G Performance Measures

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Introduction

This appendix highlights the performance of the MTP/SCS. The performance of the 2050 MTP/SCS also is compared to other network scenarios, such as 2022 Existing and 2050 No Build.

The performance of the 2050 MTP/SCS compared to existing conditions (2022), 2035 MTP/SCS, and the 2050 No Build is shown in Table G-1. In addition, this Appendix includes the methodology to estimate the performance measures.

Table G-1: Performance Measure Results

Regional Performance Measures	2022 Existing	2035 MTP/SCS	2050 No Build	2050 MTP/SCS
Mobility				
Daily Vehicle Delay Per Capita (hours)	0.03	0.04	0.05	0.05
Commute Travel Time (minutes)	14.9	15.0	14.9	15.0
Peak Period Congested Vehicle Miles of Travel (miles)[1]	538,951	582,103	684,645	614,814
Maintain the Transportation System (percentage)	N/A	N/A	N/A	63.6%
Fatalities and Injuries per 1,000 VMT	1.03	0.96	0.9	0.9
Bike/Pedestrian Fatalities and Injuries per 1,000 VMT	0.27	0.25	0.23	0.23
Environment				
GHG Reductions (percent reduction from 2005 baseline)	N/A	-7.70%	N/A	N/A
Alternative Transportation Trips	350,340	377,265	394,630	395,547
Open Space Consumed (acres)[2,3]	N/A	29.7	29.7	29.7
Farmland Converted (acres)[3]	N/A	3,685	3,685	3,685
Population in Climate Risk Areas (percentage)	25.7%	23.7%	23.1%	23.1%
Communities				
Growth in Opportunity Areas (percentage)	N/A	6.1%	8.6%	8.6%
Monterey County	N/A	5.7%	6.9%	6.9%
San Benito County	N/A	3.2%	3.6%	3.6%
Santa Cruz County	N/A	7.1%	11.7%	11.7%
Population Near High Quality Transit (percentage)	8.9%	15.5%	15.5%	36.4%
Population Near 30 Minute Transit Service (percentage)	41.5%	43.0%	43.2%	50.1%
Population Near Bike Facilities (percentage)	69.6%	70.2%	70.4%	80.5%
Population Within 30 Minutes of Healthcare (percentage)				
Drive Alone	99.6%	99.6%	99.6%	99.6%
Transit	N/A	N/A	N/A	8.4%
Bike	80.9%	80.9%	81.0%	84.6%
Walk	48.0%	48.5%	48.7%	48.7%
Population Within 30 Minutes of Parks (percentage)				
Drive Alone	100%	100%	100%	100%
Transit	N/A	N/A	N/A	21.8%
Bike	80.9%	80.9%	81.0%	97.3%
Walk	98.8%	98.9%	98.9%	98.9%
Economic				
Jobs Near High Quality Transit (percentage)	12.6%	21.1%	20.9%	34.6%
Jobs Near Bike Facilities (percentage)	72.7%	72.5%	72.5%	82.5%
Work Trips Within 30 Minutes (percentage)				
Drive Alone	84.3%	84.2%	84.4%	84.4%
Carpool	85.0%	84.9%	85.3%	85.3%
Transit	36.6%	35.4%	34.2%	33.0%
Jobs in Opportunity Areas (percentage)	79.6%	79.1%	79.7%	79.7%
Daily Truck Delay (hours)	2,538	4,732	6,139	5,917

Table G-1: Performance Measure Results (continued)

Regional Performance Measures	2022 Existing	2035 MTP/SCS	2050 No Build	2050 MTP/SCS
Equitable				
Distribution of MTP/SCS Investments (percentage)[4]				
Low Income Population	N/A	94.6%	N/A	76.8%
Non Low Income Population	N/A	92.1%	N/A	83.2%
Minority Population	N/A	78.8%	N/A	77.7%
Non Minority Population	N/A	91.1%	N/A	84.7%
Low Mobility (zero car households and aged populations)	N/A	87.2%	N/A	80.2%
Low Community Engagement (linguistic isolation and education attainment)	N/A	69.6%	N/A	63.1%
Access to Transit within 1/2 mile (percentage)[5]				
Low Income Population	71.0%	72.9%	72.9%	73.8%
Non Low Income Population	62.7%	63.2%	63.1%	64.1%
Minority Population	70.0%	72.0%	71.9%	72.8%
Non Minority Population	57.2%	56.1%	56.1%	57.0%
Low Mobility (zero car households and aged populations)	75.0%	74.8%	74.8%	75.3%
Low Community Engagement (linguistic isolation and education attainment)	72.4%	74.9%	74.9%	75.4%

* Greenhouse gas reductions in 2035 are -7.7 percent from 2005 levels.

