

STAFF REPORT

SUBJECT: 2018 Regional Transportation
Plan/Sustainable Communities Strategy
(RTP/SCS) and Related Supporting
Documents – Release Schedule

RECOMMENDED ACTION: Discussion



SUMMARY:

The Draft 2018 RTP / SCS (also called the draft Plan) identifies a revenue forecast and a package of transportation investments that meets the mobility and transportation needs and priorities for the San Joaquin County region through the year 2042 as articulated by the public, stakeholder groups, and the SJCOG policy board. The 2018 Plan meets Greenhouse Gas reduction targets as established by the California Air Resources Board (ARB); it also conforms with the Air District air quality emissions reductions plans and therefore complies with the Federal Clean Air Act. This staff report briefly summarizes the 2018 Plan, which was released for a required 55-day review and comment period beginning on March 2, 2018. An updated schedule is also provided for the release of three additional supporting documents: (1) the RTP/SCS Programmatic Environmental Impact Report (EIR), (2) the Draft Air Quality Conformity Document, and (3) the 2019 Federal Transportation Improvement Program.

During the public review period for the draft documents, SJCOG is providing informational presentations to city councils and other jurisdictional commissions/committees or stakeholder groups as requested. The purpose of these informational meetings is to present a synopsis on the contents of the draft Plan and encourage review and comment on the draft document. SJCOG invites members of the SJCOG Board, SJCOG standing committees, stakeholders, and members of the public to attend an “open house” style information session prior to the March 22 SJCOG Board meeting beginning at 3 p.m. The regular SJCOG Board meeting will follow at 4 p.m. A full schedule of presentations and public hearings is included at the end of the staff report.

RECOMMENDATION: No action is requested; this is an information item for discussion.

FISCAL IMPACT:

Developing the 2018 RTP/SCS is programmed in SJCOG’s Overall Work Program. The Regional Transportation Plan itself is not a budget document but a comprehensive transportation plan that sets forward policies and identifies eligible transportation improvements for future Board funding actions. If a project is not in SJCOG’s adopted RTP, it is not eligible for certain state/federal funds.

BACKGROUND:

In November 2017, after over a year of public, stakeholder, and community partner outreach, the SJCOG Board supported a staff recommendation to use Scenario 2a as the foundation for the Draft 2018 RTP/SCS and its associated Environmental Impact Report (EIR). This action included staff's further coordination with local jurisdictions to refine any changes to project lists, revenue assumptions, or SCS elements since the original four possible "scenarios" or transportation futures were presented for consideration as the foundation of the 2018 RTP/SCS. Staff completed its final outreach efforts to local jurisdictions and finalized both the scenario land-use assumptions and project lists in January 2018. In January and February, staff completed the technical analyses and draft document; final document preparation for the associated environmental document, air quality conformity analysis, and 2019 FTIP is on-going. The full release schedule is included at the end of the staff report.

Document Summary:

Policies: The overall approach to the 2018 plan was to build upon the "ambitious and achievable" 2014 plan with updated planning assumptions. Goals, policies, and strategies have been carried over to the 2018 plan, plus any additional policies needed to address new requirements or updated technologies. The changes to the policy section included the addition of a Complete Streets policy and a policy intended to address a new federal planning factor for transportation system resiliency. The full list of RTP policies and associated strategies is included as Attachment 1.

Project Category	2018 Plan (RTP/SCS)
Roadway Operations, Maintenance, and Safety	\$4,448
Transit	\$3,572
Roadway Capacity (Mainline, Interchanges, Regional Roadways)	\$3,121
Active Transportation/Community Enhancements	\$320
Totals	\$11,461

