
CHAPTER 12

FUTURE LINK

INTRODUCTION

This Chapter addresses new initiatives and opportunities that could significantly affect transportation services in this region over the next several years.

SAN JOAQUIN VALLEY REGIONAL TRANSPORTATION OVERVIEW

The San Joaquin Valley Wide Chapter in Appendix 12-1 represents the interregional perspective to transportation planning for the San Joaquin Valley. It provides an overview of cross-jurisdictional issues facing the transportation process, as well as future challenges the Valley will face.

STRATEGIC HIGHWAY SAFETY PLAN

This section documents SJCOG's consistency with the State's efforts to develop and implement the Strategic Highway Safety Plan.

Section 1401 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU) amended Section 148 of Title 23 to create a new, core Highway Safety Improvement Program that replaces the Hazard Elimination Safety Program (23 U.S.C §152). The purpose of the highway safety improvement program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. To ease implementation of the new program, SAFETEA-LU included a transition period that allows states to fund projects that were eligible under the old HES Program until such time that a Strategic Highway Safety Plan (SHSP) has been developed and implemented by the state.

As required under SAFETEA-LU, the California Department of Transportation led the effort to develop the statewide Strategic Highway Safety Plan (SHSP) to identify key safety needs of the State as well as strategies to address those needs. California's SHSP was approved by the Secretary of the Business, Transportation and Housing Agency (BTH) on September 26, 2006.

Over 300 safety stakeholders representing 80 different agencies and organizations worked together in a collaborative effort to develop the Strategic Highway Safety Implementation Plan (SHSIP). The SHSIP was completed in April 2008. The SHSIP

contains the most effective behavioral and infrastructure strategies and countermeasures for each of the following 16 Challenge Areas:

- Reduce Alcohol and/or Drug-Impaired Roadway Users
- Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- Ensure Drivers are Licensed and Competent
- Increase Proper Use of Safety Belts and Occupant Protection
- Improve Driver Decisions about Rights of Way and Turning
- Reduce Young Driver Crashes
- Improve Intersection and Interchange Safety for Roadway Users
- Make Walking and Street Crossing Safer
- Improve Safety for Older Roadway Users
- Reduce Speeding and Aggressive Driving
- Improve Commercial Vehicle Safety
- Improve Motorcycle Safety
- Improve Bicycling Safety
- Enhance Work Zone Safety
- Improve Post Crash Survivability
- Improve Safety Data Collection, Access, and Analysis

Information about the SHSP, its implementation timeline, and the list of safety partners, are downloadable from Caltrans website at

<http://www.dot.ca.gov/hq/traffops/survey/SHSP/ISHSP-Final-04212008.pdf>

To effectively develop and implement the strategies outlined in SHSP, it is important to understand how the SHSP links to other safety plans and programs. Statewide Transportation Plans, Regional Transportation Plan, Transportation Improvement Programs (TIP), Statewide Transportation Improvement Programs (STIP), as well as the Highway Safety Improvement Plan (HSIP), Commercial Vehicle Safety Plan (CVSP), and other State and local plans are all critical to the success of an SHSP and vice-versa, as in the developmental process involved in preparing them.

During the development of the 2011 RTP, SJCOG staff has continued to track the progress of the implementation of the SHSIP. Highway safety is identified as part of one of eight overarching goals in the 2011 RTP that guide the development of the San Joaquin region's transportation system, and safety projects are identified as a top priority for the region. In addition, the 2011 RTP contains performance indicators that track safety data on the region's roadways in order to assess the progress towards safer facilities.

As the State continues to implement the SHSP through the SHSIP, SJCOG will continue to track its progress to maintain consistency between the State's efforts and those undertaken at the regional level.

SAN JOAQUIN VALLEY BLUEPRINT PLANNING PROCESS

In January 2010, the SJCOG Board of Directors adopted the San Joaquin County Regional Blueprint Vision to the Year 2050.

Regional Blueprint Purpose



The primary purpose of San Joaquin County (SJC) Regional Blueprint is to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective. This document both summarizes the San Joaquin County process and sets the stage for future action.

