MAP-21 Implementation - Transition to Performance-Based Planning & Programming

- Overview of California Activities
- SANDAG Experience
- California’s efforts toward common performance monitoring indicators
- Successes Achieved
- Challenges to Date and Anticipated
Caltrans

- 12 Districts

Regional

- 58 Counties
- 18 Metropolitan Planning Organizations
- 26 Regional Transportation Planning Associations

**CALIFORNIA**

Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs)

<table>
<thead>
<tr>
<th>MPO</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>AMBAG</td>
<td>Association of Monterey Bay Area Governments</td>
</tr>
<tr>
<td>BCAG</td>
<td>Butte County Association of Governments</td>
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<tr>
<td>FCOG</td>
<td>Fresno County Council of Governments</td>
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<tr>
<td>KCAG</td>
<td>Kings County Association of Governments</td>
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<tr>
<td>KCOG</td>
<td>Kerm Council of Governments</td>
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<tr>
<td>MCAG</td>
<td>Merced County Association of Governments</td>
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<tr>
<td>MCTC</td>
<td>Madera County Transportation Commission</td>
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<tr>
<td>MTC</td>
<td>Metropolitan Transportation Commission</td>
</tr>
<tr>
<td>SACOG</td>
<td>Sacramento Area Council of Governments</td>
</tr>
<tr>
<td>SANDAG</td>
<td>San Diego Association of Governments</td>
</tr>
<tr>
<td>SJCOG</td>
<td>San Joaquin Council of Governments</td>
</tr>
<tr>
<td>SLOCOG</td>
<td>San Luis Obispo County Council of Governments</td>
</tr>
<tr>
<td>SBAG</td>
<td>Santa Barbara County Association of Governments</td>
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<tr>
<td>SRITA</td>
<td>Shasta Regional Transportation Agency</td>
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<tr>
<td>SCAG</td>
<td>Southern California Association of Governments</td>
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<tr>
<td>StanCOG</td>
<td>Stanislaus Council of Governments</td>
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<tr>
<td>TCAG</td>
<td>Tulare County Association of Governments</td>
</tr>
<tr>
<td>TMPO</td>
<td>Tahoe Metropolitan Planning Organization</td>
</tr>
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</table>

1. AMBAG includes SCCRTC, TAMC, and SBCOG. All retain RTPA status.
2. MTC covers a nine county region.
3. SACOG is the MPO for Sacramento, Sutter, Yolo, and Yuba Counties. It is the MPO for the federally designated ozone non-attainment area in Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado Counties. Placer and El Dorado Counties retain RTPA status up to the crest of the Sierras.
4. SCAG covers a six county region that serve as County Transportation Commissions: ICTC, LAMTA, OCTA, RCTC, SANBAG, and VCTC.
5. TMPO is a multi-state MPO created by federal law. It covers portions of El Dorado and Placer counties as well as Washoe and Douglas counties in Nevada, and shares board members with the TRPA.

**RTPAs within MPOs**

- MPO Areas
- Non-MPO Rural RTPA Areas
- Caltrans District Boundary

*California Department of Transportation Division of Transportation Planning February 2013*
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
### RTP/SCS Performance Measures

<table>
<thead>
<tr>
<th>MPO</th>
<th>Performance-Based Planning Activities</th>
</tr>
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<tbody>
<tr>
<td>MT</td>
<td>• Plan Bay Area adopted July 2013 – 10 performance measures + rigorous project performance analysis</td>
</tr>
<tr>
<td></td>
<td>• Plan Bay Area 2040 Update under development – built upon similar foundation of performance throughout process</td>
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<tr>
<td></td>
<td>• Vital Signs Initiative: annual performance monitoring of transportation, land use, economic, and environmental indicators via interactive website</td>
</tr>
<tr>
<td>SANDAG</td>
<td>• 2050 RTP/SCS adopted October 2011 – 38 performance measures with enhanced project evaluation process</td>
</tr>
<tr>
<td></td>
<td>• San Diego Forward: The Regional Plan under development; streamlining performance measures; ongoing performance monitoring efforts and reporting</td>
</tr>
<tr>
<td>SCAG</td>
<td>• 2035 RTP/SCS adopted April 2012 – 17 performance measures for RTP alternatives evaluation. Others for analyzing scenarios, environmental justice and ongoing monitoring</td>
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<tr>
<td></td>
<td>• Developed online regional performance monitoring tools</td>
</tr>
<tr>
<td>SACOG</td>
<td>• 2035 MTP/SCS adopted April 2012 – &gt;70 performance measures with emphases on land use, transportation, environment, and equity</td>
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<tr>
<td></td>
<td>• Biannual releases of Performance Monitoring Report</td>
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</tbody>
</table>
• Regional Transportation Plan Performance Measures
• Regional Comprehensive Plan Performance Monitoring 
  Report: urban form, transportation, housing, natural 
  habitats, water and air quality, economic prosperity, 
  water supply, energy, and San Diego region-Mexico 
  border transportation
• Indicators of Sustainable Competitiveness: compare the 
  San Diego region to 19 other metropolitan regions and 
  the U.S. as a whole in the three Es
• State of the Commute: major commute routes from the 
  traveler’s perspective, including travel time and delay
Each performance measure has an associated numeric target – for example, the Plan exceeded its targeted **110% GRP increase** over the 27-year planning period.

