

CHAPTER 4

PERFORMANCE INDICATORS

INTRODUCTION

The 2011 Regional Transportation Plan (RTP) continues to follow the requirements outlined in the 2010 Regional Transportation Plan Guidelines adopted by the California Transportation Commission (CTC) in 2010. However, in order to highlight the importance of measuring the performance of the transportation system, the 2011 RTP now devotes a separate Chapter to the performance measures in order to acknowledge the recent trends at the State and federal levels to incorporate a more explicit use of performance in planning efforts and funding decisions.

Performance indicators in the 2011 RTP are separated into two categories: the first category is concerned with overall baseline system performance; the second is concerned with RTP project alternatives and provide an objective criterion to evaluate how well project alternatives achieve the desired outcomes of the future transportation system. For both categories, the performance indicators are evaluated at the program level, rather than at the project level to provide an overall assessment of the regional transportation system. Measures of corridor performance are also reported for the major regional travel corridors.

Overall, the 2011 RTP is expected to move the San Joaquin region closer to its long-range goals by implementing a balanced transportation plan that will improve the quality of life for those who live, work and do business in San Joaquin County. The performance measures serve as a tracking mechanism to ensure over time that continued progress in this direction is being made.

SUMMARY OF UPDATES FROM PRIOR RTPS

The 2007 RTP focused its performance measure discussion on meeting SAFETEA-LU compliance; demonstrating consistency with the State Transportation Improvement Program (STIP) guidelines; demonstrating consistency with the California Transportation Plan 2025, and the 2007 “Go California” state strategy. The 2011 RTP builds upon the foundation created by the 2007 RTP incorporating updates to the STIP guidelines (2008 and 2010); updates to the California Transportation Plan; and incorporation/coordination with the 2011 congestion management process. Further discussion of the connection between the performance measures and the 2011

congestion management project formation process can be found in Chapter 6 of the 2011 RTP.

Some of the performance indicators were carried over from the 2007 RTP to maintain consistency with prior performance measures. In other cases, the performance indicators were updated to correlate more closely with the performance measures required by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP) Guidelines. The result is a collection of 64 qualitative and quantitative performance indicators for the 2011 Regional Transportation Plan.

RECENT TRENDS IN PERFORMANCE MEASUREMENT

This section describes some of the recent trends that reflect an increased use of performance measures in local, State, and federal transportation planning and programming practices.

Local

On November 7, 2006, the citizens of San Joaquin County voted to extend the ½ cent sales tax program, Measure K, 30 years beyond the 2011 sunset of the original program. The Measure K Renewal Ordinance, which establishes the authority to administer the renewed Measure K program, also introduces a commitment to develop a Regional Congestion Management Plan (RCMP). The Measure K RCMP is discussed in more detail in Chapters 6 and 9, however, a critical component of the RCMP are the performance indicators. These include, but are not limited to:

- Vehicle miles traveled (VMT) data and projections;
- Peak hour trips by project;
- Population data and projections;
- Level of service on all regional roadway facilities;
- Frequency and routing data for transit services; and
- Passenger rail and regional bus connection data.

These performance indicators are similar to the measures currently identified and used in SJCOG's 2008 Congestion Management Plan (SJCOG CMP), which was developed in response to State legislation. Although similar to the existing CMP, the Measure K requirement ties compliance with the RCMP with the availability of Measure K funding.

