

ATTACHMENT A
REFERENCES FOR THE PERFORMANCE OUTCOMES &
SELECTION CONSIDERATIONS

The **Performance Outcomes & Selection Considerations** section of the fall programming application asks applicants to demonstrate how the project supports six performance outcomes for the fall programming round. The performance outcomes and selection considerations were approved by the SACOG Board in September.

- Projects may relate to certain performance outcomes more than others. Please match your project to each performance outcome to the extent it is applicable.
- Generally, responses should be approximately one-half page (excluding attachments from documents that are referenced in your response).
- This attachment is provided to help you identify simple, efficient ways to demonstrate the performance outcomes from your proposed project. It is neither prescriptive nor comprehensive - you may have other points you want to make. The suggestions provided below do not imply required criteria for project consideration. The attachment is intended as a reference. Please note that some of the suggested points are shared across multiple performance outcomes.
- All SACOG reference sources are available on the SACOG website:
(www.sacog.org/regionalfunding/fall2009)
- Please do not hesitate to contact SACOG staff if you have any questions about the process or materials. This is a collaborative effort in which we want to support your efforts to produce strong applications for consideration.

1) SUPPORTS A REGIONAL REDUCTION IN VEHICLE MILES TRAVELED (VMT) PER HOUSEHOLD/ PER CAPITA

Describe how the project supports this performance outcome through project features that are multi-modal and/or support demand management strategies. VMT reductions per capita can also be achieved through supportive land use policies appropriate to the urban or rural setting. For example, some largely rural counties are reducing VMT per capita through land use policies that protect agricultural and open space lands, thereby limiting rural residential areas that often create high VMT.

The following information is simply offered to assist in demonstrating how your project supports this performance outcome.

The project directly supports existing or planned mixed-use development areas.

- **Local Agency References:** Will the project directly serve an infill or mixed-use development area that is identified in an adopted zoning code and/or general or specific plan?
- **SACOG Reference:** Is the project serving an infill or mixed-use development area illustrated on Regional Map 1: MTP2035 Land Use Map

The project enhances mobility in an area that has good or improving accessibility. Areas with good accessibility are likely to support lower VMT.

- **Local Agency Reference:** Will the project provide increased mobility to an area that has good or improving accessibility? Potential sources may include a general plan circulation element, traffic impact study, environmental document, etc. Are the project accessibility benefits measured at the project or community scale?
- **SACOG Reference:** Does the project offer improved mobility to an area that currently has a high or low percent of jobs within a 20 minute drive? (Reference Regional Map 2: Accessibility). Is the project in a jurisdiction with a good or improving jobs/housing balance? (Reference Regional Table 3: SACOG Jobs-Housing Ratio by Jurisdiction, 2005-2035)

The project is not intended to support the urbanization of a rural corridor.

- **Local Agency Reference:** Are there general plan policies and/or zoning code ordinances to protect agriculture or maintain open space along the corridor served by the project?

The project does not induce longer auto trips and directly serves an area that has low VMT per capita (current or projected) or is in a jurisdiction with policies in place to reduce VMT per capita over time. For projects serving jurisdictions with higher VMT, a case could be made that VMT will be decreasing over time by specific examples of general plan policies that do not induce long trips.

- **Local Agency Reference:** Are there local plans measuring the VMT per capita at the project or neighborhood/community scale? A project level analysis is preferred. Potential sources include a general plan circulation element, traffic impact report, environmental assessment, etc.
- **SACOG Reference:** Does the project serve an area with low VMT, as illustrated on the county-scale maps showing current VMT per household (County Maps 4).

The project supports transportation demand management (TDM) strategies. Reducing travel demand for single occupancy vehicles contributes to reducing VMT. TDM examples include traveler information and incentives for transit, carpools, vanpools, telecommuting, and active transportation.

- **Local Agency Reference:** Is the project identified in local plans as directly or indirectly supporting TDM efforts in the project area or jurisdiction? Are there any performance measures available for these TDM strategies? (eg. projected increase in the transit share of commute trips, increase in the number of carpools created, etc.)

The project directly supports increased transit, ridesharing, bicycle, and/or pedestrian trips. Transportation alternatives to driving alone can lead to travel behavior changes that contribute to VMT reductions.

- **Local Agency Reference:** Does the project offer features that contribute to increasing the mode share of alternatives to driving alone? Are these project impacts measured at either at the project or community scale? A project level analysis is preferred. Potential sources include a general plan circulation element, traffic impact report, environmental assessment, etc.
- **SACOG Reference:** Does the project contribute to improving the mode share of a jurisdiction over time? Regional Table 5 identifies travel mode shares by county Regional Analysis Districts (RADs) in a base and projected year (2005, 2035).

2) SUPPORTS A REGIONAL REDUCTION IN CONGESTED VMT PER HOUSEHOLD/PER CAPITA

Describe the congestion relief features of the project and demonstrate how it supports this performance outcome.

