

PERFORMANCE MEASURES & INDICATORS (PM&I)

Blueprint for the San Joaquin County Region

Once the Vision & Values statements and Goals & Objectives were confirmed, the standing Blueprint Program committees developed a set of Performance Measures and Indicators for each category.

Performance measures and indicators are different way to measure the effectiveness of the impact the Blueprint Program will have in meeting have often been used interchangeably. Indicators are a larger group of measurements that help us understand how the system is working. Performance measures are a subset of indicators that can be used to measure the performance of the Blueprint Program during implementation.

Consensus was reached on the following Performance Measures & Indicators:

1) **Sustainable Planning and Growth**

PMI 1: Housing and land use density.

Source ~ EIRs/Building permits

Methodology ~ Dwelling units per acre, average persons per household, persons per urbanized acre, and land consumption per capita by use as compared to overall population growth.

PMI 2: Employment and land use.

Source ~ EIRs/Building permits, EDD or other employment source.

Methodology ~ 1) Number of jobs per square foot or acres of non-residential land use (by use type: office, industrial, retail) and Jobs per household.

PMI 3: New residential and nonresidential development.

Source ~ LAFCO/EIRs/Building Permits, General Plans, Zoning Codes

Methodology ~ Land developed by square mile or acre within: 1) city limits; 2) sphere of influence; 3) outside of sphere of influence; and, 4) unincorporated area.

PMI 4: Mixed land uses.

Source ~ EIRs/Building Permits

Methodology ~ Percentage of population living in close proximity to employment opportunities, services, and transit.

PMI 5: Infill and refill development.

Source ~ EIRs/Building Permits

Methodology ~ Percentage of available infill and refill sites used for residential and nonresidential development.

PMI 6: Funding Source Attainment.

Source ~ Local jurisdictions, SJCOG, partnering public and private agencies.

Methodology ~ Number of new funding sources (state, federal, local and private) made available to stakeholders in achieving stated goals and objectives of the San Joaquin County Blueprint.

2) Housing Choices

PMI 1: Proximity of housing and employment opportunities to public transit and essential resources.

Source ~ GIS/Building permits

Methodology ~ Proximity of development to a public transit station and/or hub with at least 3 distinct transit routes, and other community resources (e.g. child care, grocery store, park).

PMI 2: Workforce home ownership and available housing units for low-income /special needs, assisted units.

Source ~ Census, HUD, NAHB, CAR

Methodology ~ 1) Percentage of new residential dwelling units that meet demographic needs. 2) Share of first time buyers able to buy a median-priced home. 3) Percentage of households (owner and renter) with housing costs greater than 35% of household income.

PMI 3: Housing stock to land used ratio.

Source ~ EIRs, Building permits.

Methodology ~ 1) Acres used to number of dwelling units of new residential by category: single-family attached, single-family detached, multi-family (4+ units). 2) Ratio of multi-family units to single-family units.

PMI 4: Adoption of Blueprint and/or Smart Growth Principles.

Source ~ General Plans, Local Jurisdictions.

Methodology ~ Number of jurisdictions including Smart Growth/SJV Blueprint principles in General Plans and/or number of jurisdictions incorporating/utilizing Smart Growth-type incentives.

3) Transportation & Mobility Options

PMI 1: Mobility options.

Source ~ Jurisdictions, Caltrans, SJCOG, Transit Operators

Methodology ~ Percentage of total trips by modality: auto, transit, bike, and pedestrian.

PMI 2: Efficiency measures.

Data Source ~ Highway Capacity Manual, Caltrans, SJCOG, rail operators and/or rail users.

Methodology ~ 1) Relationship of non-capacity and capacity increasing strategies to maintain and improve LOS and/or vehicle hours of delay of roadway and roadway system. 2) Percentage of CMP network segments operating at chosen/appropriate efficiency measure. 3) Percentage of CMP network segments adopting incident management response strategies (i.e. freeway service patrols).

PMI 3: Use of public transit.

Source ~ Transit operators, SJCOG, Caltrans, FTA.

Methodology ~ 1) Percentage of ridership to the region's population. 2) Passenger miles per train mile. 3) Passenger miles per bus/light rail mile.

PMI 4: Travel time by household.

Source ~ Caltrans, FHWA, SJCOG

Methodology ~ Number of peak hour trips per day, and vehicle miles traveled per day (VMT) by household.

PMI 5: Average commute time of travel per household per day.

Source ~ Caltrans, FHWA, SJCOG

Methodology ~ Average minutes of commute to and from work.

PMI 6: Automobile occupancy.

Source ~ SJCOG, Caltrans, FHWA

Methodology ~ Percentage of multiple occupancy in cars to the whole.

PMI 7: Goods Movement.

Source ~ SJCOG, Caltrans, Railroads, Port of Stockton, Stockton Metropolitan Airport

Methodology ~ 1) Average travel time in peak period in major metro areas and corridors. 2) Amount (tonnage) of goods shipped / transported by truck and rail. 3) Percentage conversion container shipments converted from truck to rail shipment.

PMI 8: Air Travel.

Source ~ Stockton Metropolitan Airport, Caltrans Division of Aeronautics

Methodology ~ Relationship of increased air travel options to reducing the number of vehicle mile traveled (vehicle trip conversion as related to in-plane air passengers).