As a vision, the Blueprint recognizes that economic, environmental, and social issues are interdependent and only integrated approaches will effect needed changes. Addressing one topic without recognizing potential impacts in other areas will not be enough. The location of jobs, housing, and commerce affects the transportation system.....the nature of the transportation system affects air quality.....air quality affects health outcomes.

Building a Regional Blueprint

The eight (8) counties which comprise the San Joaquin Valley secured funding from the State Department of Transportation to develop a valley-wide transportation, land use, and environmental **BLUEPRINT Vision** to the year 2050. The valley-wide Blueprint consists of the sum of the individual Blueprints associated with each of the eight (8) regions.

Beginning in 2006 through 2008, a series of community-based workshops (Phase I and Phase II) were conducted throughout the region in every incorporated city and various locations in the unincorporated area of San Joaquin County. Similar workshops were held in each of the other seven valley counties.

Building the SJC Regional Blueprint involved a bottom-up approach beginning with input at the community level. Different exercises were employed



to initiate dialogue and gain constructive input regarding the best approach to respond to future growth from a land use, transportation, and environmental perspective.

The community workshops were augmented by SJCOG staff providing special workshops/presentations to key stakeholder groups. In addition, a statistically relevant phone survey was conducted by a professional polling consultant. The results supported the outcomes of the Phase I workshops. For the Phase II workshops, the “on the ground” community-based workshop approach was formatted and placed on the SJCOG website to provide another option for the community at large to access and provide input on the vision.

SJC Regional Blueprint Products

The Regional Blueprint establishes a future point of reference in two (2) key ways:

- 1) It ties together SJCOG’s role regarding transportation planning and delivery, land use, air quality, and the environment. It provides a vehicle to integrate and enhance the existing planning processes.
- 2) It captures core concepts pertaining to key public and private sector stakeholder interests and invites them to consider implementing reasonable sustainable growth policies that are within their control.

The information gained at the community level was refined by the SJCOG Board approved committees consisting of professional planners from each of SJCOG’s partner agencies and key stakeholders representing areas of interest – including environmental, housing, economic, and agriculture. The three (3) primary products that comprise the SJC Regional Blueprint Vision include a Vision Statement, a set of Guiding Principles, and corresponding Performance Measures and Indicators. A summary of these products are as follows:

I. Regional Vision Statement

Creative community planning, combined with a shared regional vision, will result in a superior quality of life for all San Joaquin County residents, now and as we move forward. Sustainability in action as well as in vision will ensure this quality of life for future generations.

II. Guiding Principles

The SJC Regional Blueprint Guiding Principles were developed based, primarily, on citizen-identified visions, values, and aspirations for San Joaquin County from the Phase I workshops. In turn, the Blueprint Guiding Principles provided the foundation upon which the Phase II Blueprint Vision choices were built.

Principle 1

SUSTAINABLE PLANNING & GROWTH

New growth patterns that meet the needs of the present, without compromising the ability of future generations to meet their own needs, within well-defined cities and communities is an important principle in accommodating population growth. Overall, this principle involves innovative strategies which target growth in existing urban areas, with an emphasis on efficient design, land conservation, infill, and redevelopment. Overall goals are to use natural resources wisely, preserve the environment, maintain agricultural viability, and create environmentally sound, healthy and resource-efficient communities. It is implicitly recognized that resources such as water are necessary to support future growth and that this growth must occur in such a way as to not impair resources for existing urban, agricultural, and environmental uses.

Principle 2

HOUSING CHOICES

A variety of housing options on a regional scale, while respecting the values and preferences of individual communities, creates opportunities for meeting the housing needs of families, individuals, seniors, and persons with special needs. Housing opportunities and choices for all individuals and family structures should be consistent with local market conditions. By providing a diversity of housing options, more people have a choice.