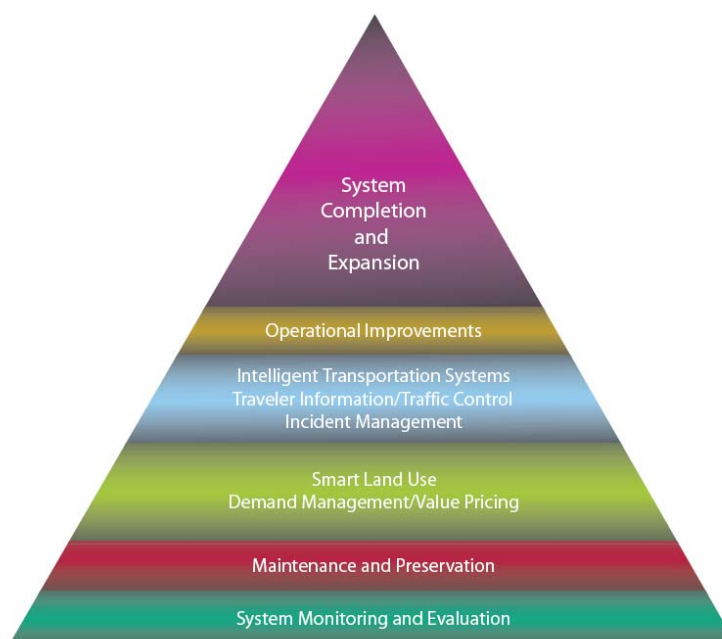
State

California Transportation Plan

In April 2006, the California Department of Transportation released the California Transportation Plan (CTP) as well as releasing an addendum to the CTP in October 2007 to address SAFETEA-LU compliance requirements. The CTP represents the State's long-range transportation policy plan to develop a fully integrated, multimodal, sustainable transportation system that supports a prosperous economy, quality environment, and social equity. Associated with achieving the CTP's 20-year vision, the Schwarzenegger Administration initiated GoCalifornia, a 10-year transportation mobility initiative.

GoCalifornia's key premise, illustrated by the pyramid below (Figure 4-1), is that investments in mobility throughout the pyramid's elements will yield significant improvements in congestion relief.

Figure 4-1



(source: CTP, Update to the CTP 2030)

As illustrated in the pyramid, the foundational layer is “system monitoring and evaluation.” This is becoming a key focus as the State looks at future transportation strategies.

In addition, the CTP identifies a series of performance measures and key indicators that are intended to determine progress towards the CTP goals. The CTP goals, performance measures, and indicators are included in Table 4-1 below.

Table 4-1

CTP GOALS	SYSTEM PERFORMANCE MEASURE/OUTCOMES	KEY INDICATORS (Data to Collect and Report On)
<p>IMPROVE MOBILITY AND ACCESSIBILITY</p>	<ul style="list-style-type: none"> ■ Mobility/Reliability/Accessibility ■ Coordinated Transportation and Land Use (Key indicators are included under the Accessibility outcome.) <i>Other additional measures under development.</i> ■ Productivity 	<p><i>Travel Time (Mobility)</i></p> <ul style="list-style-type: none"> • Travel time within key regional travel corridors <p><i>Travel Delay (Mobility)</i></p> <ul style="list-style-type: none"> • Total person (passenger) hours of delay. Percent On-/Time Performance Travel (Reliability) • Percent on-time performance in key corridors <p><i>Available travel choices (Accessibility)</i></p> <ul style="list-style-type: none"> • List modes available in key corridors and at key transportation centers • Percent of workers within X (15, 30, 45, 60) minutes of their jobs • Modal Split (including choice ridership) • Percent of jobs within a quarter/half mile of a transit station or corridor • Percent of population within one-quarter/half mile of transit station/stop or bus corridor <p><i>Throughput — persons and vehicles (Productivity)</i></p> <ul style="list-style-type: none"> • Percent utilization during peak period (highway) • Passengers per vehicle revenue mile (transit) • Passengers per vehicle revenue hour (transit) • Passengers miles per train mile • Percent trucks by axle

(source: CTP, page 17)

CTP GOALS	SYSTEM PERFORMANCE MEASURE/OUTCOMES	KEY INDICATORS (Data to Collect and Report On)
PRESERVE THE TRANSPORTATION SYSTEM	<ul style="list-style-type: none"> ■ System Preservation 	<p><i>Highways, Streets, and Roads</i></p> <ul style="list-style-type: none"> • Pavement — smoothness and distressed miles • Bridges — structurally deficient or functionally obsolete • Roadside <p><i>Transit and Passenger Rail</i></p> <ul style="list-style-type: none"> • Vehicle fleet age • Miles between service calls <p><i>Aviation</i></p> <ul style="list-style-type: none"> • General aviation runway pavement condition
SUPPORT THE ECONOMY	<ul style="list-style-type: none"> ■ Economic Development ■ Return on Investment 	<i>Measures Under Development</i>
ENHANCE PUBLIC SAFETY AND SECURITY	<ul style="list-style-type: none"> ■ Safety 	<p><i>Traveler Safety</i></p> <ul style="list-style-type: none"> • Fatal/injury collisions and fatalities/injuries — rates and totals
REFLECT COMMUNITY VALUES	<ul style="list-style-type: none"> ■ Equity 	<i>Measures Under Development</i>
ENHANCE THE ENVIRONMENT	<ul style="list-style-type: none"> ■ Environmental Quality 	<p><i>Air Quality</i></p> <ul style="list-style-type: none"> • Days exceeding national/state standards by region/air basin and statewide <p><i>Noise</i></p> <ul style="list-style-type: none"> • Number of residential units exposed to transportation generated noise exceeding standards <p><i>Energy Consumption</i></p> <ul style="list-style-type: none"> • Fossil fuel use ratio to passenger miles traveled <p><i>Others Under Development</i></p>

