

**November 29, 2011**

**Reaching  
Consensus on  
Regional  
Operational  
Objectives**

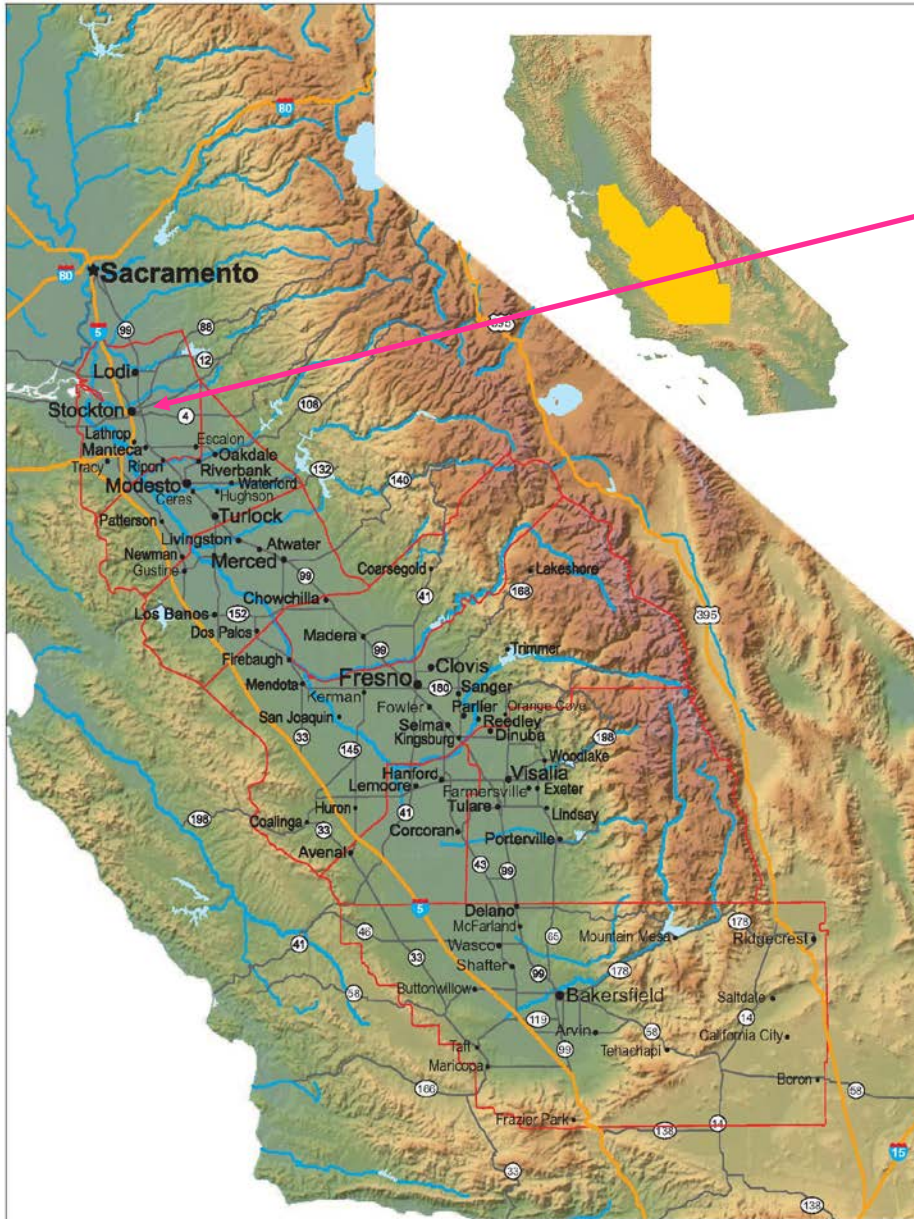
**San Joaquin Council of Governments  
(SJCOG)**

