



Planners Committee

Item #4C

September 18, 2013

2016 MTP/SCS Update: Regional Monitoring Report

Issue: An important step in preparing for the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update is taking account of recent and ongoing trends in regional growth and transportation in the region.

Recommendation: None, this item is for information and discussion.

Discussion: On an ongoing basis, SACOG tracks key data sources related to employment, population and housing growth, demographics (e.g., income, age, etc.), costs of transportation, and other factors which directly or indirectly influence travel demand and travel patterns in the region. Additionally, SACOG tracks data sources on vehicle miles traveled, congestion, mode of commute, travel times, etc. These data are periodically rolled up as time series for each indicator and published as the Regional Transportation Monitoring Report.

The draft 2013 report is being brought to all Board and advisory committees for discussion. Staff will incorporate the committees' comments and discussions into the final report. The Regional Transportation Monitoring report will be used to assist the Board in identifying:

- issues for consideration in the upcoming MTP/SCS update;
- topics for additional research, beyond the tracking data presented in the report itself; and
- information which may be used in public information, education and outreach efforts both related to the 2016 MTP/SCS update, and more generally.

Based on comments from the Board and advisory committees, the report will be finalized in the fall.

From the Planners Committee, in addition to any comments on the report itself, feedback and comment is sought on what information from the report would be useful for county- or jurisdiction- level summaries. Regarding this, there are some constraints based on the geographies by which the data are reported. Attachment A highlights some of these constraints, and a proposal for data to be included in six county-plus-jurisdiction within county appendices to this report, which would be drafted and reviewed in Spring 2014.

Attachment

Key Staff: Gordon Garry, Director of Research & Analysis, (916) 340-6230
Bruce Griesenbeck, Principal Transportation Analyst, (916) 340-6268
Kacey Lizon, Senior Planner, (916) 340-6212

Attachment A

Proposed County-Plus-Jurisdiction-Within-County Appendices to RTMR

Variable	Geography Reported	Proposed for County/Juris Report
Jobs	By county by EDD /1/	County only
Workers	By county and jurisdiction by EDD, by jurisdiction by ACS /2/	ACS for subarea reports
Population	By county and jurisdiction by DOF	County and jurisdiction within county
Housing	By county and jurisdiction by DOF	County and jurisdiction within county
Jobs/Workers/Housing Balance	SACOG provided by county	Explore jurisdiction summary /3/
Household Income	By county and larger jurisdiction by ACS /2/	County and larger jurisdiction within county /4/
Age Distribution	By county and larger jurisdiction by ACS /2/	County and larger jurisdiction within county /4/
Costs of Travel	Gasoline prices = statewide average Transit fares = by operator	No county or jurisdiction report
Commute Mode	By county and jurisdiction by ACS /2/	County and larger jurisdiction within county /4/
Commute Travel Time	By county and jurisdiction by ACS /2/	County and larger jurisdiction within county /4/
Auto Ownership	By county and jurisdiction by ACS /2/	County and larger jurisdiction within county /4/
Congestion	TTI = Sacramento urbanized area Caltrans = District total and by route	No county or jurisdiction report /5/
Collisions and Safety	SWITERS reported by county and jurisdiction	County and jurisdiction within county
Transit Service and Ridership	By operator	Tabulate operators by county

Source: SACOG, September 2013.

/1/ Census Longitudinal Employment Household Dynamics (LEHD) allows for small area summaries; however, regional totals do not match with other jobs estimates at region level, and tracking over time is not stable.

/2/ Census American Community Survey (ACS) reports for all jurisdictions for 5-year samples, jurisdictions greater than 20,000 for 3-year samples, and jurisdictions greater than 65,000 for 1-year samples. At press time, only two 5-year samples have been released: 2010 (based on 2006-2010 samples) and 2011 (based on 2007-2011 samples). Also, although released, margins-of-error are very high relative to estimates for smaller-geography data released. For county/jurisdiction reports, county/jurisdiction reports would show estimates and MOE's for all released data.

/3/ SACOG will be doing additional research and analysis on the ability to provide jobs/workers/commute times by geographies below county level.

/4/ SACOG will use only 3-year samples, and will be limited to geographies released for those samples, for this edition of the RTMR.

/5/ Sources used for the RTMR are highly aggregated. Caltrans' Performance Measurement System (PeMS) provides both raw and processed data for dozens of specific locations for most state highways in the urbanized portion of District 3, and for some rural locations on state highways. SACOG is exploring options for preparing route or geographic summaries using this source. However, this will not be incorporated into the 2013 RTMR.