[1] FC 2 where VOC is >0.86, and FC 3-7 where VOC is >=0.90 for peak periods

[2] Rail projects are not reflected in the 2022, 2035, and 2050 MTP/SCS regionally significant project analysis, as rail lines are existing.

[3] Farmland analyzed is Prime, Unique, or Farmland of Statewide Importance as defined by Dept. of Conservation FMMP.

[4] Calculated based upon criteria on total investment of all modelable projects within 1/2 mile of U.S. Census Bureau defined tracts.

[5] Tracts defined per U.S. Census Bureau. Calculated based per criteria on total acreage and percentage of population within a 1/2 mile of transit.

Methodology to Estimate Performance Measures

The methodology used to calculate the regional performance measures is detailed below. A variety of tools such as the Regional Travel Demand Model (RTDM), geographic information system (GIS), and California Air Resource Board's EMission FACtors (EMFAC) model were used to estimate the performance measures.

Daily Vehicle Delay Per Capita

This performance measure is an output of the RTDM. To calculate the daily vehicle delay per capita, vehicle hours of delay were totaled for all classes and divided by the total population for each year/scenario.

Commute Travel Time

This performance measure is calculated by using outputs from the RTDM. It is the work trip person hours of travel divided by total work trips (peak period).

Peak Period Congested Vehicle Miles of Travel

This performance measure uses the RTDM. It is the total vehicle miles traveled at level of service, E and F (volume/capacity ≥ 0.86 for functional class 2 and where volume/capacity ≥ 0.90 for functional classes 3-7) divided by total vehicle miles traveled in the peak periods.

Maintain the Transportation System

This performance measure was calculated by taking the sum of maintenance and rehabilitation transportation investments divided by all transportation investments.

Fatalities and Injuries per 1,000 VMT

This performance measure evaluates the safety of the transportation system by using data on injuries and fatalities to calculate a per capita rate of injury or fatality. This is a particularly difficult measure to project because it assumes that fatalities and injuries are held constant for every vehicle mile traveled. However, by establishing it as a performance measure in the 2050 MTP/SCS, this is the third Plan that monitors past injuries and fatalities, which allows AMBAG to monitor the effects of the Plan as it is implemented over the course of time. Data for accidents and fatalities obtained from the Statewide Integrated Traffic Records System (SWITRS) for the most recent years available, 2024.

Annual Projected Bike/Pedestrian Fatalities and Injuries per 1,000 VMT

This performance measure evaluates the safety of the transportation system by using data on bicycle and pedestrian injuries and fatalities to calculate a per capita rate of injury or fatality.

Greenhouse Gas Reductions

This performance measure reports the CO2 emissions for SB 375 vehicle types per capita based on outputs from the RTDM and the CARB's EMFAC model. It is the daily pounds of CO2 divided by total population as a percent reduction from the 2005 baseline.

Alternative Transportation Trips

This performance measure is an output from the RTDM. It is the total number of bike, walk, and transit trips.

Open Space Conservation

This performance measure shows the total acreage of open space consumed by development. In that regard, it considers impacts to sensitive habitat only as it pertains to destruction of that potential habitat for development. The performance measures do not include a separate analysis for sensitive habitat, however a detailed discussion of the impacts to sensitive habitat can be found in the Environmental Impact Report. Calculation of the acreage of open space consumed by each scenario was performed at the parcel level using GIS by examining the changes between 2022 Existing and land use types for each scenario using Place Types data. To estimate the amount of open space consumed under any given scenario, the sum was derived of all parcel areas which changed from open space (undeveloped land) to developed land.

