

Performance Outcomes and Inputs for 2012 MTP/SCS

(Source: MTP/SCS Workshop Approach, March 2014)

	Land Use Inputs	Performance Outcomes
1	Share of growth in Center & Corridor Communities <i>(percent of new homes)</i>	Square miles of farmland converted to development <i>(4,166 square miles of farmland in 2008)</i>
2	Share of growth in Established Communities <i>(percent of new homes)</i>	Square miles of vernal pools affected by development
3	Share of growth in Developing Communities <i>(percent of new homes)</i>	Share of new homes near high-frequency transit <i>(percent of new homes)</i>
4	Share of growth in Rural Residential Communities <i>(percent of new homes)</i>	Share of new jobs near high-frequency transit <i>(percent of new jobs)</i>
5	Share of growth in large-lot single-family homes <i>(percent)</i>	Transit costs recovered by ticket sales <i>(percent)</i>
6	Share of growth in small-lot, single-family homes <i>(percent)</i>	Total homes in environmental justice areas near high-frequency transit <i>(percent of homes, 30% in 2008)</i>
7	Share of growth in attached homes <i>(percent)</i>	Share of trips by transit, bike or walk <i>(percent increase per capita from 2008)</i>
	Transportation Inputs	Vehicle miles traveled (VMT) <i>(percent change per capital from 2008)</i>
8	New or expanded roads <i>(lane miles, percent increase from 2008)</i>	Vehicle miles traveled in heavy congestion <i>(percent of total VMT)</i>
9	Transit service <i>(Vehicle Service Hours, percent increases from 2008)</i>	Travel time spent in car per capita <i>(percent change from 2008)</i>
10	Funding for transit <i>(\$ in billions)</i>	Weekday passenger vehicle CO₂ emissions <i>(percent change per capita from 2005)</i>
11	Funding for road, bike and pedestrian maintenance <i>(\$ in billions)</i>	
12	Funding for new road capacity <i>(\$ in billions)</i>	
13	Funding for bike and pedestrian street and trail improvements <i>(\$ in billions)</i>	
14	Additional miles of bicycle paths, lanes and routes <i>(Class 1, 2 and 3 = 1,700 in 2008)</i>	
15	Funding for Programs <i>(\$ in billions)</i>	

Performance Outcomes in Key SACOG Regional Funding Programs

Regional/Local Funding Program	Community Design Funding Program	Regional Active Transportation Program (ATP)
<ul style="list-style-type: none"> ▪ The project supports a regional reduction in VMT per household/per capita. ▪ The project supports a regional reduction in congested VMT per household/per capita. ▪ The project supports an increase in multi-modal/alternative travel/choice of transportation options. ▪ The project provides long-term economic benefit within the region, recognizing the importance of sustaining both the urban and rural economies. ▪ The project improves goods movement, including farm-to-market travel, in and through the region. ▪ The project significantly improves safety and security. ▪ The project demonstrates “state of good repair” benefits that improve the efficiency of the existing transportation system. 	<p>The overall purpose of the Community Design Program is to provide financial support for federal aid eligible capital projects that promote implementation of the Blueprint Project Principles. Projects must also conform to some of the seven Blueprint Principles:</p> <ul style="list-style-type: none"> ▪ transportation choices ▪ housing diversity ▪ compact development ▪ mixed land uses ▪ use of existing assets ▪ natural resource protection ▪ quality design 	<ul style="list-style-type: none"> ▪ Project has potential to increase walking and bicycling through targeted strategies: increasing access to transit services, increasing access to schools, eliminating gaps or removing barriers in the bicycle/pedestrian network, and completing facilities. ▪ Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. ▪ Project improves public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. ▪ Project demonstrates cost effectiveness, which is achieved by minimizing projected capital and operating expenditures while offering strong performance benefits. ▪ Project provides benefit to a disadvantaged community and includes project features that provide benefit for members of this community. ▪ Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing or shortening vehicle trips today and over time, as established pursuant to SB 375 and SB 391.