(source: CTP, page 18)

California Interregional Blueprint

Caltrans is expanding the State's transportation planning process to include the development of a state level transportation blueprint focused on interregional travel needs. The California Interregional Blueprint (CIB) will articulate the State's vision for an integrated, multimodal interregional transportation system that complements regional transportation plans and land use visions. The CIB when fully developed will become the foundation of the 2040 update to the State's long-range transportation plan, the California Transportation Plan (CTP). Results from this planning process will be incorporated into the SJCOG planning process as they become available. The CIB is scheduled for completion in two phases. Phase one is scheduled for completion in September 2010. Phase two of the California Interregional Blueprint is scheduled for completion in 2012.

California Transportation Commission

Section 19 of the California Transportation Commission State Transportation Improvement Program (STIP) Guidelines requires regions to report on the performance and cost-effectiveness of the projects listed in their Regional Transportation Improvement Programs (RTIP). The purpose of the report is to assess the performance and cost-effectiveness of each RTIP based on its own merits, not to attempt a comparative assessment between individual RTIPs submitted statewide.

In the 2008 and 2010STIP, the CTC specifically addressed the performance measure requirement by issuing additional guidance and suggested measures by which regions could assess their RTIPs.

Table 4-2 (labeled Table A) below is an excerpt from the STIP Guidelines which outlines the STIP performance measures.

Table 4-2

TABLE A
Performance Indicators, Measures and Definitions
 (Page 1 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Definition/Indication
		Mode	Level*	Measures	
Safety	2	Roadway	Region	Fatalities / Vehicle Miles Traveled (VMT)	Indicates the ratio of the number of fatalities to the number of vehicle miles traveled.
	2			Fatal Collisions / VMT	Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled.
	2			Injury Collisions / VMT	Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled.
	2	Transit	Mode	Fatalities / Passenger Miles	Indicates the ratio of the number of fatalities to the number of passenger miles traveled.
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.
	1			Average Peak Period Travel Time	Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
	1			Average Non-Peak Period Travel Time	Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.	Indicates the accessibility of transit service.
Reliability	1	Roadway	Corridor	Travel Time Variability	Indicates the difference between expected travel time and actual travel time.
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	These measures indicate the ability of transit service operators to meet customers' reliability expectations.

*Level

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

TABLE A
Performance Indicators, Measures and Definitions
 (Page 2 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Indicator
		Mode	Level*	Measures	
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	Indicates the utilization of the transportation system by all vehicles.
	7			Average Daily Vehicle Trips	
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Indicates the utilization of the transportation system by people.
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	Indicates the utilization of the transportation system by trucks.
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.
	7			Passengers per Vehicle Revenue Mile	
7	Passenger Mile per Train Mile (Intercity Rail)				
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).
				Percentage of Distressed Lane Miles	
				Percentage of Roadway at Given IRI Levels	Indicates roadway smoothness.
Return on Investment/Lifecycle Cost	1-7				Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.

*Level

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Proposition 1B: Corridor Mobility Improvement Account

Following the adoption of STIP Guidelines that reflected updated performance measures in 2006, the California Transportation Commission was provided an opportunity to utilize performance measures in project funding decisions as part of the Proposition 1B Corridor Mobility Improvement Account (CMIA).

