



**REGIONAL PLANNING COMMITTEE
MARCH 2, 2018**

ACTION REQUESTED: RECOMMEND

SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – DRAFT PERFORMANCE MEASURES File Number 3102000

Introduction

San Diego Forward: The Regional Plan (Regional Plan) is a federally and state-mandated document that presents the overall vision for how the San Diego region will grow through 2050, including all of the transportation-related investments that will be needed to support that vision. The Regional Plan is updated every four years and must be fiscally constrained, meaning the cost of projects and programs included must be supported by current revenue sources as well as reasonably expected new sources.

Recommendation

The Regional Planning Committee is asked to recommend that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan.

In order for the Board of Directors to determine the final combination of projects to fulfill the vision of the Regional Plan, several scenarios are developed for evaluation and consideration. Once the scenarios are developed, performance measures are used to evaluate the various combinations. The performance measures help answer key questions in order to provide a “scorecard” that compares and contrasts how the different combinations of transportation projects help support innovative mobility and planning, a vibrant economy, and a healthy environment and communities in the San Diego region.

The Regional Planning and Transportation Committees discussed the initial draft performance measures at their February 2, 2018, meetings and provided input on additional areas for consideration. Based on the feedback provided, additional refinements to the draft performance measures have been proposed for consideration.

Discussion

Policy Advisory Committee Feedback

At their February 2, 2018 meetings, the Regional Planning and Transportation Committees provided feedback on a draft list of 12 performance measures which would be used to answer eight key questions in order to compare and evaluate various multimodal transportation scenarios. The Policy Advisory Committees also commented on a set of additional metrics which could be modeled and included in the 2019 Regional Plan in order to demonstrate how it helps to serve the transportation needs of the region.

Both Policy Advisory Committees noted the importance of measuring how the transportation system helps people get to jobs, school, and access other services efficiently and safely. Committee members appreciated that feedback was sought on the draft performance measures from working groups, stakeholders, and the public and felt the recommendations of the peer review were helpful in creating a shorter list of performance measures that could be used to help evaluate transportation scenarios. Specific comments from both Policy Advisory Committees are detailed below and proposed modifications are shown in Attachments 1 and 2.

Proposed Draft Performance Measure Modifications

- *Performance Measure 2a:* The Regional Planning Committee discussed the importance of being able to reach regional job centers, especially via transit. To help measure the percent of trips being made to regional job centers and neighborhoods, it is proposed that Performance Measure 2a be modified to include the percent of trips being made by walk, bike, transit, and carpool for each Urban Area Transit Strategy (UATS) district (in addition to regionwide). UATS districts are specified geographic districts which include a number of major job centers such as Downtown San Diego, Palomar Airport Road area, Sorrento Mesa, and University City/Golden Triangle. A map of the UATS districts is shown in Attachment 3.
- *Performance Measure 2b:* A request was made to include jurisdiction-level vehicle miles travelled (VMT) data to help local jurisdictions see how the 2019 Regional Plan helps to move them in the direction of their Climate Action Plan goals. It is proposed to include jurisdictional VMT data in addition to regional and per capita VMT data as part of measure 2b.
- *Performance Measure 4a:* A request was made to incorporate a request by the City of Lemon Grove to ensure that specific measures be used to assess equity of the Regional Plan. In response, Performance Measure 4a is proposed to now be included in the Social Equity Analysis described below.
- *Additional Performance Measure F:* Both Policy Advisory Committees noted the challenge that many residents face in securing affordable housing, especially in areas that are near jobs and public transit. Current modeling tools do not allow for the projection of specific housing unit costs, or home ownership. Housing and transportation cost information will be compiled for the base year of the Regional Plan (2016) and can serve as information for the transportation network development process to highlight communities that are currently facing housing and transportation affordability challenges. Staff will be working to align this effort with the Regional Housing Needs Assessment process.
- *Additional Performance Measure G:* A request was made to change Performance Measure 5a to refer to “major transit stops”¹ instead of “high-frequency transit stops.”² In order to ensure that both major transit stops and high-frequency transit stops are evaluated; it is proposed to modify

¹ California Code Section 21064.3 defines major transit stops as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

² High-frequency transit stops are defined as transit service of 15 minute or more frequent service in the peak period, consistent with the definition of high-quality transit corridors in Senate Bill 375 (Steinberg, 2008).

measure G to refer to major transit stops, rather than all transit stops, when evaluating the percentage of population/employment within half a mile.