**November 29, 2011**



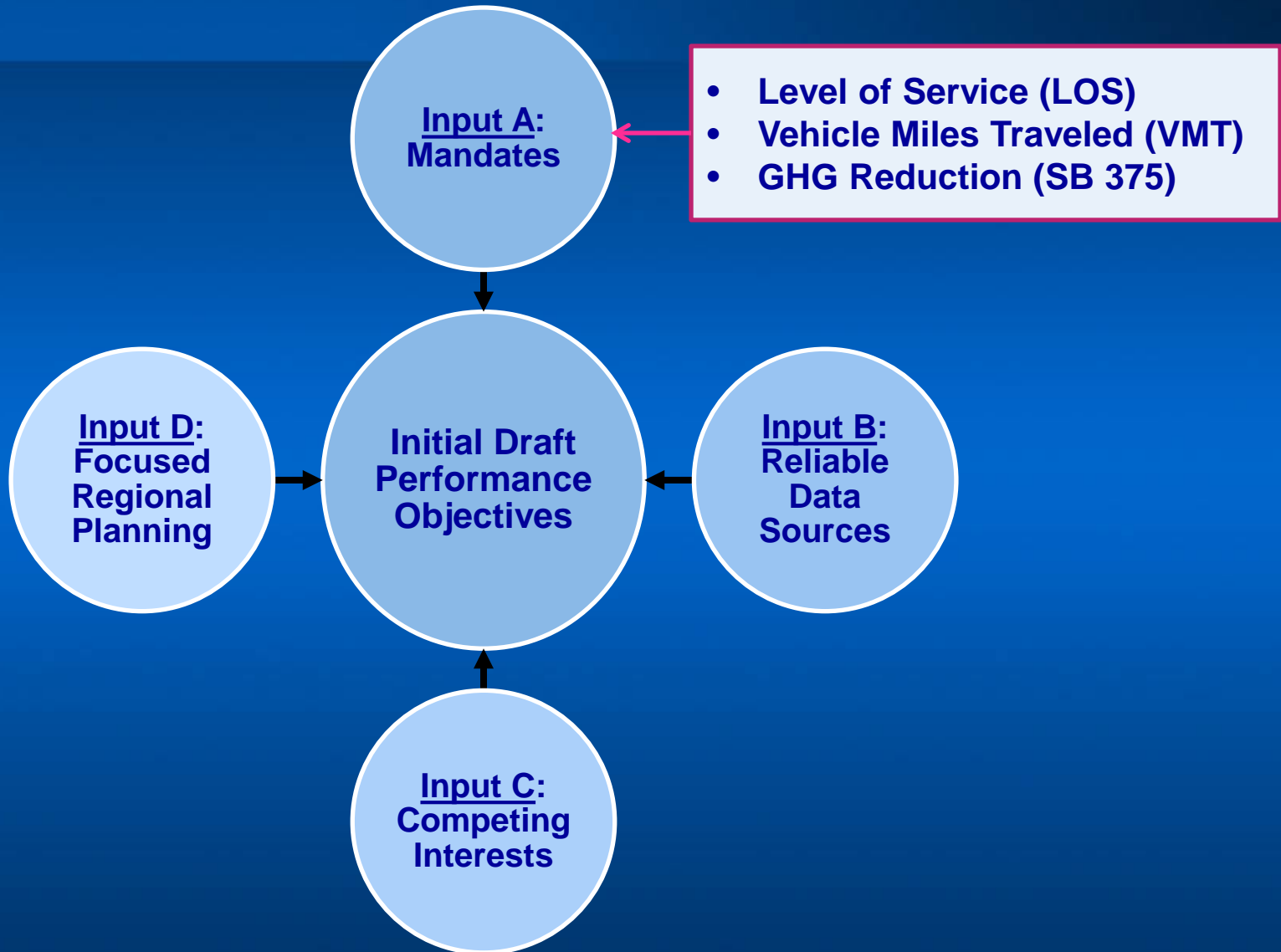


## Our Location



The San Joaquin Council of Governments (SJCOG) is a Joint Powers Authority comprised of the County of San Joaquin and the Cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon and Lathrop. SJCOG serves as the regional transportation planning agency and a technical and informational resource for these jurisdictions.

# INPUTS: Variables to Consider



# Consensus: Developing Operational Performance Measures



# INPUTS: Committee Structure / Formal & Project Specific

## Formal Committee Structure

**Executive  
Management & Finance  
Technical  
Citizens Advisory  
Interagency Transit  
Goods Movement Task Force  
Planners' Round Table  
Social Service Transportation**

**Gaining  
Consensus  
on  
Operational  
Objectives**

## Focused Regional Planning

**I-5 / SR 99 STAA Study  
Corridor System Management Plans  
Sustainable Community Strategy  
Bike, Pedestrian, SRtS  
Smart Growth Opportunity Zones  
Interregional I-580 TDM Study  
SR 12 Corridor Study  
Airport Land Use**