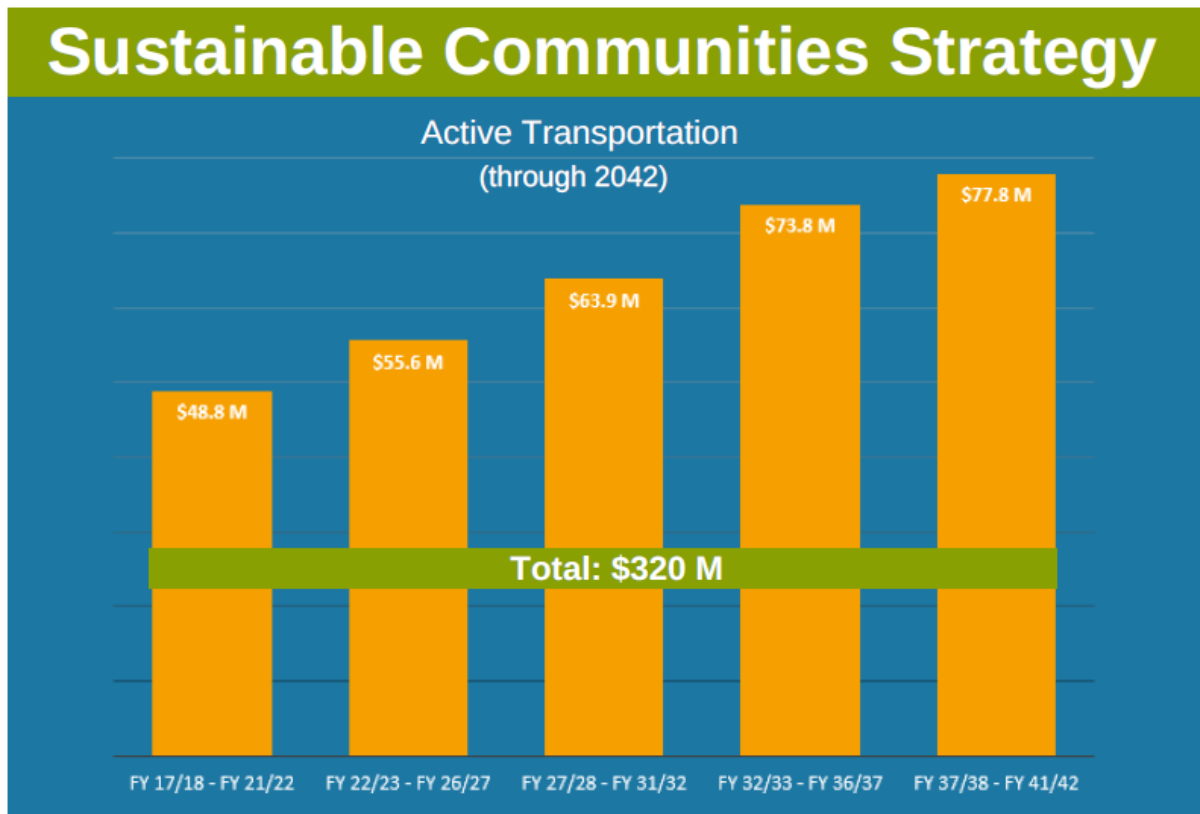
Financials: The total funding for the 2018 Plan is allocated to projects in five broad funding categories: roadway expansion, roadway operations and maintenance, bus transit, rail transit, and active transportation. Total funding identified in the 2018 Plan is \$11.46 billion, made up of a combination of state, federal, and local funding sources. While funding policies are generally similar to the previous plan, an infusion of funding from SB1 has provided for additional revenues in the roadway operations & maintenance and

active transportation categories. Overall, total revenue is increased by 4.7% over the previous RTP.

Action Element/Project List: During development of the Plan, SJCOG staff met multiple times with each jurisdiction in the County, as well as the Regional Transit District, Caltrans, and the Regional Rail Commission to update and refine the project list for the 2018 RTP. Some key regional priorities in the final project list for the draft Plan include:

- Operational Improvements for the State Route 99/120 connector
- Widening HOV lanes for I-205, SR99, and I-5

- Expansion of BRT lines in Stockton to include the Arch/Sperry corridor, March Lane, and Eight Mile Road
- Sustained Active Transportation Investments over the life of the plan



- ACE Service Extension to Ripon – Modesto areas
- Feasibility study of options in the Altamont Pass corridor to provide BART to ACE service connectivity

Sustainable Communities Strategy: This element provides future land-use assumptions upon which technical modeling is based. During development of the Plan, SJCOG staff met with each jurisdiction in San Joaquin County to discuss any changes to planning assumptions, or potential changes to the location of future development since the last RTP/SCS was prepared. With many of the ambitious sustainability features and assumptions, carried from the 2014 plan, the resulting 2018 SCS meets the requirements and intent of Senate Bill 375 by looking at transportation and land-use planning in a more concerted fashion and provides for the greatest transportation, regional growth opportunities, and environmental benefits within the limits of local general plans. Some of the sustainability metrics are highlighted on the next page. Additional metrics are included on Attachments 2 & 3.



