

Appendix S

Monitoring Performance

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San Diego Forward: The Regional Plan builds upon and combines elements from the SANDAG 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) and the SANDAG 2004 Regional Comprehensive Plan (RCP) to provide a vision and infrastructure investment plan for the region. The Regional Plan summarizes where the region is, where the region wants to be by 2050, and what the region needs to do to get there.

Historically, SANDAG plans have included performance indicators to monitor the region’s progress in reaching the plans’ goals. Traditionally, these indicators have relied upon available data – both current and historic – collected by SANDAG to demonstrate whether the region is making progress toward implementing its plans. With each new plan, SANDAG attempts to maintain a certain degree of continuity among the performance indicators. The lists of indicators are revised periodically as new plans are adopted, based on data availability and emerging policy areas. As a result, in some cases new indicators are added, and in some cases previous indicators are modified or dropped in favor of alternative indicators that may be more meaningful in relation to the new plan.

Performance Indicators for San Diego Forward: The Regional Plan

The performance monitoring indicators for the Regional Plan follow the overall vision and goals of the Regional Plan, and are grouped into the plan’s three goal categories of supporting a healthy environment and communities, creating a more vibrant economy, and incorporating innovative mobility and planning. The indicators are meant to capture a snapshot of regional areas of importance – in other words, how the region is doing in these general areas. Other monitoring reports, such as the SANDAG Annual State of the Commute, or resources provided by the San Diego County Water Authority, for example, provide more detailed information on subject-specific areas.

Table S.1 shows the performance indicators for San Diego Forward: The Regional Plan and the data sources for each of the indicators. New indicators are marked in a bold font. The two indicators regarding housing costs include a social equity perspective.

SANDAG will prepare performance monitoring reports for the Regional Plan on a four-year cycle. Reviewing key outcomes every several years will provide a foundation for preparing future updates to the plan.

Table S.1

Performance Monitoring Indicators and Data Sources

Indicator	Data Source
Healthy Environment & Communities	
Habitat conserved within designated preserve areas	2011 Annual Monitoring Report, Local Jurisdictions
Beach Widths	SANDAG Regional Beach Monitoring Report
Impaired Waterbodies ¹	San Diego Regional Water Quality Control Board
Air quality ^{1,2}	San Diego County Air Pollution Control District
Fatalities/Serious injuries per Vehicle Miles Traveled^{2,3}	California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS)
Share of new housing units and jobs located in Smart Growth Opportunity Areas ²	SANDAG Current Estimates Program
Share of new housing units within County Water Authority water service boundary	SANDAG Current Estimates Program
Water consumption	San Diego County Water Authority Annual Reports
Diversity of water supply	San Diego County Water Authority Annual Reports
Diversity of energy supply and use	San Diego Gas & Electric Power Content Label
Electric and natural gas consumption by sector	California Energy Commission
Vibrant Economy	
Travel times to jobs^{2,3}	American Communities Survey (ACS)
Real per capita income, compared with California and the United States ^{1,2}	U.S. Bureau of Economic Analysis
Regional poverty rate, compared with California and the United States ²	ACS, to show 200% of the federal poverty rate for San Diego County, California
Percent of households with housing costs greater than 35 percent of income ^{2,4}	ACS
Annual income needed to afford fair market rent ^{2,4}	Out of Reach, National Low-Income Housing Coalition
Regional Crime Rate	SANDAG Criminal Justice Research Division
Innovative Mobility & Planning	
Travel times and volumes for all modes ¹	Caltrans Performance Measurement System (PeMS), SANDAG Passenger Counting Program, Regional Bike/Pedestrian Counter Network
Commute mode share ^{2,3}	ACS
Annual transit boardings ⁴	Annual Boardings Data, MTS, NCTD, SANDAG
Border wait times	U.S. Customs and Border Protection
Border crossing volumes	Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection
Alternative fuel vehicle ownership	Clean Vehicle Rebate Program (ARB)

BOLD= New indicator

¹ Three E's Indicator

² Indicator relates to Public Health

³ Statewide Performance Monitoring Indicator (MAP-21 and/or SB 375)

⁴ Indicator relates to Social Equity

Past and Current SANDAG Performance Monitoring Efforts

SANDAG has conducted a number of performance monitoring efforts which are summarized in the sections below.

Regional Comprehensive Plan (RCP)

Chapter 8 of the RCP describes how SANDAG will use performance indicators as a tool to track the region's progress in meeting the goals and policy objectives of the plan. Annual indicators were selected as part of the RCP, based upon key policy areas and data availability. In 2006, SANDAG released the "Regional Comprehensive Plan: Establishing a Baseline for Monitoring Performance (Baseline Report)," to be used to benchmark progress on an annual basis. Following the Baseline Report, SANDAG prepared performance monitoring reports in 2007, 2008, and 2009. In September 2010, the Board of Directors approved a new schedule for reporting – on a biennial versus annual basis. The list of indicators has been revised periodically as new plans have been adopted to reflect indicators included in those plans. The 2012-2013 Biennial Performance Monitoring Report is the fifth and most recent report (produced in 2014) since the Baseline Report was accepted by the Board in 2006.