Farmland Preservation

Calculation of the acreage of agricultural land consumed by each scenario was performed using GIS at the parcel level by examining the changes between existing and alternative land use types for each scenario. To estimate the amount of farmland consumed under any given scenario, the sum was derived of all parcel areas which changed from "Important Farmland" categorized as Prime, Unique, or Significant (as defined by California Department of Conservation DOC. 2020A) to developed land.

Climate Risk Areas

This performance measure shows the percentage of region's population that lives in a climate risk area. A climate risk area is defined as those that are within a high fire zone, at risk for sea level rise or flooding, and extreme heat areas.

Growth in Opportunity Areas

This performance measure was calculated using GIS. It shows the percent change in population within Opportunity Areas for each model scenario, compared to the 2022 Existing. Population

was calculated by using population data at the traffic analysis zone (TAZ) spatial level. Spatially referenced population data for each scenario year was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of the population within the Opportunity Area for each model year was estimated as an equivalent proportion of TAZ area within the Opportunity Area. Each model scenario's populations were then summed by county individually, and then summed regionally. The percent change for each model year was then calculated by subtracting model scenario data from the 2022 Existing data and dividing by base year data.

Population Near High Quality Transit

This performance measure was calculated using GIS and represents the share of the total regional population located within a ½ mile of all high quality transit services (HQTS), defined as 15-minute headways for this analysis. Populations are calculated by using population data at the TAZ spatial level using AMBAG's 2026 Regional Growth Forecast for the years 2022, 2035, and 2050. For each model year and scenario, a one-half mile buffer was created around all HQTS stops. TAZs intersecting the buffer were identified, and the corresponding population within those TAZs was summed to estimate the population with access to HQTS. This total was then divided by the total regional population to calculate the percentage with access. This process was conducted for each model year and scenario.

Population Near 30 Minutes Transit Service

This performance measure tracks the percentage of the region's population living within ½ mile of 30 minute transit service. This performance measure was calculated using GIS. It is the population that lives within a ½ mile buffer of transit stops for routes with 30 minutes headways. Populations are calculated by using population data at the TAZ spatial level. The selected routes and respective stops intersected to the TAZ that has spatially referenced population data per AMBAG's 2026 Regional Growth Forecast at the jurisdictional level for the years 2022, 2035, and 2050. Those populations were then summed with all the rest of populations near these facilities in the AMBAG region and conducted for all scenarios.

Population Near Bike Facilities

This performance measure was calculated using GIS and compiled bike facility data provided by the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission. Population data was an output of the 2050 RTDM. Total population was summed for the TAZs and then used to calculate the percent of TAZ's population within a ½ mile of all classes of bike I, II, III, and IV.

Population Within 30 Minutes of Healthcare

This performance measure was calculated using spatially referenced population data provided by AMBAG's 2026 Regional Growth Forecast and a point data set of all hospitals and community clinics in the AMBAG region, validated from employment data and Office of Statewide Health Planning and Development (OSHPD) data. Thirty (30) minutes travel time by mode (Drive Alone, Transit, Bike, and Walk) were calculated by using average speed calculations for each mode. TAZ files from each scenario from the 2050 RTDM were clipped by buffers to calculate the percent of population within the 30 minutes of healthcare buffer for each mode.

Population Within 30 Minutes of Parks

This performance measure was calculated using spatially referenced population data provided by AMBAG's 2026 Regional Growth Forecast and a point data set of federal, state, county, and local parks validated from the California Protected Areas Database. Thirty (30) minutes travel time by mode (Drive Alone, Transit, Bike, and Walk) were calculated by using average speed calculations for each mode. TAZ files from each scenario from the 2050 RTDM were clipped by buffers to calculate the percent of population within the 30 minutes of parks buffer for each mode.

Jobs Near High Quality Transit

This performance measure was calculated using GIS and represents the share of total regional jobs within a ½ mile of all HQTS, defined as 15-minute headways for this analysis. Jobs are calculated by using employment data at the TAZ spatial level. Spatially referenced employment data for the year 2022 was provided by InfoUSA and Employment Development Department (EDD) and aggregated to the respective TAZs. A one-half mile buffer was created around all HQTS stops. The buffer was spatially intersected with TAZ boundaries to identify TAZs located within one-half mile of an HQTS, and the corresponding jobs within those TAZs was summed to estimate the population with access to HQTS. This total was then divided by the total number of jobs in the region to calculate the percentage with access. The process was applied consistently across the analysis.