SCHEDULE:

The draft of the 2018 RTP/SCS was officially released for a 55-day review and comment period on March 2. The RTP/SCS is available online at www.sjcog.org/rtplinks. The specific schedule for the public comment period for the RTP/SCS and its supporting documents is identified in the table below.

Overall Schedule	
Date	Milestone/Deliverable
March 2, 2018	Release of the Initial Draft 2018 RTP / SCS for 55-Day Public Comment Period
March 13, 2018	Release of Draft RTP/SCS Programmatic EIR for 45-Day Public Comment Period
March 28, 2018	Release of 2019 FTIP and Associated Air Quality Conformity Document for 30-day Public Comment Period
June 28, 2018	SJCOG Board considers adoption of 2018 RTP/SCS, EIR, FTIP, and Air Quality Conformity Documents

Status of Activities/Next Steps:

SJCOG staff is currently providing informational public presentations on the draft 2018 Plan and will continue to do so throughout the 55-day public comment period. Dates for the currently scheduled public information sessions and hearings are listed in the table on the next page; any additional meeting dates will be forthcoming.

Information Sessions and Hearings	
Date	Location
March 12, 2018	Public Presentation Lathrop City Council Meeting 7pm / Lathrop City Council Chambers 390 Towne Center Dr., Lathrop
March 13, 2018	Public Presentation Manteca Planning Commission Meeting 7pm / Council Chambers 1001 W. Center Street, Manteca
March 22, 2018	Public Information Session 3pm – 3:45pm (Prior to Board Meeting) / SJCOG Board Room 555 E Weber Avenue, Stockton
April 3, 2018	Public Presentation Lodi City Council Shirt Sleeve Session 7am / Carnegie Forum 305 W. Pine Street, Lodi, CA
April 3, 2018	Public Presentation Manteca City Council Meeting 7pm / Council Chambers 1001 W. Center Street, Manteca
April 4, 2018	Public Hearing on 2018 RTP/SCS & Programmatic EIR / Lathrop City Council Chambers 390 Towne Center Dr., Lathrop
April 26, 2018	Public Hearing on 2018 RTP/SCS, Programmatic EIR, 2019 Federal Transportation Improvement Program (FTIP) and associated Air Quality Conformity Document 4pm / SJCOG Board Meeting / 555 E Weber Ave, Stockton

Prepared by: Kim Anderson, Senior Regional Planner

Table ES.2

Policy and Supportive Strategies	
Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy: Maximize Mobility and Accessibility	
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel, including Incorporation of Complete Streets Elements as Appropriate
Strategy #8:	Improve Major Transportation Corridors to Minimize Impacts on Rural Roads
Policy: Increase Safety and Security	
Strategy #9:	Facilitate Projects that Reduce the Number of and Severity of Traffic Incidents
Strategy #10:	Encourage and Support Projects that Increase Safety and Security
Strategy #11:	Improve Communication and Coordination between Agencies and Public for Emergency Preparedness
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy #12:	Optimize Existing Transportation System Capacity through Available and/or Innovative Strategies
Strategy #13:	Support the Continued Maintenance & Preservation of Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facilitate Great Jobs/Housing Balance
Strategy #15:	Improve Transportation Options Linking Residents to Employment Centers within and out of the County
Policy: Support Economic Vitality	
Strategy #16:	Improve Freight Access to Key Strategic Economic Centers
Strategy #17:	Promote Safe and Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck
Strategy #18:	Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors Strategic Economic Centers, and Enhance Travel & Tourism Opportunities

Policy and Supportive Strategies

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

Strategy #19: Provide Equitable Access to Transportation Planning

Strategy #20: Engage the Public Early, Clearly, and Continuously

Strategy #21: Use a Variety of Methods to Engage the Public, Encouraging Representation from Diverse Income and Ethnic Backgrounds