PMI 9: Land-Use Compatibility.

Source ~ EIRs, General Plans, Land-Use Studies (i.e. Airport Land-Use Compatibility).

Methodology ~ Complaints surrounding noise or other issues due to incompatible land-use proximity and/or curfews or other restrictions affecting efficient use of transportation modes.

PMI 10: Safety.

Source ~ Transit Operators, Public Safety entities.

Methodology ~ 1) Decline in collision incidents on both highways and local streets. 2) Decline in person or property crimes associated with public transit. 3) Reduction in pedestrian and/or bicycle incidents.

4) Farming and Agriculture

PMI 1: Conversion of land used for agriculture for other uses.

Source ~ Farmland Mapping and Monitoring Program (FMMP), EIRs, Permits, GPs, GP amendments, LAFCO

Methodology ~ 1) Net acres of agriculture converted for other land uses. 2) Net acres of irrigable land converted to other land uses. 3) Net acres of irrigable land converted to other agricultural uses. 4) Reduction in rate of conversion as well as actual net acres converted. 5) Change in average size of agricultural parcels.

PMI 2: Urbanization of land.

Data Source ~ Farmland Mapping and Monitoring Program (FMMP), EIRs, Permits, GPs, GP amendments, LAFCO

Methodology ~ Acres to type of development showing the efficient use and the amount of land used to accommodate residential and nonresidential growth.

PMI 3: Agricultural production and market conditions.

Source ~ Farm Bureau, Ag. Commission, FMMP, State.

Methodology ~ 1) Gross product produced to available acreage; 2) Product value to regional economy; and, 3) Import/export ratio of agricultural goods.

PMI 4: Proximity of agricultural land for other uses to major transportation facilities.

Source ~ LAFCO

Methodology ~ Proximity of acres of agricultural land converted to other uses from a regionally significant highway, roadway or transit corridor.

PMI 5: Increase farmland preservation measures.

Source ~ LAFCO, General Plans, Zoning Codes

Methodology ~ Number of general plans, codes including strong farmland preservation element.

5) Preservation of the Environment: Open Space, Water, Air Quality, and Other Natural Resources

PMI 1: Improve air quality.

Source ~ ARB, SJAPCD, and Traffic Model

Methodology ~ 1) Number of days the region exceeds the national and state air quality standards; 2) Amount of carbon dioxide and small particulate matter emission from vehicles; and, 3) Times region exceeds the 8-hour standard for ozone (O₃) set at a level of 0.08 ppm as per the Air Quality Index (AQI)

PMI 2: Design Elements.

Source ~ EIRs/Building Permits, Development Agreements

Methodology ~ 1) Percentage of projects including pedestrian- and transit-friendly design elements (i.e. wide and continuous sidewalks, shorter block length, functional street furniture, bike lanes).

PMI 3: Health of the population.

Data Source ~ American Lung Association, SJVAPCD, California Health Institute Survey (CHIS)
Methodology ~ 1) Incidence of respiratory health issues to air quality (i.e. asthma rates, other health measures related to air quality).

PMI 4: Preservation of natural resources.

Source ~ SJCOG administered Habitat Conversation Program (HCP)
Methodology ~ Mitigation of acres used for new development and acres preserved for agriculture / habitat /species.

6) Thriving Economy / Educational Options

PMI 1: Gainful employment.

Data Source ~ EDD, DOL
Methodology ~ Percentage of region's population employed (FTE, PTE).

PMI 2: Income.

Source ~ EDD, DOL
Methodology ~ Median individual and family income to other regions, the state, and nationally.

PMI 3: Employment Opportunities.

Source ~ EDD, DOL, San Joaquin Partnership
Methodology ~ Number of Jobs created by industry type and wages earned.

PMI 4: Educational attainment to job base.

Source ~ EDD, Educational Institutions
Methodology ~ Percentage of population attaining different education levels to the state average and to region's job market human resource need.

PMI 5: Job availability.

Source ~ Altamont Pass Commuter Survey (SJCOG), ACE and other transit provider's ridership data.
Methodology ~ Number/percentage of job holders commuting across the Altamont to work as compared to overall increase in working-age population.

PMI 6: Talent Retention.

Source ~ Local/Regional College or University Statistics.
Methodology ~ Percentage of college or trade school graduates remaining in local labor market and/or percentage of recent graduates returning to or relocating within local labor market.

7) Cultural Richness / Unique Attractions

PMI 1: Reinvesting in the urban core.

Data Source ~ Jurisdictions, project EIRs, State Historical Resources Commission

Methodology ~ Percentage of infill or redevelopment projects utilizing or incorporating existing historical or cultural resources (i.e. maintaining historical building facades).

PMI 2: Tourism Opportunities.

Date Source ~ Local, regional Chambers of Commerce, California Tourism (CalTour) annual Travel Impacts Report.

Methodology ~ Net increase in visitors and tourist dollars spent over the spectrum of tourism activities (e.g., agricultural festivals, sporting events).

PMI 3:

Quality Design.

Source ~ Architecture plans, EIRs

Methodology ~ 1) Percentage of projects incorporating new public art; and, 2) Percentage of projects including unique community/cultural heritage in the design element.