Jobs Near Bike Facilities

This performance measure was calculated using GIS and compiled bike facility data provided the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission. Employment data was an output of the 2050 RTDM. Total employment was summed for the TAZs and then used to calculate the percent of TAZ's employment total within a ½ mile of all classes of bike I, II, III, and IV.

Work Trips Within 30 Minutes

This performance measure is calculated by using the RTDM. It is the work trips that are 30 minutes or less and divided by total work trips by mode: drive alone, carpool, and transit.

Jobs in Opportunity Areas

This performance measure was calculated using GIS. It shows the percent change in jobs within Opportunity Areas for each model scenario compared to the 2022 Existing. Spatially referenced jobs data for each scenario year was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of the jobs within the Opportunity Area for each model year was estimated leveraging TAZ employment data within the Opportunity Area. Each model scenario's jobs were then summed by county individually and then summed regionally. The percent change for each model year was then calculated by subtracting model scenario data from the 2022 Existing data and dividing by base year data.

Daily Truck Delay

This performance measure is an output of the RTDM and is calculated by multiplying the daily total vehicle hour delay by total number of trucks as reported by the RTDM.

Distribution of MTP/SCS Investments

This performance measure is calculated using GIS. It is the dollar value of modelable MTP expenditures serving low income, minority, low mobility, and low community engagement communities

divided by total MTP expenditures. It is important to note that this analysis is based on modelable projects and does not include projects categorized as non modelable. Non modelable projects are those beyond the scope of the AMBAG RTDM because they are too small, localized, or involve behavioral changes that cannot be accurately simulated. Many of these non modelable projects are located in low income and/ or minority areas, and as such the investments in these areas are likely higher than defined in this analysis. Note: this indicator provides a snapshot of MTP expenditures by geographic area. Other factors such as proximity to impacts of transportation projects and services are not reflected in this indicator.

Defining Disadvantaged Communities (Low Income and Minority)

The definition of minority individual was considered any non white or mixed race person according to the 2022 5-Year American Community Survey (ACS) data. Conversely, a non minority individual was considered any white or non Hispanic person. For the purposes of this analysis, a tract was considered to be predominantly minority if greater than 65% of the total population was non white. This is the same definition used in the adopted 2045 MTP/SCS.

AMBAG chose to use 200% of the federal poverty level for 2022 as the definition for low income. This reflects the higher cost of living in the AMBAG region. For the purpose of this analysis, a tract was considered predominantly low income if greater than 28% of residing families earned less than 200% of the federal poverty level annually.

Defining Low Mobility (Low Income Aged Population and Zero Car Households)

Population aged 65 and over that had income below the poverty level are considered low mobility. For this analysis, a tract was considered low mobility if 15% of the population aged 65 and over had income below the poverty level.

Households that have zero vehicle ownership fall into the low mobility category. For this analysis, a tract was considered low mobility if 5% of the households in the tract have zero car ownership.

Defining Low Community Engagement (Limited English Proficiency and Educational Attainment)

The definition of Limited English Proficiency (LEP) was considered households where English is not the primary language and English is not spoken “very well.” A tract was considered to have low community engagement if 15% of the tract were households where English is not spoken “very well.”

The definition of educational attainment was considered population over age 25 who have not earned a high school diploma. A tract was considered to have low community engagement if 30% of the tract is over the age of 25 without a high school diploma.

Transit Access Within 1/2 Mile

This performance measure was calculated using GIS. Existing and proposed transit were located based on information from the project lists and transit operators.

The percentage of the regionwide population of each subgroup who reside within a ½ mile of a current or proposed transit was calculated using available demographic data from the ACS. Income and minority data were available at the census tract spatial resolution. Race populations were quantified by the number of minority/non minority individuals residing within a tract. Income information was quantified by the number of individuals with an income below predefined thresholds residing within a tract. Low income aged populations were quantified by the number of residents aged 65 and over living below the poverty level within each tract. Households without vehicle access were

counted as those reporting no available vehicles. LEP households were identified as those in which English is not spoken “very well.” Low educational attainment was defined as individuals aged 25 and older without a high school diploma.

