

# 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

# California

- Caltrans
  - 12 Districts
- Regional
  - 58 Counties
  - 18 Metropolitan Planning Organizations
  - 26 Regional Transportation Planning Agencies

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



# 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



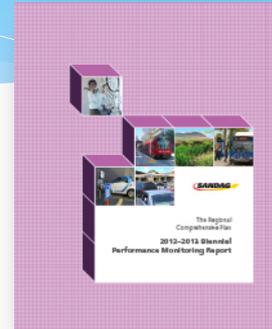
# RTP/SCS Performance Measures

MPO	Performance-Based Planning Activities
	<ul style="list-style-type: none"> <li>• Plan Bay Area adopted July 2013 – 10 performance measures + rigorous project performance analysis</li> <li>• Plan Bay Area 2040 Update under development – built upon similar foundation of performance throughout process</li> <li>• Vital Signs Initiative: annual performance monitoring of transportation, land use, economic, and environmental indicators via interactive website</li> </ul>
	<ul style="list-style-type: none"> <li>• 2050 RTP/SCS adopted October 2011 – 38 performance measures with enhanced project evaluation process</li> <li>• San Diego Forward: The Regional Plan under development; streamlining performance measures; ongoing performance monitoring efforts and reporting</li> </ul>
	<ul style="list-style-type: none"> <li>• 2035 RTP/SCS adopted April 2012 – 17 performance measures for RTP alternatives evaluation. Others for analyzing scenarios, environmental justice and ongoing monitoring</li> <li>• Developed online regional performance monitoring tools</li> </ul>
	<ul style="list-style-type: none"> <li>• 2035 MTP/SCS adopted April 2012 – &gt;70 performance measures with emphases on land use, transportation, environment, and equity</li> <li>• Biannual releases of Performance Monitoring Report</li> </ul>