Additional Analysis

Throughout Regional Plan development process, staff also evaluates whether the various scenarios meet the regional per capita greenhouse gas emissions reduction targets for cars and light trucks established by the California Air Resources Board per Senate Bill 375 (SB 375) (Steinberg, 2008). A Title VI analysis, which measures the comparative distributions of benefits and burdens of the transportation network scenarios to ensure there is no disproportionate impact on Social Equity Focused (SEF) populations, also will be performed. A subset of measures have been identified as a framework for the social equity analysis in which data will be produced comparing the three SEF populations against their respective 'non'-population (minority versus non-minority, low-income versus non-low income, and senior versus non-senior). These socio-economic characteristics can be forecasted, which is a critical element of defining the population to be analyzed.

SANDAG also has recently completed the development of an analytical tool for social equity analysis. The newly formed SANDAG 2019 Regional Plan Community-Based Organizations Working Group will review both the subset of performance measures as well as those available through the Social Equity Analysis Tool to provide recommendations on the highest quality set of performance measures to facilitate a robust social equity analysis. The analysis of these performance measures must show that both the alternative scenarios and the preferred transportation network do not result in a disproportionate burden for low-income populations or a disparate impact for minority populations.

Next Steps

The Transportation Committee is scheduled to review the draft performance measures for potential recommendation at its March 16, 2018, meeting. Pending recommendations from the Regional Planning Committee and Transportation Committee, the Board of Directors is anticipated to review the draft performance measures to approve for use in the 2019 Regional Plan development at its March 23, 2018, meeting.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. Key Questions and Draft Performance Measures
 2. Additional Draft Performance Measures
 3. Urban Area Transit Strategy Map

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Key Questions and Draft Performance Measures

2019 Regional Plan Goals	Key Question	Draft 2019 Regional Plan Transportation Network Performance Measures	Proposed for Inclusion in Social Equity Analysis
Innovative Mobility and Planning	1. Is delay reduced?	1a. Daily vehicle delay per capita (minutes)	
	2. Are more people walking, biking, using transit, and sharing rides?	2a. Percent of trips by walk, bike, transit, and carpool (work trips and all trips) regionwide and within Urban Area Transit Strategy (UATS) districts.	
		2b. VMT (per capita, regionwide, and by jurisdiction)	
	3. Is the transportation system safer?	3a. Vehicular fatalities and serious injuries per capita	
		3b. Non-motorized fatalities and non-motorized serious injuries per capita	
	Vibrant Economy	4. Do the transportation investments help to improve the regional economy?	4a. Benefit/Cost Ratio of transportation investments
Healthy Environment and Communities	5. Does the transportation network support smart growth?	5a. Percentage of population/employment within 0.5-mile of high-frequency (≤ 15 min peak and midday) transit stops	X
		5b. Percentage of population/employment within 0.25-mile of a bike facility (Class I and II, cycletrack, and bike boulevard)	
	6. How does the transportation network support public health?	6a. Time engaged in transportation-related physical activity per capita (minutes)	X
	7. Is access to jobs and key destinations improving for all communities?	7a. Percent of population within 30 minutes jobs and higher education (via driving, transit) (total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities)	X
		7b. Percent of population within 15 minutes of goods and services (retail, medical, parks, and beaches) (via driving, transit) (total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities)	X
	8. Are greenhouse gas emissions reduced?	8a. On-road CO2 emissions (pounds/day) (per capita and regionwide)	

The Social Equity analysis metrics include the total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities.

Additional Draft Performance Measures

2019 Regional Plan Goals	Draft 2019 Regional Plan Additional Performance Measures	Proposed for Inclusion in Social Equity Analysis
Innovative Mobility and Planning	A. Average peak-period travel time to work (drive alone, carpool, transit, bike, and walk) (minutes)	X
	B. Average travel times to/from tribal lands (minutes)	
	C. Average travel times to/from Mexico (minutes)	
	D. Average travel times to/from neighboring counties (Imperial, Orange, Riverside) (minutes)	
	E. Average travel times to/from military bases/installations (minutes)	
Vibrant Economy	F. Change in percent of income consumed by transportation costs	X
Healthy Environment and Communities	G. Percentage of population/employment within 0.5-mile of a major transit stop per California Code section 21064.3.	X
	H. Percent of population engaging in more than 20 minutes of daily transportation related physical activity	X