Since census tracts can span broad spatial distances relative to a ½ mile buffer, a method was needed to parse the subpopulations within large tracts. The percentage of families and individuals residing within a ½ mile radius of transit was estimated using the ratio within the buffered ½ mile to the total number within each respective census tract. This method was found to be adequate for estimating the percentage of people within a ½ mile radius of transit given the lack of detailed and consistent parcel level data available for the region. Because this measure reports the share of each population group with access (not shares of the total population), the percentages for low-income and non–low-income, or minority and non-minority populations do not sum to 100 percent.

Performance Management Rule 1 (PM 1): Safety System Performance Measures Report

The Fixing America’s Surface Transportation Act (FAST Act) requires that MPOs provide a system performance report in the MTP evaluating the condition and performance of the transportation system with respect to established state performance targets. The 2025 state safety performance measurement targets are based on 5-year rolling averages as follows: Number of Fatalities – 4,048.6; Rate of Fatalities per 100M VMT – 1.26; Number of Serious Injuries per 100M VMT – 16,630.5; Rate of Serious Injuries per 100M VMT – 4.77; and Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries – 4,373.3. AMBAG contributes to the achievement of these statewide goals by requiring all transportation agencies in the region to assure their projects meet transportation performance management goals in financial programming documents. These state performance targets are regularly updated. Beyond 2025, updated targets can be obtained by contacting AMBAG. The following provides a report on the five-year rolling averages for safety Performance Management (PM 1) Targets: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries.

Table G-2: PM1 Safety System Performance Measures

Performance Measures	2019	2020	2021	2022	2023
Number of Fatalities					
AMBAG Region	65.0	78.0	87.0	106.0	87.0
5 Year Average	79.4	80.4	80.4	84.4	82.4
Rate of Fatalities per 100M VMT					
AMBAG Region	1.0	1.5	1.4	1.7	1.1
5 Year Average	1.3	1.3	1.3	1.4	1.3
Number of Serious Injuries					
AMBAG Region	421.0	347.0	419.0	470.0	371.0
5 Year Average	377.8	385.2	406.2	433.0	405.6
Rate of Serious Injuries per 100M VMT					
AMBAG Region	6.4	6.2	6.9	7.5	5.8
5 Year Average	5.9	6.1	6.5	7.0	6.6
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries					
AMBAG Region	90.0	92.0	103.0	137.0	84.0
5 Year Average	96.2	100.0	100.4	107.4	101.2

Number of Fatalities

Number of fatalities accounts for the number of motorized collision fatality victims in the AMBAG region. Multiple fatalities can result from each collision and this measure does not represent the number collisions throughout the region. Between 2019 and 2023, there were between 65 and 106 vehicular collision related fatalities in the region annually (see Figure G-1). In 2019-2020, the number of fatalities has increased by 20-22% per year, except 2023 when fatalities decreased. However, 2023 data is provisional at the time of writing and may be revised. Moving forward, safety related projects are expected to mediate the rate at which fatalities are increasing.

Rate of Fatalities per 100M VMT

Rate of fatalities per 100M VMT accounts for the number of motorized collision fatality victims per 100 million VMT in the AMBAG region. Multiple fatalities can result from each collision, so this measure does not represent the rate of collisions in the area. Between 2019 and 2022, the rate of fatalities per 100 million VMT has generally increased or held steady, except 2023 when there was decrease (see Figure G-2). However, 2023 data is provisional at the time of writing and may be revised. Moving forward, safety projects in the 2050 MTP/SCS are expected to reduce this trend.

Number of Serious Injuries

Number of serious injuries accounts for the number of victims which were seriously injured as the result of motorized collisions in the AMBAG region. As with the fatality measures, multiple victims with serious injuries may result from each collision and this measure does not represent the number of collisions in the region. Between 2019 and 2023, the annual 5-year rolling average increased between 1.8% and 6.2% (see Figure G-3), with the exception of 2023 provisional data which decreased by 6.7%. In general, the region has seen mild to moderately increasing vehicular related serious injury rates. Moving forward, regional transportation projects will contribute towards statewide serious injury reduction targets by reducing the rate of the increase.