<table>
<thead>
<tr>
<th>ECONOMY</th>
<th>ENVIRONMENT</th>
<th>EQUITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase gross regional product</td>
<td>Reduce per-capita greenhouse gas emissions from cars and light-duty trucks</td>
<td>House all of the region’s projected housing growth</td>
</tr>
<tr>
<td>ECONOMIC VITALITY</td>
<td>OPEN SPACE AND AGRICULTURAL PRESERVATION</td>
<td>ADEQUATE HOUSING</td>
</tr>
<tr>
<td>TRANSPORTATION SYSTEM EFFECTIVENESS</td>
<td>Reduce premature deaths from exposure to particulate emissions</td>
<td>Decrease housing and transportation costs as a share of low-income household budgets</td>
</tr>
<tr>
<td></td>
<td>Reduce injuries and fatalities from collisions</td>
<td></td>
</tr>
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</table>
• 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.
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

Set of up to 10 statewide indicators

- Transit accessibility
- Travel time to jobs
- Change in agricultural land
- CO\textsubscript{2} emissions per capita
<table>
<thead>
<tr>
<th>Category</th>
<th>Future Statewide MPO Indicators</th>
</tr>
</thead>
</table>
| **Congestion Reduction** | • Congested arterial VMT per capita  
• Bike miles traveled and walk miles traveled  
• Non-commute mode share |
| **System Reliability**    | • Transit/rail travel time reliability                                                       |
| **Economic Vitality**     | • Residential and employment densities for new growth  
• Housing/transportation affordability index                                                   |
<table>
<thead>
<tr>
<th>MAP–21 National Goals</th>
<th>CTP 2040 Goals</th>
</tr>
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<tbody>
<tr>
<td>1. Safety</td>
<td>Goal 4 – Improve Public Safety &amp; Security</td>
</tr>
<tr>
<td>2. Infrastructure Condition</td>
<td>Goal 2 – Preserve the Multimodal Transportation System</td>
</tr>
<tr>
<td>3. Congestion</td>
<td>Goal 1 – Improve Multimodal Mobility &amp; Accessibility for All Users</td>
</tr>
</tbody>
</table>
| 4. System Reliability | Goal 1 – Improve Multimodal Mobility & Accessibility for All Users  
* Policy 1 – Manage & Operate an Efficient Integrated System |
| 5. Freight Movement & Economic Vitality | Goal 3 – Support a Vibrant Economy  
* Policy 2 – Enhance Freight Mobility, Reliability and Global Competitiveness. |
| 6. Environmental Sustainability | Goal 6 – Practice Environmental Stewardship |
| 7. Reduce Project Delays | |
Successes Achieved

- Close coordination and collaboration among State agencies and MPOs on regional GHG target setting
  - Standing State agency-MPO working group meets every other month
  - U.S. DOT/Caltrans workshop with regional agencies in December 2014.
  - Data made available to State and MPOs through State funding
Challenges to Date

• A diverse state: highly urbanized, small urban and rural areas
• Limited data availability for various modes
• Data governance
Challenges Anticipated

- Single targets or multiple targets (state and regions)?
- How to develop multi-modal and active transportation data
- Limited resources for data collection – staff and dollars
- Alignment of MAP-21 targets, State and regional goals with investment decisions
Advocating for Smart Measures

- Smart Mobility
- Multi-modal System
- Freight
- GHG Emissions Reduction
- Reducing Delay
- Mode Shift
- Livability and Health
- EJ Considerations
- Environment and Sustainability
Challenges and Conclusions

- MAP-21 performance measures deployment will be a challenging process with many agencies and individuals involved in California.
- MPO staff will have to find ways to minimize potential conflict between new federally-mandated efforts and robust existing performance-based planning processes.
- Collaboration and communication between agencies will be critical.
Anticipated Next Steps

Spring 2015:
• Statewide Forum on Transportation System Data and Analytics

Spring 2015:
• Assessment of Data Gaps and Needs to Inform Policy Discussion

Summer 2015:
• Policy Discussion on MAP-21 Implementation

Coordination, Collaboration and Outreach with USDOT and Stakeholders
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