CMIA program guidelines adopted by the CTC in November 2006 required the inclusion of performance measure data in the project applications. The Commission then used that information as part of the process to select projects for CMIA bond program funding. SJCOG received funding for XX projects totaling \$XX in San Joaquin County. Each of these projects must comply with the CMIA guidelines adopted by the CTC.

CTC also used the CMIA program as an opportunity to introduce and require Corridor Management Plans on all CMIA funded projects. The intent of the Corridor

Management Plan is to ensure that congestion benefits derived from the project are maintained along the corridor for as long as possible using a variety of strategies. Reinforcing the importance of performance measures, critical pieces of implementing corridor management plans are the data and performance measurements necessary to determine the ongoing effectiveness of the program.

Federal

In addition to the local and State focus on performance measurement and establishing indicators of the effectiveness, the federal government has also weighed in. The 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) continued the federal government’s interest in performance measures by adding and expanding requirements for the development of congestion management processes, providing data on transportation system operations and maintenance, and requiring enhanced public participation and agency consultation to ensure that the regional transportation planning process maintained its alignment with the region’s vision and interest in the future transportation system.

2011 RTP PERFORMANCE INDICATORS

In light of the substantial attention directed towards performance measurement over the past several years, SJCOG reevaluated its performance measures, and introduces updated Performance Indicators as part of the 2011 RTP.

The 2011 RTP is the San Joaquin region’s 25-year “statement of priorities” for the future transportation system. As such, the goals, objectives, and performance indicators are designed to clearly articulate:

- (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) measures, or indicators by which the region can assess its progress.

There are clear linkages between the congestion management process, goals, objectives, and performance indicators. These linkages are recognized in the 2011 RTP, and are coordinated with the local, State, and federal actions described above that incorporate an increased use of performance indicators in planning efforts and funding decisions.

Performance indicators are defined as qualitative or quantitative indicators of progress towards the objectives. The performance indicators contribute to the decision making process by providing a basis for determining whether a decision advances the transportation objectives that are valued and held as priorities by the region.

Performance indicators are used in a wide variety of ways.

- They are valuable for determining whether progress is being made in achieving the transportation system goals and objectives identified as valuable to the citizens of San Joaquin County.
- They are used to justify the importance and need for specific transportation improvements as the region competes for State or federal discretionary funding sources or requests federal assistance for regionally significant projects.
- For the specific purposes of the 2011 RTP, the performance indicators are used to assess the overall impacts of each RTP alternative. There are four alternatives analyzed for the 2011 RTP: a Transit Emphasis Alternative, a Highway Emphasis Alternative, a No-build Alternative, and the RTP Alternative.

Table 4-3 identifies the “Category 1” performance indicators that are directly associated with each Goal described in Chapter 2 and includes the available data for the Category 1 performance indicators. For some indicators, data were not available for the 2011 RTP and others the baseline data can be gleaned from the measures themselves. It is anticipated that in the future, data sources will be developed and utilized to report on these measures. As these sources develop, the indicators may be used to project the future impact of the RTP projects.

In addition to the Category 1 and 2 performance measures, SJCOG reports State Transportation Improvement performance measures bi-annually with the submittal of its of the STIP. The latest report on STIP performance measures from the 2010 STIP can be found in table 4-5.

Table 4-3: Category 1 Performance Indicators Baseline
2011 RTP GOALS / OBJECTIVES / PERFORMANCE MEASURES BASELINE

A) Enhance the Environment / Quality of Life / & Conserve Energy

Objective (1)

**Minimize Environmental
Impacts & Improve Public
Health**

Objective (2)

**Enhance the Connection between
Landuse and Transportation Choices**

Performance Measures		Performance Measures	
a. Reduce current NO _x (summer) attributable to on-road mobile sources (tons per day) by 70% from 2008 by 2035 Baseline: 39.9 Tons Per Day		a. Maintain minimum cumulative amount of transportation investment projects supporting smart growth strategies at 25% by 2035 Baseline: 25%	
b. Reduce current ROG (summer) attributable to on-road mobile sources (tons per day) by 55% from 2008 by 2035 Baseline: 13.9 Tons Per Day		b. Increase current regional percentage of residents of 8.4% that reside 1/2 mile from a transit hub to 20% by 2035 Baseline: 8.4%	
c. Reduce current Particulate Matter (P.M.) 2.5 attributable to on-road mobile sources (tons per day) by 43% from 2009 by 2035 Baseline: 1.6 Tons Per Day		c. Actively seek to enhance reduced environmental impacts, preserve/maintain environmental benefits consistent with the 2011 RTP EIR	
d. Reduce the percentage of residents that travel more than 30 minutes plus to work from 36% to 26% by 2035 Baseline: 36% (2007)			

Table 4-3: Category 1 Performance Indicators Baseline (con.)