# SANDAG: Performance Based Planning

- **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

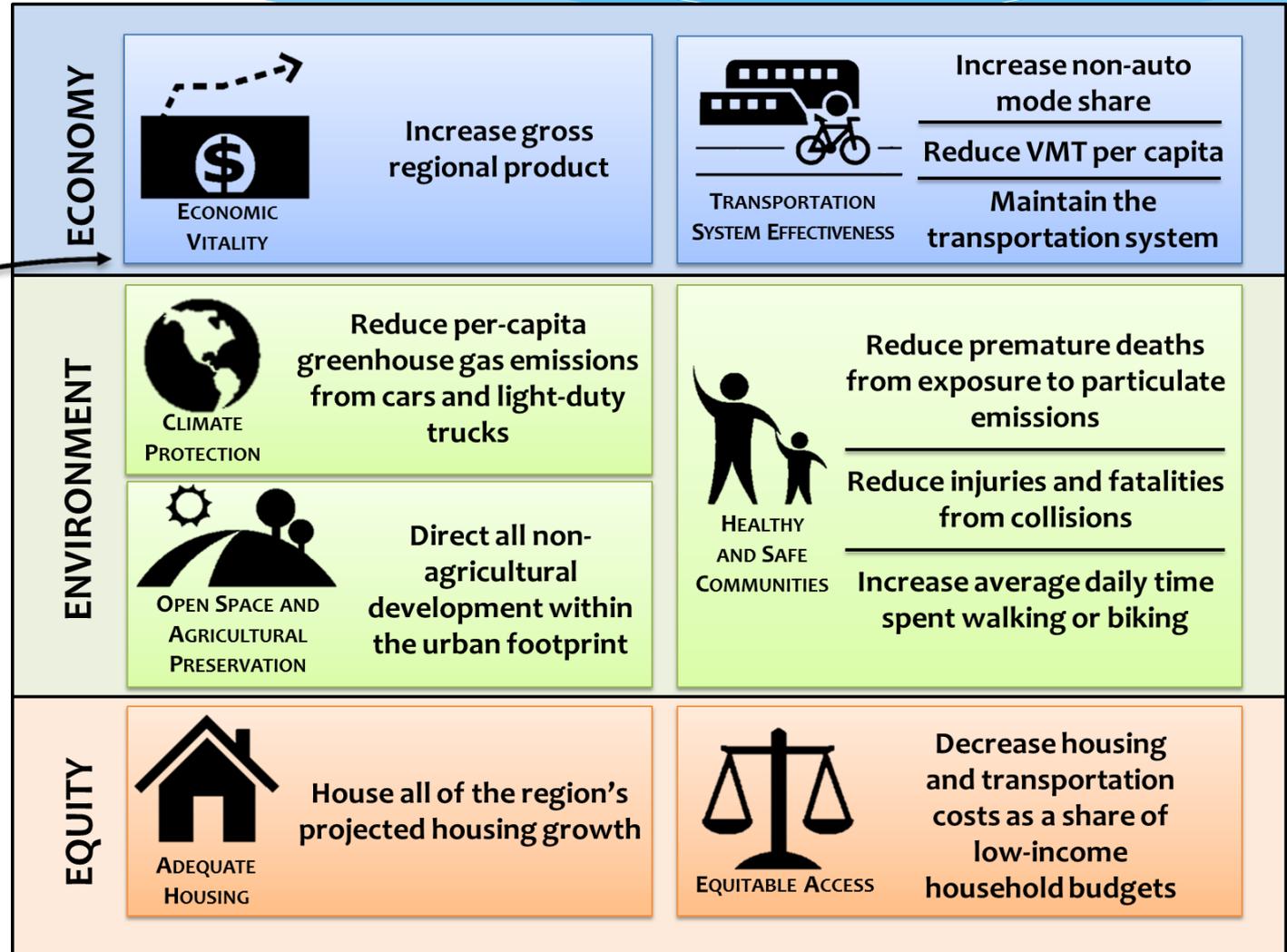


## REGION LEVEL



# Metropolitan Transportation Commission: Another Approach for Selecting Measures & Targets

Each performance measure has an associated numeric target – for example, the Plan exceeded its targeted **110% GRP increase** over the 27-year planning period.





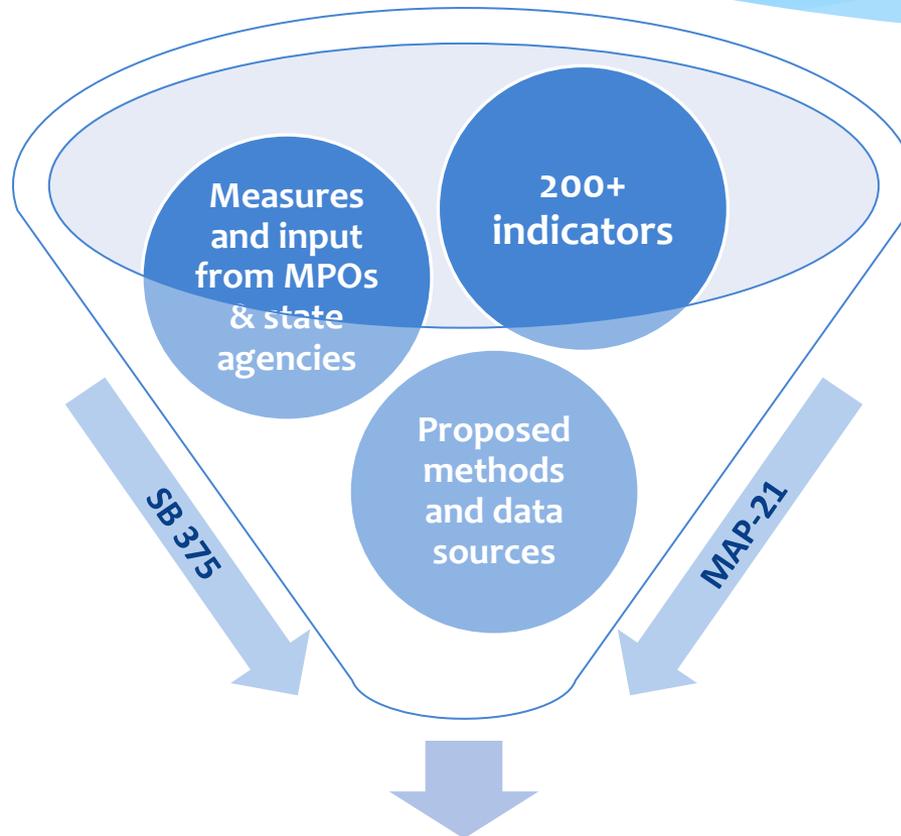
# Indicators: Purpose and Framework

- 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.



# 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<sub>2</sub> emissions per capita



# Indicators: Future Measures

*pending data source availability*

Category	Future Statewide MPO Indicators
<b>Congestion Reduction</b>	<ul style="list-style-type: none"> <li>• Congested arterial VMT per capita</li> <li>• Bike miles traveled and walk miles traveled</li> <li>• Non-commute mode share</li> </ul>
<b>System Reliability</b>	<ul style="list-style-type: none"> <li>• Transit/rail travel time reliability</li> </ul>
<b>Economic Vitality</b>	<ul style="list-style-type: none"> <li>• Residential and employment densities for new growth</li> <li>• Housing/transportation affordability index</li> </ul>



STATE LEVEL



# California Transportation Plan 2040

MAP-21 National Goals	CTP 2040 Goals
1. Safety	Goal 4 – Improve Public Safety & Security
2. Infrastructure Condition	Goal 2 – Preserve the Multimodal Transportation System
3. Congestion	Goal 1 – Improve Multimodal Mobility & Accessibility for All Users
4. System Reliability	Goal 1 – Improve Multimodal Mobility & Accessibility for All Users <i>* Policy 1 – Manage &amp; Operate an Efficient Integrated System</i>
5. Freight Movement & Economic Vitality	Goal 3 – Support a Vibrant Economy <i>* Policy 2 – Enhance Freight Mobility, Reliability and Global Competitiveness.</i>
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 kick-off workshop with regional agencies, transit operators, tribal representatives in November 2013.
  - 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

STATE LEVEL



# 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

**Coordination, Collaboration and Outreach with  
USDOT and Stakeholders**

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

Elisa Arias – [elisa.arias@sandag.org](mailto:elisa.arias@sandag.org)