Figure G-1: Fatalities

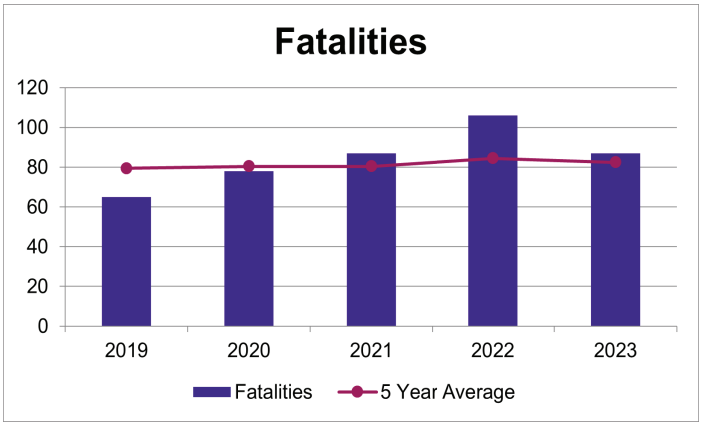


Figure G-2: Fatalities per (100 M) VMT

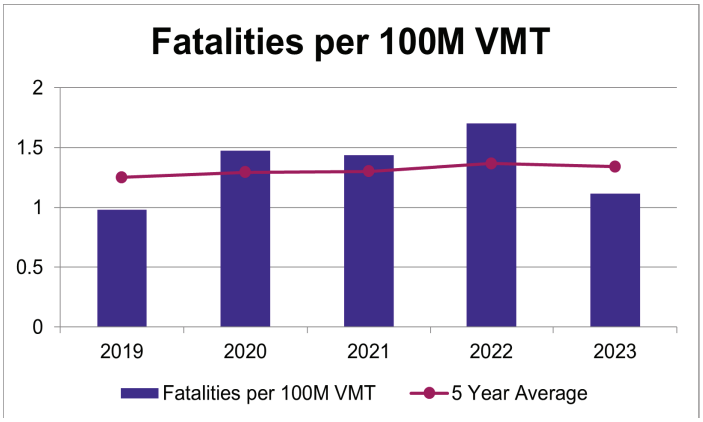


Figure G-3: Serious Injuries

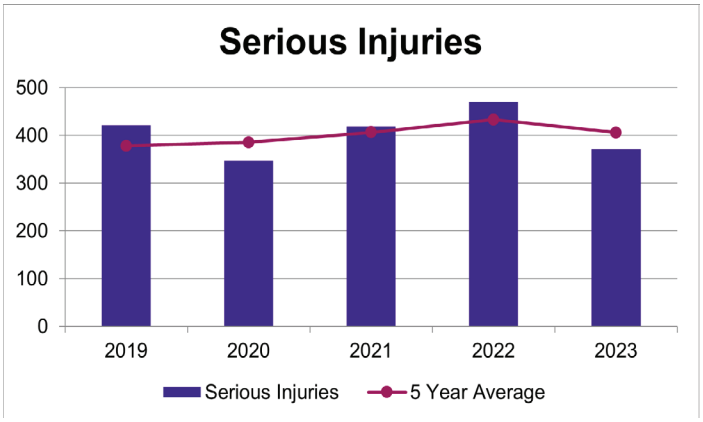


Figure G-4: Serious Injuries per (100 M) VMT

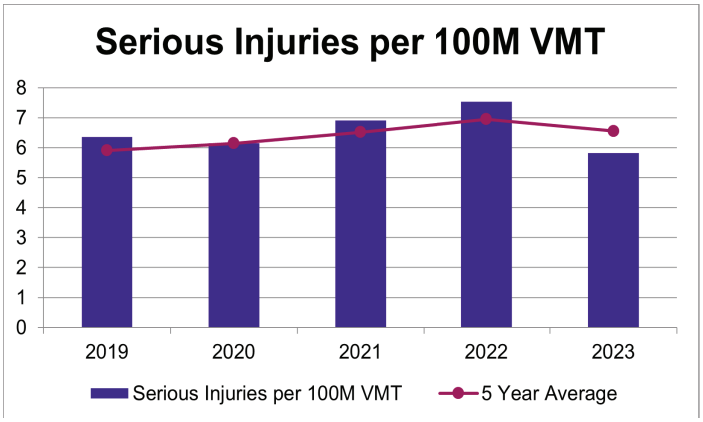
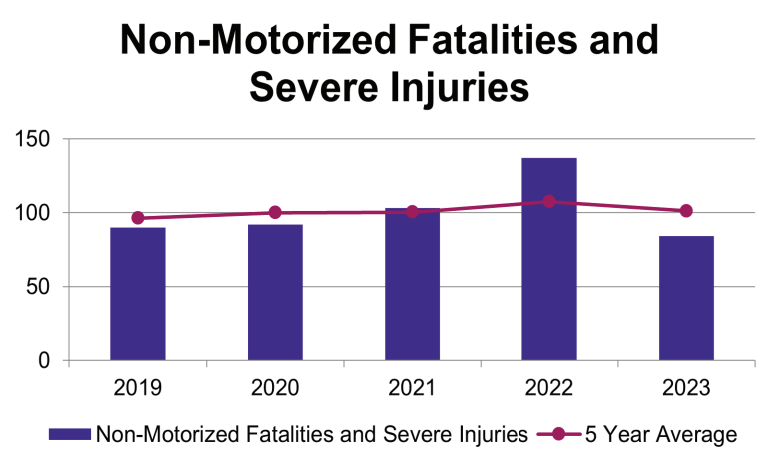


Figure G-5: Non-Motorized Fatalities and Severe Injuries



Rate of Serious Injuries per 100M VMT

This measure accounts for the number of vehicular related serious injuries per 100 million VMT in the AMBAG region. Multiple serious injuries can result from each collision and this measure does not represent the number of collisions in the area. Between 2019 and 2023, the number of serious injuries has increased with the exception of 2023 provisional data (see Figure G-4). This indicates that historically the region has seen moderately increasing vehicular related serious injury rates. Moving forward, regional transportation projects may contribute towards statewide serious injury reduction targets by reducing the rate of increase.

Number of Non-Motorized Fatalities and Severe Injuries

This measure accounts for the number of non-motorized vehicle related fatalities or injuries as the result of collisions in the AMBAG region, specifically bicyclists and pedestrians. Multiple victims may result from each collision and this measure does not represent the number of collisions in the region. Between 2019 and 2023, this indicator has increased each year except for 2023 provisional data which shows a steep decrease (see Figure G-5). It's unclear whether this is a new trend since the 2023 data is provisional and may be updated. Active transportation and safety projects in the MTP/SCS are expected to mediate this increasing trend.

Performance Management Rule 2 (PM 2): Bridge and Pavement Performance Measures Report

The following provides a system report for the pavement and bridge condition Performance Management (PM 2) targets: (1) Percentage of NHS pavement in "good" condition, (2) Percentage of NHS pavement in "poor" condition, (3) Percentage of non-NHS pavement in "good" condition, (4) Percentage of non-NHS pavement in "poor" condition, (5) Percentage of NHS bridges in "good" condition, and (6) Percentage of NHS bridges in "poor" condition. See Table G-3 for a list of the 2-year and 4-year targets for pavement and bridge condition which were established by the state in 2022. The state has taken on the responsibility of collecting and reporting on pavement and bridge condition data and provides this information to MPOs for evaluation of progress on these measures. AMBAG contributes to the achievement of these statewide goals by requiring all transportation agencies in the region to assure their projects meet transportation performance management goals in financial programming documents. In general, the region has not significantly contributed to achieving statewide bridge condition targets or pavement condition targets. Future regional transportation projects may contribute towards pavement and bridge quality goals. However, unpredictable disasters pose an ongoing risk to infrastructure quality as these events can seriously degrade infrastructure condition despite planned projects.