<i>B) Increase Accessibility & Mobility</i>		
<u>Objective (1)</u>	<u>Objective (2)</u>	<u>Objective (3)</u>
Improve Regional Roadway system Performance	Provide Greater Transportation Opportunity, & Expand Choice	Improve Access and Use of Public Transit System
Performance Measures	Performance Measures	Performance Measures
a. Reduce annual percentage rate of increase of regional roadway system's daily vehicle hours of delay to less than 2% per year by 2035	a. Maintain and/or improve the percentage of environmental justice population's access to a transit hubs to be equal to or greater than the overall percentage of population's access of 8.46% through 2035 Baseline: 8.46%	a. Improve current regional average of transit frequency (60 Minutes) by service (fixed route / intercity bus) by 65% by 2035 Baseline: 60 Minutes
b. Reduce annual percentage rate of increase of regional roadway system's average peak period travel time to less than 2% per year by 2035	b. Establish baseline per the 2011 Regional Bike Plan and increase number of miles of Class I & II Bikelanes by 20% by 2035	b. Increase current annual usage of public transit to population from 83:1 to 67:1 by 2035 Baseline: 83:1
c. Reduce annual percentage rate of deterioration of regional roadway system's average LOS to less than 2% per year by 2035	c. Increase current percentage of SOV to non-SOV trips (mode split) from 74%/26% to 65%/35% by 2035 Baseline: 74%/26%	c. Increase current number of passengers served per train mile by 30% by 2035
d. Decrease annual rate of increase of regional roadway system's current peak Vehicle Miles Traveled to less than 2% per year by 2035		d. Increase current regional percentage of on-time bus routes per year by 2035 <i>Note: While we believe this is an important metric to track, data is not currently available. Will establish system to track this information with public transit providers.</i>
		e. Reduce annual average passenger rail headway delay due to conflict with freight operations by 95% by 2035

Table 4-3: Category 1 Performance Indicators Baseline (con.)

C) Increase Safety & Security

<i>Objective (1)</i> Reduce the Number of & Severity of Traffic Incidents	<i>Objective (2)</i> Encourage & Support Projects that Increase Safety & Security	<i>Objective (3)</i> Improve Communication & Coordination Between Agencies & Public
Performance Measures	Performance Measures	Performance Measures
a. Improve the annual regional traffic incidents per annual VMT ratio of 1,710:1 by 15% by 2035 Baseline: 1,710:1	a. Maintain and/or improve average Freeway Service Patrol (FSP) response time of 5-10 minutes through 2035 Baseline: 5-10	a. Upon activation, monitor increase in the average annual useage of the San Joaquin County 511 traveler information system to establish a baseline by the next RTP update

C) Increase Safety & Security (Continued....)

<i>Objective (1)</i> Reduce the Number of & Severity of Traffic Incidents	<i>Objective (2)</i> Encourage & Support Projects that Increase Safety & Security	<i>Objective (3)</i> Improve Communication & Coordination Between Agencies & Public
b. Improve the regional roadway fatalities (Calendar Year 2008) to VMT ratio of 190,690:1 by 10% by 2035 Baseline: 190,690:1	b. 100% of SOV projects will assess the need and extent to incorporate ITS & operational strategies to increase the overall safety & security on the regional transportation system	
c. Reduce the rate of automobile incidents @ railroad crossings by 10% by 2035	c. Establish base line and document increase in the percentage of Tier I projects that target roadway segments with high levels of traffic incidents (11+ Annually) by 2035 Baseline: 11	
	d. Maintain the current number of RTP Tier I Transit Projects that increase Security at 1% of Regional FTA Section 5307 Funding Baseline: 1%	

Table 4-3: Category 1 Performance Indicators Baseline (con.)