2012 MTP/SCS Principles and Policies in Support of Performance Evaluation

In 2005, the SACOG Board of Directors adopted six guiding principles for use with the 2008 MTP. The 2008 MTP and 2012 MTP/SCS retains those principles.

MTP/SCS GUIDING PRINCIPLES

Smart Land Use: Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.

Environmental Quality and Sustainability: Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.

Financial Stewardship: Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.

Economic Vitality: Efficiently connect people to jobs and get goods to market.

Access and Mobility: Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.

Equity and Choice: Provide real, viable travel choices for all people throughout our diverse region.

Policy Framework for the 2016 MTP/SCS Update

The 2016 update to the Metropolitan Transportation Plan/Sustainable Communities Strategy (2016 MTP/SCS) will focus on implementation challenges and commitments of the current plan with the goal of moving toward the transportation, air quality and quality of life outcomes set forth in the plan. These implementation challenges and commitments are broadly defined in the below *Implementation Themes* table, along with examples of the research and analysis that will be used to address these issues.

Foundational Assumptions for the Update: *Regional Growth Projections*

The same regional growth projections of the 2012 MTP/SCS will be used for the 2016 MTP/SCS except that the growth is assumed to arrive one year later, 2036. This equates to 361,000 new jobs, 871,000 new people and 303,000 new housing units from 2008:

Year	Jobs	Population	Housing Units
2008	966,316	2,215,044	884,725
2036	1,327,424	3,086,213	1,187,744

Implementation Themes for the 2016 MTP/SCS Update

Implementation Question/Challenge	Examples of research and analysis to address question/challenge
Transportation Funding: Can the region capture the revenues projected to come from all sources local, state and federal?	<ul style="list-style-type: none"> ▪ Update revenue projections for local, state and federal sources, considering long-term/historic and short-term/recent losses or revenue. ▪ Identify strategies for new revenue generation and cost-effective investments.
Investment Strategy: Is there enough emphasis on system maintenance (“fix-it-first”) investments?	<ul style="list-style-type: none"> ▪ Identify and compare local and state system maintenance needs for different modes of travel. ▪ Identify tradeoffs between system maintenance and system expansion priorities. ▪ Identify unique challenges and opportunities in urban, suburban and rural communities, with particular attention to suburban economic challenges. ▪ Identify new strategies for SACOG planning and funding efforts that consider fix-it-first.
Investment Timing: Should there be changes in the timing of transportation investments?	<ul style="list-style-type: none"> ▪ Examine the cost effectiveness of moving certain projects forward or backward in the planning period. ▪ Analyze the effect of project phasing on performance of the regional transportation system, air quality, and land use pattern. ▪ Identify short-term strategies to improve regional travel patterns.
Land Use Forecast (allocation): What is the economic viability of the projected greenfield and infill growth?	<ul style="list-style-type: none"> ▪ Inventory adopted and proposed land use plans in the region. ▪ Analyze the effect of more greenfield versus more infill growth, and vice versa, on transportation system performance. ▪ Analyze recent market performance for greenfield and infill, residential and non-residential development. ▪ Determine if and how the estimated growth in Center/Corridor, Established, Developing, and Rural Residential Community Types should be changed or refined.
Plan Effects: Follow through on the implementation commitments of the 2012 MTP/SCS to better measure the effects of the plan on different people and issue areas.	<ul style="list-style-type: none"> ▪ Track travel behavior, land development pattern, demographic, air quality and transportation project delivery trends to better understand how the MTP/SCS is being implemented over time. ▪ Develop additional performance metrics to assess the impact of the MTP/SCS on different groups of people and issues (e.g. environmental justice communities; health; access to jobs, services, and affordable housing). ▪ Develop decision-making support tools to support regional and local decision-making. ▪ Research the effect of our growing region on the agricultural economy and open space.

Update Schedule and Public Outreach

The greater part of 2014 will be focused on research, analysis and public engagement around implementation questions and challenges broadly defined in this policy framework. SACOG staff will conduct research and analysis in consultation with member jurisdictions, partner agencies and interested stakeholders. The SACOG Board will use the results of the research and public input to direct the update of the draft plan and technical assumptions in 2015.