In addition, the indicators interrelate with the "three E's" of sustainability: (1) Economy, (2) Environment, and (3) social Equity. Sustainability is a key theme of SANDAG planning efforts and is defined as "simultaneously meeting our current economic, environmental, and community needs while also ensuring that we are not jeopardizing the ability of future generations to meet their needs." What determines competitiveness is the potential for a region to achieve sustained success in the three E's. (For more on this topic, see the section below on Indicators of Sustainable Competitiveness.)

Senate Bill 375 (SB 375)

SB 375 stipulates that transportation planning agencies maintain compliance with a set of guidelines for the development of regional transportation plans and travel demand models. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan or Regional Plan (or a separate alternative planning strategy). All transportation planning agencies in California are required to direct plan development towards inclusion of public transit, highway, railroad, maritime, biking, pedestrian, goods movement, and aviation facilities/services into their transportation plans. Transportation planning agencies with populations larger than 200,000 persons may quantify a set of indicators including measures of mobility and traffic congestion, road and bridge maintenance and rehabilitation needs, means of travel by mode type, safety and security by mode type, and equity and accessibility using existing sources of information.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

In summer 2012, federal legislation was signed into law for funding transportation programs and supporting metropolitan and state transportation planning processes. MAP-21 establishes national performance goals for federal highway programs. The goals are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. SANDAG is the MPO for the San Diego region. The United States Department of Transportation (U.S. DOT) will establish performance measures in consultation with states and MPOs. In turn, states and MPOs will establish performance targets in support of those measures.

MAP-21 applies to the indicators effort through the sections pertaining to performance measurement, target-setting, and monitoring requirements for the National Highway Performance Program, Metropolitan Transportation Planning, and Statewide Transportation Planning. The legislation details the requirements that states must abide by in order to receive funding for various infrastructure improvements annually. MAP-21 legislation does not provide specific performance monitoring indicators, but rather guidelines for compliance to the federal standards. These guidelines/criteria are established by the Secretary for the evaluation of the new performance-based planning

processes. The process will consider whether states developed appropriate performance targets and made progress toward achieving the targets. Five years after enactment of MAP-21, Congress will be provided with reports evaluating and detailing the overall effectiveness of the performance-based planning process regarding each state and each MPO.

SANDAG staff is coordinating with the U.S. Department of Transportation, and Caltrans, on transportation-related performance measures that will be established as part of MAP-21. SANDAG staff continues to monitor and participate in the implementation of MAP-21 performance provisions and has reviewed Notices of Proposed Rule Making (NPRMs) on Planning, Highway Safety, Highway Conditions, Transit Performance, and Congestion/System Performance (forthcoming). Comments were submitted on several NPRMs.

Indicators of sustainable competitiveness

In 2002 and 2005, SANDAG and the San Diego Regional Economic Development Corporation collaborated with the Competitiveness Index Advisory Committee to produce an indicators study that provides a reliable and timely source of information that evaluates and monitors our regional progress in many areas that help to determine our region's livability.

The Indicators of Sustainable Competitiveness report was last updated in 2011. It compares San Diego to 19 other metropolitan regions and the United States as a whole in the three E's: (1) Economy, (2) Environment, and (3) Equity. It does so by measuring performance in 16 indicator components, then ranking the regions and the United States on the scale of 1st, 2nd, 3rd, and so on through 21st, with a lower score being better. The indicators are shown below.

- **Economy:** Per Capita Income, Venture Capital/Business Climate, Goods Movement Investment, Research Grant Funding, Patents Authorized, Educational Attainment
- **Environment:** Air Quality, Toxins Released into Air and Water, Water/Sewer/Trash Investment, Habitat Preservation, Energy Used to Commute to Work
- **Equity:** Income Distribution, Housing Affordability, Mass Transit Investment, Transportation Congestion, Early Childhood Education

Statewide performance monitoring report

Through an effort funded by the Strategic Growth Council, SANDAG, other California MPOs and state agencies, such as the California Air Resources Board (ARB), California Transportation Commission (CTC), Caltrans and other state agencies worked to develop a statewide performance monitoring framework. A set of nine indicators, which could be monitored using statewide and regional data sources, were identified and methodologies were developed. These indicators account for the diversity of California in terms of smaller and larger regions, more rural and more urban regions; utilize available statewide data sources; and are consistent with SB 375 and the performance goals established in MAP-21. The process and indicators were summarized in the 2013 report: [Statewide Performance Monitoring Indicators for Transportation Planning](#).⁵

Conclusions

Performance monitoring is an important element of the planning process. SANDAG is committed to ongoing performance monitoring efforts as a key tool for assessing the effectiveness of regional planning efforts, including San Diego Forward: The Regional Plan. In anticipation of the plan's required update by 2019, the first monitoring report for the Regional Plan will be produced in 2018.

Endnotes

⁵ http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august_15_2013/document_links/indicator.pdf

Endnotes

¹ 3E's Indicator

² Indicator relates to Public Health

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