Principle 3

TRANSPORTATION & MOBILITY OPTIONS

Efficient land use that supports diverse and comprehensive transportation options is primary to this principle which: 1) connects existing internal and external regional networks for ease of use and allows for efficient movement of goods and services, including agricultural products; 2) enhances air passenger transportation; 3) considers transit-themed neighborhood developments; 4) creates mobility choices, while maintaining the existing regional transportation infrastructure; and, 5) improves public use of transit options through increased reliability, safety, convenience, and aesthetics. Strategic community design can encourage people to walk, ride bicycles, ride the bus or train, or car pool. As people make fewer and shorter trips closer to home to meet their everyday needs, a decrease in traffic congestion and air pollution may result.

Principle 4

FARMING & AGRICULTURE

As a regional asset, the farming/agriculture industry needs to be economically viable and thriving. This involves innovative solutions which recognize private property rights and seek to minimize the loss of irreplaceable farm land. Sustainability of agriculture is

essential for the region's economy and overall quality of life. The application of sustainable community design principles can accommodate the future transportation, housing, and other economic development needs and minimize the impact on productive farm land, as well as preserve the resources necessary to maintain the land's current and future agricultural use.

Principle 5

PRESERVATION OF THE ENVIRONMENT

Overall quality of life is better when there is clean air to breathe, clean water to drink, and a place to experience the outdoors in settings such as parks, open space, species and habitat preserves, rivers and the San Joaquin Delta. Well thought out community design can assist in the preservation of the environment by encouraging energy efficient building design, water conservation, and urban greening projects (such as the planting of trees to reduce summer ground temperatures).

Principle 6

ECONOMIC DEVELOPMENT

Economic growth, job retention, and job creation are the foundation to this principle. Sustainable Community approaches can improve the economy by developing a diverse/quality job base which will increase opportunities for residents to work closer to where they live. "Mixed-use" development is one method to achieve this which has been shown to create active and vital neighborhoods. Co-location of compatible and complimentary uses and the strategic positioning of employment centers and housing sufficient for the anticipated workforce are important to the success of goals of this principle.

Principle 7

EDUCATION & WORKFORCE DEVELOPMENT

Creating jobs beyond the current market trend will involve ensuring that the human resource is educated, trained and available. This will, in turn, depend on the public/private educational system to adapt to the specific needs of targeted growth industries, while maintaining and improving programs for the existing job base.

Principle 8

CULTURAL RICHNESS & UNIQUE ATTRACTIONS

How projects are developed, how they are oriented in relationship to the street, how well designed their facades are, how well they use existing assets such as historic buildings, how well they are landscaped and how parking is handled are essential to the preservation of the unique character and cultural richness found in the individual cities, towns, and communities. The activities and attractions that result from new

development can enrich cultural, social, and economic development as well as retain a sense of place, uniqueness and historic identity in San Joaquin County.

III. Performance Measures & Indicators (PMIs)

The SJC Blueprint professional committees established over 68 regional Performance Measures across the eight (8) Blueprint Guiding Principles to be considered for use in gauging progress towards meeting the intent of the Blueprint from a regional perspective. The list of potential regional targets was pared down and refined by the committees. As a final product, the following goals and accompanying PMs were used in developing the final goals, objectives, and PMs for the 2011 RTP.

PRINCIPLE
Sustainable Planning & Growth

GOALS

1) Recognize and allow for increases in development densities over time that allow for changes consistent with community and marketplace realities	2) Support innovative strategies that target growth in existing urban areas, with an emphasis on efficient design, land conservation (including working agriculture and open space), infill, and redevelopment
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PERFORMANCE MEASURES

1) Average dwelling units per acre	2) Use of infill opportunities to support new development
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PRINCIPLE
Housing Choices

GOALS

1) To provide the housing market with greater flexibility in meeting the market demand for a variety of housing choices	2) To improve the ability of individuals/families to access and afford quality housing
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PERFORMANCE MEASURES

1) Percentage of single-family to multi-family new housing	2) Percentage of home owner/renter's income used to support housing. (e.g., mortgage, rent, insurance, utilities, taxes)
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PRINCIPLE

Transportation & Mobility Options

GOALS

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|--|--|
| 1) Provide safe, efficient and aesthetically pleasing multi-model transportation and mobility option/connectivity for neighborhoods, communities, and between cities/regions | 2) Create residential and non-residential development that is strategically connected to the community/city core and essential destinations of regional significance |
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PERFORMANCE MEASURES

