR-99 at Raymus Expressway
Regional Roadways			
C	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99
D	SR 120/Brennan Ave Intersection	Intersection improvements	SR-120 at Brennan Avenue
E	Ullrey Avenue/McHenry Avenue Intersection	Reconstruct intersection, including addition of turn pockets and other items	Intersection of Ullrey Avenue and McHenry Avenue including UPRR railroad crossing
F	Jack Tone Road, Phase 1	Widen from 2 to 6 lanes	Santos Road to South Clinton Avenue
G	Garrison Road Gap Closure	Construct 2-lane extension of Garrison Road.	Maple Avenue to 500 ft east of Acacia Avenue
H	Canal Boulevard Extension	Construct 4-lane extension of Canal Boulevard	Jack Tone Road to Olive Expressway
I	W Ripon Road	Widen from 2 to 6 lanes	Jack Tone Road to Olive Expressway
J	Olive Expressway	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway
K	Escalon Bellota Road	Widen 2 to 4 lanes with shoulders	Escalon City limits to Mariposa Road
Railroad Grade Separations			
L	Escalon BNSF Grade Separation	Construct railroad grade separation	On Yosemite Avenue (SR-120) and McHenry Avenue at BNSF Railroad
Transit			
M	Ripon Multimodal Station	Construct multimodal station	Downtown Ripon
Active Transportation			
N	First Street Improvements	Construct sidewalks and landscaping	McHenry Avenue to Main Street
O	Rapid Rectangular Flashing Beacons	Install flashing beacons at 3 locations	3 locations in City of Escalon
P	Main Street	Construct Class I Bike Path and sidewalks	1st St to 3rd St (bike path), 4th St to St. John Rd (sidewalk)
Q	Yosemite Ave	Construct Class I Bike Path	Brennan Rd to 1st St
R	McHenry Ave	Construct Class I Bike Path	Jones Rd-S City Limits to California St
S	Jack Tone Road	Construct Class I Bike Path	Yosemite Ave to Santos Avenue
T	Manteca-Ripon Connector(Ripon)	Construct Class I Bike Path	River Road to Kamps Way
U	Highland Avenue	Construct Class I Bike Path	Highway 99 to Doak Boulevard
V	Lower Stanislaus River Multi-Use Trail	Construct Class I Bike Path	Jack Tone Road to Stanislaus River and Stockton Ave to Parallel Rd
W	East Stanislaus River Trail	Construct Class I Bike Path	Laurelwood Lane to Proposed Spring Creek Path
X	E. River Road	Construct Class I Bike Path	N. Ripon Road to 0.7M East of Wagner Road
Y	Ripon Safe Routes to School Improvements	Install Class II and III bikeways, curb extensions and improve crossings	Second St, North Acacia Ave Prospect Ave, Ripona Ave

2022 RTP/SCS Highlighted Projects City of Stockton



Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-5 HOV	Widen from 6 to 8 lanes (inside)	French Camp Road to Charter Way
B	I-5 HOV	Widen from 6 to 8 lanes (inside median) including auxiliary lanes	Hammer Lane to North of 8 Mile Rd
Interchanges			
C	I-5 at Hammer Lane	Modify existing interchange	I-5 at Hammer Lane
D	SR 99 at Morada Lane	Reconstruct interchange	SR 99 at Morada Lane
Regional Roadways			
E	Lower Sacramento Road	Widen from 4 to 6 lanes	Morada Lane to Hammer Lane
F	Morada Lane	Widen from 3 to 6 lanes	West Ln to UPRR
G	Maranatha Drive	Construction of new 4 lane road	Wilson Way to March Lane
H	Maranatha Drive	Construction of new 4 lane road	March Lane to Hammer Lane
I	March Ln Extension	Construction of new 8 lane road	Holman Rd to SR 99
J	Alpine Avenue	Widen from 2 to 4 lanes with a middle turn lane. Construct curb, gutter, sidewalks and driveways.	UPRR (SPRR) to Wilson Way
K	French Camp Road	Widen from 2 to 6 lanes	Wolfe Road to Manthey Road
L	Airport Way	Intersection and operational improvements	Harding Way to Industrial Drive
M	Mariposa Road	Widen from 2 to 4 lanes	Stagecoach Road to Austin Road
N	Mariposa Road	Widen from 2 to 3 lanes and widen BNSF railroad grade separation from 2 to 4 lanes	Austin Road to Jack Tone Road
O	Arch Road	Widen from 2 to 6 lanes	Frontier Way to SR-99
P	Arch Road	Widen from 2 to 6 lanes	Fite Court to Frontier Way
Q	Arch Road	Widen from 2 to 6 lanes	Newcastle Road to Fite Court
Railroad Grade Separations			
R	Alpine Ave/UPRR (West)	Construct at-grade quiet zone improvements at railway	Alpine Ave/UPRR (west)
S	Alpine Ave/UPRR (East)	Construct a 4-lane grade separation	Alpine Ave/UPRR (east)
T	West Lane at UPRR	Construct a 6 lane grade separation	On West Lane between Alpine Ave & El Pinal Drive/Klinger Road
U	Intersection of BNSF and UP Railroads (South of Hazelton Ave, West of Pilgram St.)	Construct track connections and grade separate the BNSF and UPRR diamond crossing	Intersection of the BNSF and UP railroads
Transit			
U	Robert J Cabral Station Expansion	Construct park and ride lot and other passenger amenity improvements	Robert J. Cabral Station
Active Transportation			
V	Main Street	Complete streets project with buffered bicycle lanes	California Street to SR-99
W	East Channel Street	Streetscape and Connectivity Project	Between RTD Downtown Station and Cabral ACE Station
X	March Lane/EBMUD Bicycle and Pedestrian Path Connectivity	Reconstruct, widen, and improve Class I Bike Path	Brookside Road to West Lane & March Lane to EBMUD on West Ln.
Y	Dr. Martin Luther King Jr. Boulevard	Install Class 4 Separated Bikeway	Lincoln Street to Golden Gate Avenue
Z	Safe Routes to School Safety and Connectivity Improvements	High visibility crosswalks, flashing beacons, and curb ramps near schools	Various
AA	Main Street	Road diet, construct Class 2 buffered bike lanes	SR 99 to Wagner Avenue
BB	West Lane/Airport Way	Install Class 4 Separated Bikeway	Eight Mile Road to Dr. Martin Luther King Jr. Boulevard
CC	Pacific Avenue	Install Class 4 Separated Bikeway	Lower Sacramento Road to Harding Way
DD	Eighth Street	Install Class 4 Separated Bikeway	Houston Avenue to El Dorado Street
EE	Carolyn Weston Boulevard	Install Class 4 Separated Bikeway	French Camp Road to French Camp Turnpike
FF	Central Stockton Road Diet	Install Class 2 bike lanes	Mount Diablo Ave, Picardy Dr, Acacia St., Fremont St., and Madison St.
GG	South Airport Way	Install Class 2 bike lanes with vertical delineator posts	Martin Luther King Jr. Boulevard to Performance Drive
HH	California Street Separated Bikeway	Construct Class 4 separated bikeway	Alpine Avenue to South El Dorado Street
II	Greater Downtown Bike and Pedestrian Connectivity	Construct Class 2 bike lanes and Class 3 bicycle boulevards	Rose Street, Aurora Street, Lincoln Street
JJ	Downtown East - West Connection	Construct bicycle facilities and pedestrian improvements	Fremont Street, Oak Street, Park Street