Policy: Maximize Cost-Effectiveness

Strategy #22: Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region

Strategy #23: Support Projects that Maximize Cost Effectiveness

Strategy #24: Maximize Funding of Existing Transportation Options

Policy: Improve the Quality of Life for Residents

Strategy #25: Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels

Strategy #26: Improve the Connection Between Land Use and Transportation

Strategy #27: Enhance Public Health through Active Transportation Projects

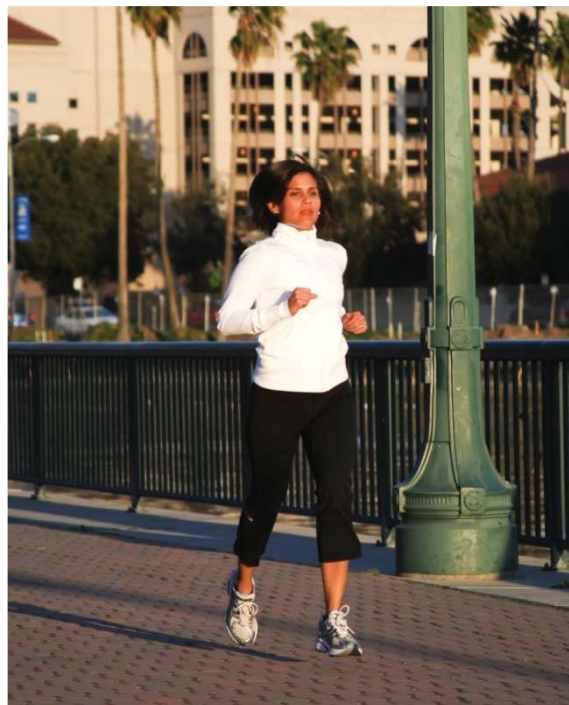
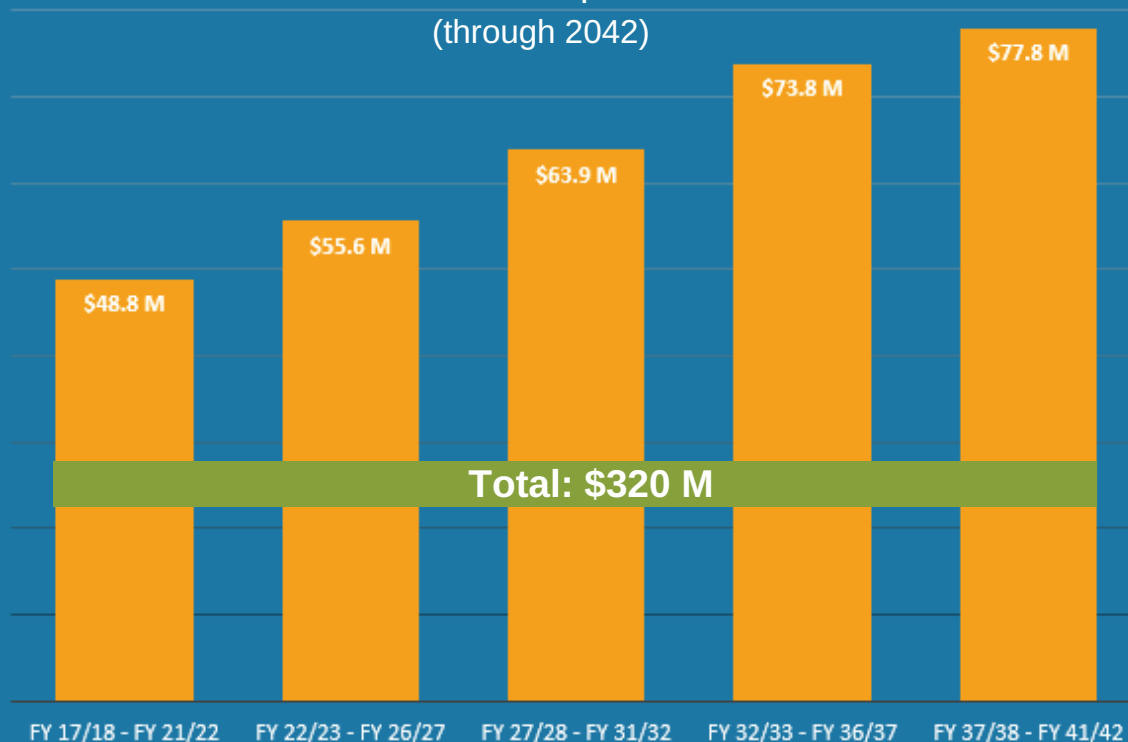


Figure ES.5

Sustainable Communities Strategy

Active Transportation (through 2042)



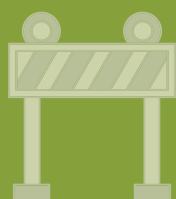
12,500 fewer
solo auto
trips daily.