- | | |
|---|---|
| 1) Relationship of reduced Single Occupancy Vehicle (SOV) use to other travel modes | 2) Residents traveling outside the region for work compared to year 2000 levels |
| 1.2) Strive to keep the increase in on-road Vehicle Miles Traveled (VMT) to an annual rate that is = to or < the increase in population | 2.2) Mean travel time to work in minutes compared to year 2000 levels |

PRINCIPLE

Transportation & Mobility Options

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- | | |
|--|--|
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PRINCIPLE

Farming & Agriculture

GOAL

- 1) To sustain agriculture in San Joaquin County as an economically viable & thriving industry, while also recognizing its unique contribution to the overall quality of life in the county

PERFORMANCE MEASURES

- 1) Acres of prime & statewide farmland used to support new development
- 2) Total value of agriculture within San Joaquin County

PRINCIPLE

Preservation of the Environment

GOAL (Air Quality)

- 1) To decrease the amount of carbon dioxide and small particulate matter emission from on-road vehicles

PERFORMANCE MEASURES

- 1) Reduce CO2 attributable to on-road mobile sources (tons per day)

GOAL (Water Resources)

- 1) To promote strategies that decrease residential water usage
- 2) To promote strategies that increase agricultural water use efficiencies

PERFORMANCE MEASURES

- 1) Reduce residential Water Use in the SJC Region
- 2) Measureable increase in agricultural water use efficiencies through a variety of methods, including, but not limited to, reducing evapotranspiration, conversion of irrigation systems, efficiencies aimed at increased reuse of recoverable flows, and support for other supplier and on-farm technological improvements to reduce irrecoverable loss of applied water

GOAL (Resource Lands)

- 1) Support preservation of natural resource and open space lands as distinct from production agricultural lands

PERFORMANCE MEASURES

- 1) Acres preserved through a variety of sources, including the San Joaquin Multi-Species Open Space Conservation Plan (SJMSCP)

PRINCIPLE

Economic Development

GOAL (Economic Prosperity)

- 1) Strategically position San Joaquin County to compete with other regions throughout the State, the nation, and the global economy

PERFORMANCE MEASURES

- 1) Median annual non-inflation adjusted household earnings (\$1,000s)
- 2) Average non-inflation adjusted individual earnings (\$1,000s)
- 3) Unemployment rate (annualized)
- 4) Value of new non-residential construction (In Thousands)
- 5) Total annualized regional taxable sales transactions (In Billions)

GOAL (Goods Movement)

- 1) Identify and pursue opportunities to increase goods movement as an essential part of economic development

PERFORMANCE MEASURES

- 1) Center line miles of STAA terminal access routes in the rural and urban areas

PRINCIPLE

Education & Workforce Preparation

GOAL

- 1) To have a better locally prepared and trained workforce

PERFORMANCE MEASURES

- 1) Rate of high school enrollment to graduation level
- 2) College going ~ Bachelor & advanced degree recipients rates towards State average

<u>PRINCIPLE</u>	
Cultural Richness / Unique Attractions	
<u>GOALS</u>	
1) Support economic development endeavors that exploit existing cultural, social and historical identity in San Joaquin County, especially as related to the agricultural and wine Industries	2) Support future growth and maintain and support both community specific and county-wide identity
<u>PERFORMANCE MEASURES</u>	
1) Transient Occupancy Tax Receipts (non-inflation adjusted)	1) A qualitative approached will be used to demonstrate progress towards promoting community and countywide identity.....past and present
1.2) Total Direct Visitor Spending in San Joaquin County (non-inflation adjusted)	

Blueprint in Action.....Next Steps

How the Regional Blueprint Vision is applied will evolve over time. The concept and intent of the Blueprint has always been that of a set of Guiding Principles and tools for voluntary use by public and private sector stakeholders. The SJC Blueprint is not intended to supersede the land-use decision-making authority of SJCOG’s member agencies; and, in fact, has no statutory authority to do so.