2022 RTP/SCS Highlighted Projects City of Tracy and Vicinity



City of
Lathrop

City of
Tracy

Map Key	Project Name	Description	Project Limits
Mainline Highway			
A	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Alameda County Line to Eleventh St
B	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive
C	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	MacArthur Drive to I-5
Interchanges			
D	I-580 at Corral Hollow Road	Modify existing interchange - ENVIRONMENTAL ONLY	I-580 at Corral Hollow Road
E	I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road
F	I-580 at International Pkwy / Patterson Pass Road	Reconstruct interchange	I-580 at International Parkway
G	I-205 at Mountain House Pkwy / International Pkwy	Reconstruct interchange	I-205 at Mountain House Pkwy
H	I-205/Lammers Rd/ Eleventh St	Construct new interchange and widen Eleventh Street to 6 lanes	I-205 at new alignment of Eleventh Street / Lammers Road
I	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road
J	I-205 at MacArthur Drive	Modification of existing interchange - ENVIRONMENTAL ONLY	I-205 at MacArthur Drive
K	I-205 at Chrisman Road	Phase 1: Construct new interchange east-west ramps	I-205 at Chrisman Road
Regional Roadways			
L	International Parkway	Widen from 2 to 4 lanes and reconstruct aqueduct bridges	I-205 to I-580
M	Tracy Boulevard	Passing lanes and channelization	I-205 to Howard Road
N	Tracy Boulevard	Widen from 4 lane minor arterial to 4 lane major arterial	I-205 to Eleventh Street
O	Grant Line Road	Widen from 5 to 6 lanes	Naglee Road to Lammers Road
P	Schulte Road	Extend 4 lane roadway	Faith Lane (San Marco Subdivision limits) to Lammers Road
Q	Corral Hollow Road	Widen from 2 to 4 lanes	Parkside Drive to Linne Road
R	Corral Hollow Road Widening	Widen 2 to 4 lanes including ROW and construction of two bridges	Linne Road to I-580
S	MacArthur Drive	Extend 4 lane roadway (Mt. Diablo Road to Eleventh Street)	Mt. Diablo Road to Eleventh Street
T	Eleventh Street	Improve roadway and intersections	Tracy City Limits to I-5
U	Grant Line Road Corridor Improvements	Realign roadway and widen from 2 to 4 lanes with operational improvements	Tracy City Limits to 11th Street
V	Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Stewart Road to Paradise Road	Stewart Road to Paradise Road
Transit			
W	Tracy Multi-modal Center	Lengthen platform to allow for eight car train capacity	Tracy Multi-modal Center
Active Transportation			
X	Byron Road Trail	Construct Class I Bike Path	Lammers Road to west of Lankershire Road
Y	Byron Road Trail	Construct Class I Bike Path	East of Lankershire Road to west of Belconte Drive
Z	UPRR Trail	Construct Class I Bike Path	Corral Hollow Road to Central Ave
AA	UPRR Rail Trail	Construct Class I Bike Path	Central Avenue to Canal Trail
BB	Canal Trail	Construct Class I Bike Path	Lammers Road to MacArthur Drive
CC	Holly Drive	Bicycle and Pedestrian Improvements	Holly Drive Through Tracy
DD	Tracy Boulevard Sidewalks	Construct sidewalks	South of Valpico Road to north of Whispering Wind Drive