8,100 more
bike and
walk trips
daily



Increasing Safety & Security



- ◆ \$227 million for railroad grade separations.
- ◆ Modified interchange ramps. Improved shoulders.
- ◆ Electronic message boards, CC TV, synchronized traffic signals.

Improving Public Health & Building Communities

Housing density increases from 4.4 to 8.7 net units per acre.

Transit Oriented Development and Smart Growth

Community enhancements:

- ◆ Improved Sidewalks
- ◆ Traffic Calming
- ◆ Pedestrian Street Lighting
- ◆ Landscaping

Expanding Active Transportation



- ◆ Near term and significant investments in bicycle, pedestrian, and Safe Routes to School, and smart growth incentive program projects totaling \$19.63 million through Measure K.
- ◆ Over 19 miles of Class I, II, III, and IV bike lanes.
- ◆ Over 5 miles of sidewalk.

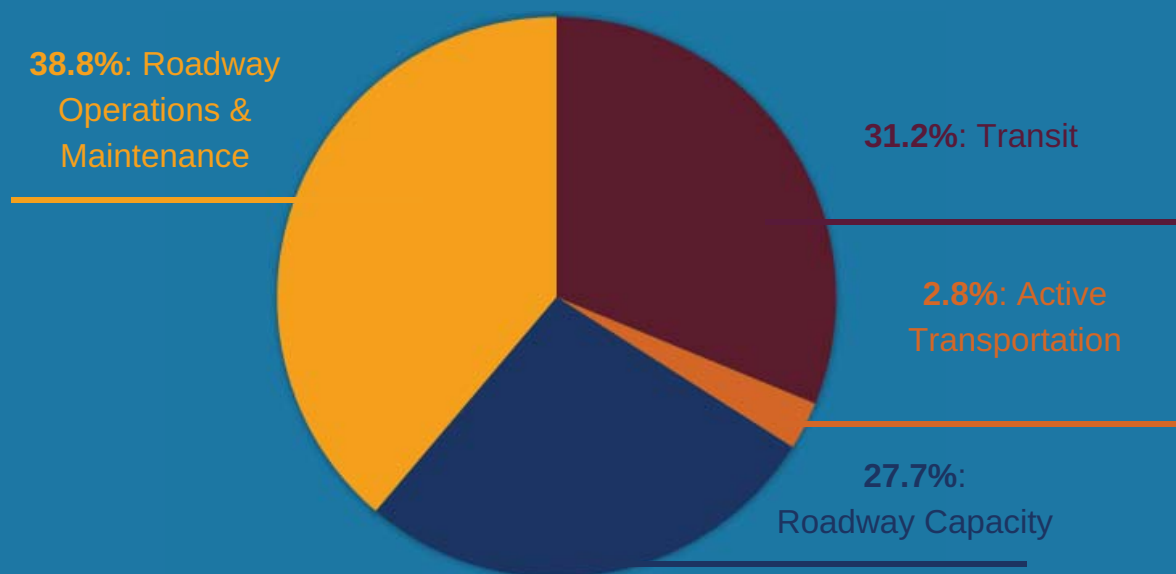
Ensuring Social Equity



- ◆ Greater diversity of housing choices for communities of concern.
- ◆ Higher transit accessibility for communities of concern for routes to areas of High Quality Transit.

Sustainable Communities Strategy

Transportation Investments by Mode (through 2042)

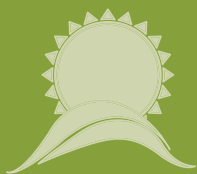


Reducing Greenhouse Gases

The Plan meets and exceeds the green house gas reduction target of 10% per capita in 2035.

From 2005 Baseline

Enhancing the Environment



- ◆ **9,700 fewer acres** of Prime Farmland Developed.
- ◆ Average residential household energy use decreases 14%.
37 gallons of water per household saved indoor and outdoor everyday.

Preserving Efficiency of Transportation System



- ◆ 25% of all Households and 39% of all Jobs will be in High Quality Transit Areas by 2042.
- ◆ Carpool lanes on I-5 and I-205. SR 99/120 operational improvements.

Maximizing Mobility & Accessibility

- ◆ Expansion of Bus Rapid Transit. Altamont Corridor Express service to Ripon and Modesto.
- ◆ Decrease in congested travel time.



Supporting Economic Vitality



- ◆ Average of **3,400 full time equivalent jobs created** by RTP projects annually.
- ◆ Infrastructure improvements streamline goods movement.