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

<i>Objective (1)</i> Optimize Existing Transportation Roadway System Capacity	<i>Objective (2)</i> Support the Continued Maintenance and Preservation of the Existing Transportation System	<i>Objective (3)</i> 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 Baseline: 1,450	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 Baseline: 50	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 Baseline: 70%	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 Baseline: 125	c. Increase the average annual number of vehicle trips mitigated through the Regional Congestion Management Plan by 2% per year by 2035	

D) Preserve the Existing Regional Transportation System & Promote Efficient Roadway System Management & Operations (Continued...)

<i>Objective (1)</i> Optimize Existing Transportation Roadway System Capacity	<i>Objective (2)</i> Support the Continued Maintenance and Preservation of the Existing Transportation System	<i>Objective (3)</i> Improve Existing Roadway Productivity
d. Increase the number of active San Joaquin County van pools (132) by an annual average of 15% through 2035 Baseline: 132	d. Decrease the regional average of rolling stock that is beyond its useful life of 26% to 15% by 2035 Baseline:	
e. Increase the number of San Joaquin County rideshare participants (4,805) by an annual average of 10% through 2035 Baseline: 4,805		

Table 4-3: Category 1 Performance Indicators Baseline (con.)

E) Support Economic Vitality

<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 Baseline: 17	

Note: PMs b, c, and d will be refined based on outcomes of STAA terminal access study conducted during fy 10/11 & 11/12

Table 4-3: Category 1 Performance Indicators Baseline (con.)

F) Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

<i>Objective (1)</i> Provide Equitable Access to Transportation Planning	<i>Objective (2)</i> Engage the Public Early, Clearly, & Continuously	<i>Objective (3)</i> Use a Variety of Methods to Engage the Public
Performance Measures	Performance Measures	Performance Measures
a. At minimum, maintain &/or improve the current level of community outreach and/or workshops to project by 25% by 2035	a. Document that Initial announcements/ Notices of Preparation (NOPs) will be conducted in a timely fashion through 2035	a. At minimum, maintain general public and stakeholder committee structures (e.g., Citizens Advisory Committee , Goods Movement Task Force, Regional Stakeholder Leadership Group
b. Increase the number of persons engaged in community outreach activities for persons with disabilities (e.g., hearing impaired, physically challenged) by 10% by 2035	b. Maintain and/or improve the frequency of outreach efforts during all project stages through 2035	b. Increase the current number of presentations made to community groups by 25% by 2035
c. Ensure, by example, that printed materials are in different languages as needed relative to the demographics the project may impact through 2035	c. Document post workshop surveys conducted to determine understanding of the technical material through 2035	c. Increase the current number of responses to surveys by 50% by 2035
d. Maintain a porportional number of workshops conducted in Environmental Justice sensitive areas = to > the total number of workshops conducted for project's through 2035	d. Support local state, and federal interagency consultation and coordination efforts in all areas of planning, programming, and project delivery through 2035	d. Increase the current number of hits on SJCOG website by 2035. <i>Note: Hits are not currently tracked. Will establish base line and document progress towards improving visits to the site.</i>
		e. Document the use of printed and non-printed PSAs through 2035
		f. Increase the current number of citizens receiving SJCOG Horizons Newsletter by and annual average of 10% through 2035

Table 4-3: Category 1 Performance Indicators (con.)

G) Maximize Cost Effectiveness

Objective (1)

Support the use of state & federal grants to supplement local funding and pursue Local, state & federal funding opportunities from outside the region

Objective (2)

Support projects that Maximize Cost Effectiveness

Performance Measures	Performance Measures	Performance Measures
a. Increase the total discretionary funding awards by 1% by 2035		a. Increase regional passenger per vehicle mile revenue by 15% by 2035
		b. Improve the direct regional average fare box recovery by public transit service by 20% by 2035
		c. Proactive as possible to minimize cost overruns during all phases of project delivery

The Category 2 performance indicators are used specifically in the Regional Transportation Plan's Programmatic Environmental Impact Report. These are identified in Table 4-4, and described in more detail as part of the 2011 RTP EIR analysis of the Alternatives. Note that in some cases, the Category 2 measures are similar to the Category 1 indicators identified in Table 4-3. Please reference the 2011 RTP PEIR after its release on May 19, 2010 for more detailed discussion of these measures.