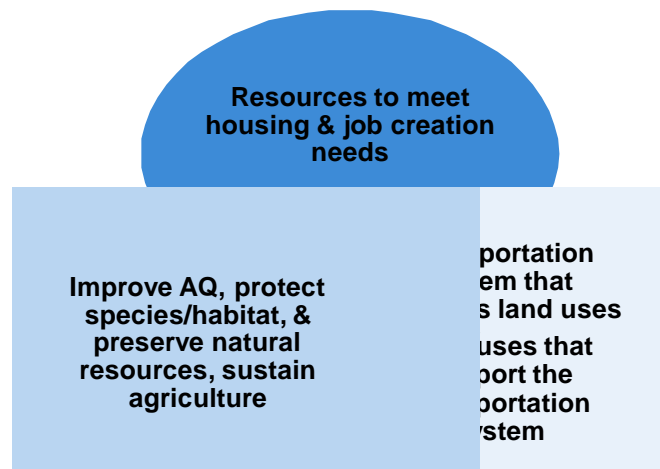
Having a Blueprint Vision provides the opportunity for dialogue on a set of regional strategies that would ensure:

- Adequate resources are available to meet the future housing and economic needs.
- Transportation system (e.g., roadways and alternative travel forms) supports the residential and non-residential land uses.
- Land uses are strategically developed to support the transportation system.
- Land and resources needed to support new development is valued as a finite commodity. This will minimize the impact, to the extent possible, on the environment as well as sustain the fiscal viability of the region’s agricultural industry.

SJCOG will seek to implement the San Joaquin County Regional Blueprint Vision through the following strategies:

- Advocating for and seeking funding opportunities for the region.
- Developing planning tools and information.

- Identifying implementation incentive opportunities through existing SJCOG plans & programs.
- Supporting the work of partner agencies/organizations which play a leading role in key Blueprint principles.
- Actively contribute to and draw from the San Joaquin Valley Regional Blueprint effort through identified 4th grant activities, including:
 - Identifying and extinguishing barriers: physical, procedural, and political, that inhibit realization of identified principles.
 - Continuing with educational outreach and seeking educational opportunities for professional planning staff.
 - Improving the land use and traffic models as tools for planning and evaluation.
 - Developing additional regional incentives and minimizing disincentives.
 - Establishing a “tool kit” of strategies that can be used at the local level.
 - Assessing dynamics regarding the fiscalization of land use.
 - Assessing market demand for greater variety of housing unit configurations and higher density.
 - Improving the strategic jobs to housing balance.
- Working with key stakeholders and partner agencies on SB 375 implementation and development of a Sustainable Community Strategy (SCS) and Alternative Planning Strategy if required (APS).
- Developing a “maintenance of effort” strategy for on-going evaluation and monitoring of progress toward realization of the Blueprint principles and goals in the San Joaquin County region.



There are many complex variables that are considered as local jurisdictions determine the merits of individual transportation and land use proposals. Although consistency with the Blueprint principles is encouraged, this is a voluntary process and consistency is in no way required through the process. Further, it is recognized that the nature of individual proposals may not make them appropriate to be considered in the context of the Blueprint principles.

Successful application of the San Joaquin County Regional Blueprint will involve the continuing efforts of the professional planners group and a stakeholder committee of

community leaders and subject area experts. As the framework to apply the Blueprint is formulated, the committees will focus on specific action and monitoring strategies that will produce progress towards meeting the preferred Blueprint Vision.

Putting the Blueprint into action needs to be performed in a way that will empower:

- SJCOG Board in their transportation decision-making process.
- Elected officials from each one of SJCOG's Partner Agencies in their land use decision-making processes.

- Planning staff regarding the relationship between land use, transportation, and the environment.

- All stakeholders as to how well the region is moving forward in meeting the Blueprint Principles

SAN JOAQUIN COUNTY 511

SJCOG is working with Caltrans to develop a 511 program for San Joaquin County. 511 is a telephone number and website URL, available nationwide, that provides current information about travel conditions and links to multi-modal transportation and rideshare options. The purpose of the 511 project is to provide a single point of entry for information in both English and Spanish on road conditions, transit and ridesharing for both San Joaquin County residents and those traveling through the County.