The following information is simply offered to assist in demonstrating how your project supports this performance outcome.

The project offers site-specific congestion relief.

- **Local Agency Reference:** Are there local plans or data confirming the project location has a significant congestion relief need? Potential sources include a general plan circulation element, traffic impact report, environmental assessment, etc. Are these benefits measured at either the project or neighborhood/community scale? A project level analysis is preferred. Potential performance measures include volume/capacity for the corridor, level of service (LOS) for an intersection, travel time reliability, etc.
- **SACOG Reference:** Is the congestion relief project along a corridor segment with a volume/capacity demonstrating significant congestion? Reference SACOG congestion maps (County Maps 1) for 2005 county-level information.

The project allows or facilitates travelers to avoid a congested location. For projects that are not along a congested corridor, congestion relief may be provided through improvements to an

alternate/parallel route, transit service to bypass the congested location, or bicycle and pedestrian travel improvements.

The congestion relief project provides broader system benefits, such as increased accessibility, redundancy in travel paths, or bottleneck elimination.

- **Local Agency Reference:** Is the project identified in a local planning study as having features that will offer broader system benefits? Are these benefits measured at the jurisdiction scale? Bottleneck elimination projects should consider the impacts on downstream bottleneck locations.

The project emphasizes, or substantially incorporates, cost-effective operational strategies over more expensive capacity improvements to provide congestion relief.

3) SUPPORTS AN INCREASE IN MULTI-MODAL/ALTERNATIVE TRAVEL/CHOICE OF TRANSPORTATION OPTIONS

Describe the multi-modal features of the project and demonstrate how it supports this performance outcome. Multi-modal improvements support increased mobility through increasing transit, bicycle, pedestrian and ridesharing options.

The following information is simply offered to assist in demonstrating how your project supports this performance outcome.

The project directly supports increased transit, ridesharing, bicycle and/or pedestrian trips. [*Note: This is also included as a consideration for #1, Reducing VMT*]

- **Local Agency Reference:** Does the project offer features that contribute to increasing the mode share of alternatives to driving alone? Are these project impacts measured at either at the project or community scale? A project level analysis is preferred. Potential sources include a general plan circulation element, traffic impact report, environmental assessment, etc.
- **SACOG Reference:** Does the project contribute to improving the mode share of a jurisdiction over time? Regional Table 5 identifies travel mode shares by county Regional Analysis Districts (RADs) in a base and projected year (2005, 2035).

The project emphasizes design features that support greater connectivity of all travel modes.

- **Local Agency Reference:** Is the project identified in a local plan as a mobility improvement that supports multi-modal system connectivity? Examples include closing sidewalk or bike network gaps, increasing access to transit, etc.

- **SACOG Reference:** Does the project include complete street or corridor features identified in Attachment B: Road Rehabilitation Funding: Complete Streets & Corridors?

The project supports transportation demand management (TDM) strategies. Reducing travel demand for single occupancy vehicles contributes to reducing VMT. TDM examples include traveler information and incentives for transit, carpools, vanpools, telecommuting, and active transportation. [*Note: This is also included as a consideration for #1, Reducing VMT*]

- **Local Agency Reference:** Is the project identified in local plans as directly or indirectly supporting TDM efforts in the project area or jurisdiction? Are there any performance measures available for these TDM strategies? (eg. projected increase in the transit share of commute trips, increase in the number of carpools created, etc.)

4) PROVIDE LONG-TERM ECONOMIC BENEFIT WITHIN THE REGION, RECOGNIZING THE IMPORTANCE OF SUSTAINING BOTH THE URBAN AND RURAL ECONOMIES

Describe the economic benefit features of the project and demonstrate how it supports this performance outcome.

The following information is simply offered to assist in demonstrating how your project supports this performance outcome.

The project enhances mobility in an area that has good or improving accessibility. Areas with good accessibility are more likely to become vital employment and trade centers. [*Note: This is also included as a consideration for #1, Reducing VMT*]

- **Local Agency Reference:** Will the project provide increased mobility to an area that has good or improving accessibility? Potential sources may include a general plan circulation element, traffic impact study, environmental document, etc. Are the project accessibility benefits measured at the project or community scale?
- **SACOG Reference:** Does the project offer improved mobility to an area that currently has a high or low % of jobs within a 20 minute drive? (Reference Regional Map 2: Accessibility.) Is the project in a jurisdiction with a good or improving jobs/housing balance, as identified in Regional Table 3: Jobs-Housing Ratio by Jurisdiction?

The project supports the sustainability of the rural economy.

- **Local Agency Reference** Are there local plans or other documents that identify the project as supporting the agricultural or resource-based economy? Are there general plan policies and/or zoning code ordinances to protect agriculture or natural resources along the corridor served by the project?