Table 4-4: Category 2 Performance Indicators

PM PEAK HOUR LEVEL OF SERVICE SUMMARY						
LOS	Base Year (2010)		Year 2035 No Project		Year 2035 Plus Project¹	
	Lane Miles	Percent	Lane Miles	Percent	Lane Miles	Percent
C or better	4,749	90%	4,550	87%	5,087	88%
D	303	6%	297	6%	340	6%
E	113	2%	132	3%	177	3%
F	89	2%	275	5%	207	4%

Source: San Joaquin Council of Governments, 2010

Table 4-5: 2010 STIP Performance Indicators

STIP Guidelines: Section 19, Part B(1) - SJCOG 2007 RTP Performance Measures

Goals	Performance Indicators	Data Source	Mode	2007 Baseline Year	2018 Analysis Year With 2010 STIP
Improve Safety and Security	Fatalities per VMT ¹	CT	Roadway	I-5: 0.006 I-205: 0.007 SR-99: 0.009 SR-120: 0.017 SR-4: 0.032 SR-12: 0.023	I-5: decrease merge incidents at I-5/French Camp Road interchange SR-12: decrease turning movement incidents at intersections between I-5 and Bouldin Island
	Fatal Collisions per VMT ¹	CT	Roadway	I-5: 0.006 I-205: 0.007 SR-99: 0.009 SR-120: 0.017 SR-4: 0.032 SR-12: 0.023	I-5: decrease merge incidents at I-5/French Camp Road interchange SR-12: decrease turning movement incidents at intersections between I-5 and Bouldin Island
	Injury Collisions per VMT ¹	CT	Roadway	I-5: 0.219 I-205: 0.395 SR-99: 0.279 SR-120: 0.305 SR-4: 0.517 SR-12: 0.604	I-5: decrease merge incidents at I-5/French Camp Road interchange SR-12: decrease turning movement incidents at intersections between I-5 and Bouldin Island
	Fatalities per revenue vehicle miles	Transit Providers	Transit	City of Escalon: 0 City of Manteca: 0 City of Tracy: 0 City of Lodi: 0	N/A
	Progress in completing projects on SR-12	CT	Roadway	Improvements at SR-12/Tower Park Way/Glasscock Road intersection	Improvements at all intersections between I-5 and Bouldin Island including ITS elements
	Average Freeway Service Patrol (FSP) response times	SJCOG	Roadway	6-10 Minutes	N/A
	Total Number of Distressed Lane Miles	CT/Cities/County	Roadway	I-5: 149 I-205: 43 SR-99: 70 SR-120: 34 SR-4: 60 SR-12: 45 City of Stockton: 501 San Joaquin County: 3,284 City of Lodi: 7	San Joaquin County: rehabilitation of 4 lane miles
	Percentage of Distressed Lane Miles	CT/Cities/County	Roadway	I-5: 54% I-205: 80% SR-99: 40% SR-120: 60% SR-4: 60% SR-12: 75% City of Stockton: 30% San Joaquin County: 37.5% City of Lodi: 3.6%	San Joaquin County: decrease consistent with rehabilitation of 4 lane miles

Table 4-5: 2010 STIP Performance Indicators (cont)

STIP Guidelines: Section 19, Part B(1) - SJCOG 2007 RTP Performance Measures (Continued)