Table G-3: California Bridge and Pavement Condition Targets

	2-Year Targets (1/1/2022 - 12/31/2023)		4-Year Targets (1/1/2022-12/31/2025)	
Measure	Good	Poor	Good	Poor
Pavement on Interstate NHS	47.2%	1.9%	49.2%	1.7%
Pavement on Non-Interstate NHS	21.7%	10.5%	28.2%	9.0%
Bridges on the NHS	49.1%	5.9%	47.3%	4.4%

Pavement and Bridges in Good or Poor Condition

Most recently available data from the 2022 California Transportation Asset Management Plan (Caltrans) shows that AMBAG has 268.6 lane miles of roadway which is part of the NHS system. Lane miles are counted per lane. For example, one linear mile of two-lane NHS highway would count as two total lane miles. According to state data, in the AMBAG region between 2017 and 2019 NHS pavement in good condition declined from 13.9% to 0.6%. NHS pavement in poor condition went from 84% in 2017 to 78.6% in 2019. Between 2020 and 2022, bridges in good condition on the NHS went from 25.8% to 13.4%. Part of this decrease in bridge condition was due to damage from the 2020 fire season, including the CZU Lighting Complex Fire and the Carmel Fire. In the same time period, bridges in poor condition decreased from 37.5% to 23.4%. This improvement in bridge condition was partially due to infrastructure improvements and potentially due to repairs of facilities destroyed in these fires.

Table G-4: Pavement Condition

		2019 Pavement Condition			2017 Pavement Condition		
	Total Lane Miles	Good	Fair	Poor	Good	Fair	Poor
AMBAG Region	268.6	0.6%	7.5%	78.6%	13.9%	7.7%	84.0%

Table G-5: Bridge Condition

			2022 NHS Bridge Condition			2020 NHS Bridge Condition		
	Total Structures	Total Deck Area (Sq. Ft.)	Good	Fair	Poor	Good	Fair	Poor
AMBAG Region	13	231,280	13.4%	63.2%	23.4%	25.8%	36.7%	37.5%

Performance Management Rule 3 (PM 3): System Performance, Freight System, Congestion Mitigation, and Air Quality Report

The following provides a system report for the system performance, freight system, congestion mitigation, and air quality Performance Management (PM 3) target applicable to the AMBAG region: Percent of Reliable Person- Miles Traveled on the Non-Interstate NHS.

Percent of Reliable Person Miles Traveled on the Non-Interstate NHS

While the state sets targets for seven measures related to PM 3, only one target applies to the AMBAG region: Percent of reliable person miles traveled on the non-interstate NHS. This measure is a Level of Travel Time Reliability (LOTTR) metric and is required to be used by states and MPOs in assessing system performance. LOTTR is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person miles traveled on the relevant portion of the NHS that are reliable. Person miles take into account the users of the NHS. The 2022 4-year target of 84.7% reliable person mile traveled on non-interstate NHS was achieved in the AMBAG region in 2020-2022, and 2024. With current trends, AMBAG is

expected to meet the 4-year target by 2026. Future regional transportation projects are expected to contribute towards maintaining this high level of reliable person miles traveled.

Table G-6: Percent or Reliable Person Miles Traveled on Non-Interstate NHS

PM 3: Percent of Reliable Person Miles Traveled on the Non-Interstate NHS					
	2020	2021	2022	2023	2024
AMBAG Region	93.3%	85.2%	85.8%	83.6%	86.3%

Transit Priority Projects Under SB 375

SB 375 provides a streamlined environmental review for Transit Priority Projects[1] that, among other things, are located within a ½ mile of a "major transit stop," defined in Public Resources Code Section 21064.3[2], or "high quality transit corridor," defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Assembly Bill 2553 amended the headway threshold for major transit stops from 15 minutes to 20 minutes, effective January 1, 2025. Figure G-6 depicts potential areas for Transit Priority Projects based on the 2050 transit system.

1 "Transit Priority Project" is defined in Public Resources Code Section 21155.1.3
2 "Major transit stop" means a site containing any of the following:
   a. An existing rail or Bus Rapid Transit station.
   b. A ferry terminal served by either a bus or rail transit service.
   c. The intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

Table G-7: Fertility and Married Rates the AMBAG Region

	Monterey County	San Benito County	Santa Cruz County	United States
Fertility Rate[1]	62.7	56.1	39.9	54.5
Married Couple	51.5%	57.6%	47.9%	47.2%

Sources:

[1]CDC WONDER, Cal-ViDa, California Dept. of Finance County Population by Sex and Age Group

[2]ACS 2019-2023

Definitions

Fertility Rate: the number of resident births per 1,000 female population ages 15-44

Married Couple Households: the percent of all households identified as married couple households (i.e., the householder is married and their spouse resides in the same household)

Figure G-6: 2050 Major Transit Stops