- **SACOG Reference:** Does the project offer a transportation improvement that addresses the rural economic issues identified in the SACOG Rural Urban Connections Strategy (RUCS) Transportation Briefing Book? The most relevant sections are Section 2: Travel Choices for Rural Mobility; Section 3: Goods Movement in Rural Areas; and, Section 3: System Maintenance in Rural Areas. (References located at http://sacog.org/rucs/wiki/index.php/Transportation_Working_Group.)

The project provides direct benefits to an area facing exceptional economic hardships.

- **Local Agency Reference:** Are there local plans or other documentation that demonstrate the project area is facing exceptional economic hardships? Is there local data to cite?
- **SACOG Reference:** How does the local jurisdiction compare to the national and regional averages for income and unemployment? Reference Regional Figures 1-3 for additional information. Note that the unemployment data is for entire years (2006-2008). Applicants can reference 2009 partial-year unemployment data at the following website: <http://www.labormarketinfo.edd.ca.gov/?PAGEID=1006>

The project directly benefits an environmental justice (EJ) population (low-income and/or ethnically diverse area).

- **Local Agency Reference:** Are there local plans and/or data demonstrating that the project serves an area that has environmental justice needs?
- **SACOG Reference:** Is the project located within an area that was designated as an EJ area in the MTP2035? Reference Regional Map 3: Lower Income or Ethnically Diverse Areas.

The project offers long-term positive economic benefit.

- **Local Agency Reference:** Are there local plans, documents or data demonstrating that the project is projected to have positive long-term impacts for the jurisdiction or region? Economic benefit measures may include direct and indirect jobs created, improved access to an important employment sites, agricultural processing facilities, etc.

5) IMPROVE GOODS MOVEMENT, INCLUDING FARM-TO-MARKET TRAVEL, IN AND THROUGH THE REGION

Describe the goods movement features of the project and demonstrate how it supports this performance outcome.

The following information is simply offered to assist in demonstrating how your project supports this performance outcome.

The project is along an identified goods movement corridor.

- **Local Agency Reference:** Is the project along a locally designated goods movement corridor? Are there local plans and/or data that identify the project as offering an important goods movement mobility benefit?
- **SACOG Reference:** Is the project located along a goods movement route identified through the SACOG Regional Goods Movement Study or RUCS Transportation Working Group efforts? Identified corridors on County Maps 2: Goods Movement and Truck Trips include State Transportation Assistance Act (STAA) and stakeholder identified routes.

The project serves an important goods movement location (e.g., distribution centers, truck terminals, agricultural processing facilities, etc.)

- **Local Agency Reference:** Are there local plans or other documents that identify the project as serving local goods movement destinations?
- **SACOG Reference:** Does the project directly serve a key goods movement location identified on either of the SACOG goods movement maps? (Reference County Maps 2: Goods Movement and Truck Trips and Regional Map 4: Regional Goods Movement Study Key Trucking Locations.)

The project improves farm-to-market or agritourism access.

- **Local Agency Reference:** Are there local plans or other documents that identify the project as supporting farm-to-market or agritourism access?
- **SACOG Reference:** Does the project serve an area with high agriculture truck intensity, as illustrated on County Maps 2: Goods Movement and Truck Trips or Regional Map 4: Regional Goods Movement Study Key Trucking Locations?

The project is identified as a priority goods movement investment for the region.

- **Local Agency Reference:** Are there local plans or other documents that identify the project as offering goods movement benefits to the greater region beyond the direct benefits to the jurisdiction?
- **SACOG Reference:** Is the project identified as a priority regional project on the Goods Movement Priority Projects list developed through the SACOG goods movement study process? Regional Map 4: Regional Goods Movement Study Key Trucking Locations

6) SIGNIFICANTLY IMPROVE SAFETY AND SECURITY

Describe the safety and security features of the project and demonstrate how it supports this performance outcome.

The following information is simply offered to assist in demonstrating how your project supports this performance outcome.

The project has safety features that support broad system benefits.

- **Local Agency Reference:** Is the project identified in a local planning study as having features that will offer broader system benefits? Are these benefits measured at the jurisdiction scale?
- **SACOG Reference:** Does the regional safety data from the SACOG summary of the Statewide Integrated Traffic Records System (SWITRS) database identify the local jurisdiction as having higher collision and/or fatality rates than the regional average? (Reference Regional Table 4: SACOG Region Collisions and Collision Rates). Do the collisions shown on County Maps 5: Urban Vehicle Collisions help justify unsafe conditions?

The project has safety features that offer site-specific benefits.

- **Local Agency Reference:** Are there local plans or data confirming the project location has a significant safety improvement need? Was the project identified in a local plan as a solution to address specific safety and security hazards identified through system safety management programs, threat and vulnerability assessments, security audits or hazard analyses? Are these benefits measured at either the project or neighborhood/community scale?
- **SACOG Reference:** Is the project at a location or along a corridor identified as having a collision safety problem? County Maps 5: Urban Vehicle Collisions and Regional Table 4: SACOG Region Collisions and Collision Rates are provided for reference.