Drivers of Performance Based Activities

**REGION LEVEL**
- Regional Transportation Plans
- Sustainable Communities Strategies (SB 375)

**STATE LEVEL**
- California Blueprint (SB 391)
- California Transportation Plan 2040
- Regional Transportation Plan (RTP) Guidelines

**FEDERAL LEVEL**
- MAP-21 performance measures rulemaking process
- Initial steps toward target-setting coordination
State-Level Indicators: Purpose and Framework

• Purpose: to identify a common set of standardized transportation indicators for California MPOs and state agencies (effort led by SANDAG and funded by California Strategic Growth Council)

• Address issues of importance across the state, going beyond the requirements in MAP-21 and dealing with key sustainability issues

• Focus on observed indicators (rather than modeled measures)

• Rely upon consistent statewide data sources (when available) and identify clear methodologies for each indicator

• Potential use of recommended measures to inform guidelines for STIP, California Regional Progress Report, etc.
State-Level Indicators: Selection Process

- Total and congested VMT per capita
- Commute mode share
- State of good repair
- Highway buffer index
- Fatalities/serious injuries per capita and per VMT

200+ indicators

Measures and input from MPOs & state agencies

Proposed methods and data sources

Set of up to 10 statewide indicators

- Transit accessibility
- Travel time to jobs
- Change in agricultural land
- CO2 emissions per capita
SANDAG – RTP Process and Timeline

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<th>Spring 2013</th>
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<th>Winter 2014</th>
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Network Performance Measures

• Used in past regional transportation plans
  – Evaluate multimodal transportation networks
  – Assist the Board in selecting the transportation network for the draft RTP

• Coordinating with USDOT on MAP-21 performance measures
Regional Plan Vision and Goals

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.
Scenario Development Based on Revenue Constraints

Unconstrained Multimodal Network

- Bike/Pedestrian
  1.--  2.--  3.--

- Transit
  1.--  2.--  3.--

- Highway
  1.--  2.--  3.--

- HOV Connectors
  1.--  2.--  3.--

- Freeway Connectors
  1.--  2.--  3.--

- Rail Grade Separation
  1.--  2.--  3.--

Network #1

Network #2

2050 No-Build Network
Network Selection Based on Performance Measures

Network #1

Network #2

2050 No-Build Network

Performance Measures

Board Selects Draft Regional Plan Network
Draft Performance Measures

- Support Regional Plan goals and policy objectives
- Fewer performance measures
- Key questions
- Simplified format
1. Are travel times reduced?
   – Average peak-period travel time to work
   – Daily vehicle delay per capita

2. Are more people walking, biking, using transit, and sharing rides?
   – Change in walk, bike, transit, and carpool mode share

3. Is the transportation system safer?
   – Annual projected number of vehicle injury/fatal collisions per vehicle mile traveled
   – Annual projected number of bicycle/pedestrian injury/fatal collisions per mile traveled
4. Do the transportation investments help to improve the regional economy?
   – Benefit/cost ratio of transportation investments
   – Average truck/commercial vehicle travel times to and around regional gateways and distribution hubs

5. Are the relative costs of transportation changing similarly for all communities?
   – Change in percent of income consumed by transportation costs

6. Are connections to neighboring counties, tribal lands, Mexico, and military bases/installations improved?
   – Average travel times to/from tribal lands
   – Average travel times to/from Mexico
   – Average travel times to/from neighboring counties
   – Average travel times to/from military bases/installations
7. **Does the transportation network support smart growth?**
   - Percentage of population/employment within 0.5 mile of high frequency transit stop
   - Percentage of population/employment within 0.5 mile of a transit stop
   - Percentage of population/employment within 0.25 mile of a bike facility
   - Average travel distance to work
   - **Total time engaged in transportation-related physical activity per capita**
   - Percent of population engaging in more than 20 minutes of daily transportation-related physical activity
8. Is access to jobs and key destinations improving for all communities?
   – Percent of population within 30 minutes of jobs and higher education
   – Percent of population within 15 minutes of goods and services

9. Is the air getting cleaner?
   – On-road smog-forming pollutants (pounds/day) per capita

10. Are GHG emissions reduced?
    – On-road CO2 emissions (pounds/day) per capita and regionwide
Our CBO Partner Network

• The Community-Based Organization (CBO) Partner Network was created to help ensure that all communities were meaningfully involved in the development of San Diego Forward
  – Consisted of CBO’s in vulnerable areas around the region
  – Each CBO Partner developed an outreach strategy catered to their community
  – Provided an ongoing forum for discussion
Disadvantaged Populations

• Minorities
  – Any community of non-white minorities

• Low-income
  – Income level 200% of the Federal Poverty Rate

• Seniors
  – Age 75 or older
## Social Equity Analysis: No Disparate Impact/No Disproportionate Effect

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Low Income</th>
<th>Minority</th>
<th>Seniors</th>
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<tr>
<td>Average Peak Period Travel to Work – all modes</td>
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<td>Change in percent of income consumed by out-of-pocket transportation costs</td>
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<tr>
<td>Percentage of population within 0.5 miles of HIGH FREQUENCY transit stops</td>
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<tr>
<td>Percentage of population within 0.5 miles of transit stops</td>
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<td>Percentage of population within 0.25 miles of a bike facility</td>
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<tr>
<td>Percentage of population within 30 minutes of jobs/higher education (auto/transit)</td>
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<td>Percentage of population within 15 minutes of goods/services (auto/transit):</td>
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<tr>
<td>Access to Retail</td>
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<td>Exposure to PM$_{10}$</td>
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✓ = No Disparate Impact or Disproportionate Effect
Results of Social Equity Analysis

• High Frequency Transit:
  • For low-income populations, their access goes up from 47% to 61 in 2020 and from 49% to 70% in 2050 as compared to the No-Build Scenario
  • For minority populations, their access goes up from 44% to 58% in 2020 and from 44% to 67% in 2050 comparing the 2050 Preferred Revenue Constrained Scenario to the No-Build Scenario

• Access to Bike Facilities:
  • 58% of low-income populations will have access to a bike facility within a quarter of a mile in 2020, increasing to 62% in 2035 and 64% in 2050

• Access to Healthcare:
  • The Preferred Revenue Constrained Scenario projects improved access for seniors from 68% in 2020 to 71% in 2050
Plan goals and policy objectives
+ Key questions
+ Graphics
+ Key statistics

= Informed Decisions