BUS RAPID TRANSIT

Bus Rapid Transit (BRT) is a concept that has grown within San Joaquin County since 2007. BRT is similar in function and service to a light rail train, however it uses standard passenger busses. The current corridor connects the downtown Stockton area with areas directly to the north. Future expansion of this service may include linking Lodi, Stockton, Lathrop, Manteca and Tracy. Further study is ongoing, and identifying potential right of way issues is also being investigated.

PRESERVING FUTURE CORRIDORS

There is great importance placed on identifying and preserving transportation corridors that may be needed to expand or enhance transportation for future generations. It will be difficult for local governments to obtain the best possible locations for these corridors unless efforts to preserve them are made beforehand.

Preferably, long-range corridor identification encourages planners and policy-makers to start preparing strategies for preserving corridors now. Planning can prevent losing any right-of-way that might be needed for transportation beyond the year 2030.

The first step in this planning for the future process is identifying all potential long-range transportation corridors and determining if there exists a need to preserve them. Next, criteria to assess and rank these selected corridors must be developed. Once a corridor is selected, environmental studies are needed to evaluate any potential environmental impacts of developing the corridors. Traditional preservation and mitigation techniques include purchasing land or using government statutes to place a corridor alignment on a general plan land use map.

ALTAMONT COMMUTER EXPRESS

The San Joaquin Regional Rail Commission's Altamont Commuter Express heavy rail commuter system between San Joaquin County and the Bay Area has been a tremendous success. The Regional Rail Commission is looking into the future to improve the rail corridor by acquiring dedicated right-of-way to avoid conflicts with freight rail and extending service into Sacramento and Stanislaus Counties.

CENTRAL CALIFORNIA TRACTION COMPANY RAIL CORRIDOR

The abandoned Central California Traction Company railroad corridor in San Joaquin County may offer a transportation opportunity as a freight corridor. Future efforts may include collaborating and convening various stakeholders and interested parties. This group would investigate preservation of the CCT Railroad Corridor for future use as a transportation corridor. This collaborative effort would also explore various transportation options to utilize the right-of-way such as the feasibility for commuter bike paths, parallel roadway congestion relievers, light-rail, etc.

HIGH SPEED RAIL

One important issue for future generations is the proposed California High Speed Rail. Purported benefits of HSR are its capability for relieving congestion on highways, at airports, local streets, and roadways.

The California High-Speed Rail Authority, established by the state legislature in 1996 to create and develop all phases of high-speed rail in California, has completed its initial review. The created plan calls for a 700-mile-long route to major metropolitan centers of California by 2020. The exact location of the corridor is still under review. All of the initial analytical work has been completed, and the Environmental Impact Report was

completed for the majority of the corridor in January of 2004. The High Speed Rail Authority is doing a supplemental study and EIR to determine points of access for high speed rail to the Bay Area. Under consideration is an alignment through the Pacheco Pass and the Altamont Pass. The SJCOG Board has previously taken a position in support of the Altamont Pass alignment. .

Depending on which routes alternatives are chosen, it will be possible to preserve any necessary right-of-ways for track and stations. Not only will the overall cost for the High-Speed-Rail increase if necessary corridors aren't preserved now, but any planned route of service may need to be adjusted to accommodate any lack of necessary land. Clearly such corridor issues will be of great importance for future generations, both for San Joaquin County and the State as a whole.

CLIMATE CHANGE

California Executive Order S-3-05 and S-20-06 and Assembly Bill 32

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050.

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

Senate Bill 375

SB 375 requires the CARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 MPOs in California will prepare a "sustainable communities strategy" to reduce the amount of greenhouse gas emission in their respective regions and demonstrate the ability for the region to attain CARB's reduction targets. CARB would later determine if each region is on track to meet their reduction targets. In addition, cities would get extra time -- eight years instead of five -- to update housing plans required by the state.

A detailed discussion of legislation related to Climate Change can be found in the 2011 RTP Environmental Impact Report contained in Appendix 1-2.

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