# INPUTS: Focused Regional Planning



# INPUTS: Stakeholders Workshops / Surveys



# Operational Objectives & Performance Measures

2011 RTP GOALS / OBJECTIVES / PERFORMANCE MEASURES		
<i>A) Enhance the Environment / Quality of Life / &amp; Conserve Energy</i>		
<u>Objective (1)</u> Minimize Environmental Impacts & Improve Public Health		<u>Objective (2)</u> Enhance the Connection between Landuse and Transportation Choices
<i>B) Increase Accessibility &amp; Mobility</i>		
<u>Objective (1)</u> Improve Regional Roadway system Performance	<u>Objective (2)</u> Provide Greater Transportation Opportunity, & Expand Choice	<u>Objective (3)</u> Improve Access and Use of Public Transit System
<i>C) Increase Safety &amp; Security</i>		
<u>Objective (1)</u> Reduce the Number of & Severity of Traffic Incidents	<u>Objective (2)</u> Encourage & Support Projects that Increase Safety & Security	<u>Objective (3)</u> Improve Communication & Coordination Between Agencies & Public
<i>D) Preserve the Existing Regional Transportation System &amp; Promote Efficient Roadway System Management &amp; Operations</i>		
<u>Objective (1)</u> Optimize Existing Transportation Roadway System Capacity	<u>Objective (2)</u> Support the Continued Maintenance and Preservation of the Existing Transportation System	<u>Objective (3)</u> Improve Existing Roadway Productivity
<i>E) Support Economic Vitality</i>		
<u>Objective (1)</u> Improve Roadway Access to Key Strategic Economic Centers		<u>Objective (2)</u> Promote Safe & Efficient Strategies to Improve the Movement of Goods
<i>F) Promote Interagency Coordination &amp; Public Participation for Transportation Decision-Making &amp; Planning Efforts</i>		
<u>Objective (1)</u> Provide Equitable Access to Transportation Planning	<u>Objective (2)</u> Engage the Public Early, Clearly, & Continuously	<u>Objective (3)</u> Use a Variety of Methods to Engage the Public
<i>G) Maximize Cost Effectiveness</i>		
<u>Objective (1)</u> Support the use of state & federal grants to supplement local funding and pursue Local, state & federal funding opportunities from outside the region		<u>Objective (2)</u> Support projects that Maximize Cost Effectiveness

# RTP Example Operational Objectives & Performance Measures

## *D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System Management & Operations*

<i>Objective (1)</i>	<i>Objective (2)</i>	<i>Objective (3)</i>
Optimize Existing Transportation Roadway System Capacity	Support the Continued Maintenance and Preservation of the Existing Transportation System	Improve Existing Roadway Productivity
Performance Measures	Performance Measures	Performance Measures
a. Increase the number of available Park & Ride lot spaces (1,450) by one space per every 100 new dwelling units through 2035	a. Improve the operational condition of the major regional roadway system that fall below a Pavement Condition Index (PCI) of 50 by 15% by 2035	a. Increase the current capacity of the transit system relative to the demand (number of buses, locomotives) and the capacity of transit maintenance facilities by 2035
b. Increase Park and Ride lot utilization per available spaces from 70% to 85% by 2035	b. Increase the current ratio of Tier I projects targeting roadway system bottlenecks, chokepoints, & congested segments by 20% by 2035	b. Reduce annual percentage rate of deterioration on roadway system's current peak / off-peak lane miles at LOS (D-F) to less than 2% per year by 2035
c. Increase the number of San Joaquin County businesses (125) employing trip reduction strategies by an annual average of 15% through 2035	c. Increase the average annual number of vehicle trips mitigated through the Regional Congestion Management Plan by 2% per year by 2035	
d. Increase the number of active San Joaquin County van pools (132) by an annual average of 15% through 2035	d. Decrease the regional average of rolling stock that is beyond its useful life of 26% to 15% by 2035	
e. Increase the number of San Joaquin County rideshare participants (4,805) by an annual average of 10% through 2035		

# RTP Example Operational Objectives & Performance Measures

<i>E) Support Economic Vitality</i>		
<u>Objective (1)</u> Improve Roadway Access to Key Strategic Economic Centers		<u>Objective (2)</u> Promote Safe & Efficient Strategies to Improve the Movement of Goods
Performance Measures		Performance Measures
a. Develop a system to measure and monitor the accessibility of goods movement to key strategic economic centers in San Joaquin County for the 2014 RTP		a. Develop a system to measure and monitor the safety and efficiency of goods movement by modality in San Joaquin County for the 2014 RTP supporting the following PMs b and c
b. Increase highway and major arterial access to major commercial and job centers including rail intermodal, air and sea ports in the region by 20% by 2035		b. Improve the current annual ratio of goods moved (tonnage) by non-roadway means to large trucks by 20% by 2035
c. Increase STAA terminal access system for new non-residential development by 20% by 2035.		c. Increase the regional flow of goods moved (import/export) by truck, freight, water, & air by 20% by 2035
d. Reduce good's movement related impacts on residential areas by 20% by 2035		d. Increase the number of completed regional roadway Railroad Grade separation projects from 17 to 26 by 2035
		<i>Note: PMs b, c, and d will be refined based on outcomes of STAA terminal access study conducted during fy 10/11 &amp; 11/12</i>

# Document Links:

## 2011 RTP

[http://www.sjcog.org/docs/pdf/Transportation/RTP/2011/2011\\_RTP\\_WithAppendices.pdf](http://www.sjcog.org/docs/pdf/Transportation/RTP/2011/2011_RTP_WithAppendices.pdf)

## Interregional Multi-Modal Corridor Study

<http://www.sjcog.org/docs/pdf/Regional%20Planning/i580study.pdf>

Video link = <http://www.youtube.com/watch?v=FnKxHwjuSZ8&feature=youtu.be>

## Regional TDM Plan

<http://www.sjcog.org/docs/pdf/Regional%20Planning/CMP/FinalTravelDemandManagementActionPlan.pdf>

Q & A

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