Goals	Performance Indicators	Data Source	Mode	2007 Baseline Year	2018 Analysis Year With 2010 STIP
Improve Mobility and	Daily vehicle hours of delay	SJCOG	Roadway	21,539	26,734
	Passenger hours of delay per year	SJCOG	Roadway	27,785	34,487
	Peak/off-peak lane miles at levels of service (A-F)	SJCOG	Roadway	AM Peak PM Peak LOS A-C 4,794 LOS A-C 4,522 LOS D 192 LOS D 298 LOS E 65 LOS E 134 LOS F 95 LOS F 191 Total 5,146 Total 5,145	AM Peak PM Peak LOS A-C 4,918 LOS A-C 4,609 LOS D 231 LOS D 289 LOS E 95 LOS E 162 LOS F 226 LOS F 410 Total 5,470 Total 5,470
	Top ten congested corridors in the region	CT/SJCOG	Roadway	N/A	Improvements on SR-99, SR-12, and I-5
	Average vehicle occupancy rate (VOR)	SJCOG	Roadway	1.26 persons/vehicle	N/A
	Peak vehicle miles of travel (VMT)	SJCOG	Roadway	3,124,832	4,138,206
	Off-peak vehicle miles of travel (VMT)	SJCOG	Roadway	14,393,900	19,070,987
	Average transit frequency (by service) - RTD (GP DAR, Hopper, Intercity, Interregional...)	Transit Providers	Transit	City of Escalon DAR: 15 min. City of Escalon Rte 96 (deviated Route): 2.5 hrs City of Manteca (fixed route): 1 hr City of Tracy (fixed route): 1 hr RTD (SMA): 1 hr RTD (BRT): 15 minutes RTD (Intercity): 1 hr RTD (Hopper): 1 hr 30 min RTD (Interregional): not applicable RTD (DAR): not applicable City of Lodi (Fixed): 45 min (in the AM) 50 min (in the PM)	N/A
	Average Peak Period Travel Time	SJCOG	Roadway	(Hours of Travel) AM Peak: 35,168 PM Peak: 43,438	(Hours of Travel) AM Peak: 50,238 PM Peak: 60,456
	Average Non-peak period Travel Time	SJCOG	Roadway	(Hours of Travel) Off Peak: 325,708	(Hours of Travel) Off Peak: 419,821
	Percentage Population within 1/2 mile of rail station or bus route	Transit Providers	Transit	City of Escalon DAR: 100% City of Escalon Rte 96 (deviated Route): 80% City of Manteca: not available City of Tracy: 86% City of Lodi: 100%	N/A

Table 4-5: 2010 STIP Performance Indicators (cont)

STIP Guidelines: Section 19, Part B(1) - SJCOG 2007 RTP Performance Measures (Continued)

Goals	Performance Indicators	Data Source	Mode	2007 Baseline Year	2018 Analysis Year With 2010 STIP
Promote Interagency Coordination, Public Participation and Citizen Involvement	Summary of public outreach efforts and results targeting the traditionally underrepresented. (see Quality of Life)	SJCOG	All	See 2007 RTP Chapter 5	N/A
	Summary of SJCOG involvement in Goods Movement efforts	SJCOG	All	See 2007 RTP Chapter 6, p.6-27	N/A
Improve Quality of Life	Percentage of San Joaquin County workers that travel more than 35 minutes to work.	SJCOG	All	25.5%	N/A
	Commuter Surveys measuring quality of life.	SJCOG	All	N/A	N/A
Enhance the Environment	See 2007 RTP Environmental Impact Report	SJCOG	All	See 2007 RTP PEIR	N/A
	Ensure consistency between federal air quality plans and transportation plans and	SJCOG	All	See 2007 Air Quality Document	N/A
	Ensure compliance with applicable requirements to meet the State ambient air quality	SJCOG	All	See 2007 Air Quality Document	N/A
	List of completed CMAQ projects and associated emissions benefits.	SJCOG	All	N/A	N/A
Maximize Cost Effectiveness	Total discretionary funding awards (State and federal)	SJCOG	All	N/A	N/A
	Farebox Recovery Ratio or Operating Cost per Passenger (by service)	SJCOG	Transit	City of Escalon: \$9.48 06/07 Op Cost/Pass. City of Tracy: \$10.83 06/07 Op Cost/Pass. City of Manteca: \$18.52 06/07 Op Cost/Pass. City of Lodi: \$10.83 06/07 Op Cost/Pass. RTD: 32% 06/07 FRR	N/A

The Category 1 and 2 performance indicators used in the 2011 RTP were developed not only to capture a meaningful measure, but also to utilize easily accessible data. The data collection effort, therefore, relied primarily upon data available from local jurisdictions, transit agencies, Caltrans, or SJCOG. The indicators themselves were developed through discussion and consensus building. Chapter 5 describes the public outreach that took place for the 2011 RTP, but in particular, it details results of the Short Survey, which provides unique insight into the values and relative importance of the various measures to the public.

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