

Date: July 27, 2010  
To: Regional Advisory Working Group  
From: Lisa Klein, MTC and Christy Riviere and Marisa Raya, ABAG  
Subject: **Performance Targets and Indicators for the SCS/RTP**

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The regional agencies intend to take a performance-based approach to developing the SCS/RTP. Our approach will build off of and enhance the performance framework established in Transportation 2035 and Projections 2009 as well as our FOCUS Program. Regional agency staff has revised the preliminary proposal, presented in April, based on the initial feedback from RAWG. Enhancements include:

- Acknowledging interdependence of the three Es (Economy, Environment, Equity) in presenting performance targets;
- Broadening the framework to include both performance targets, which will be used to evaluate potential transportation and land use scenarios, and performance indicators, which will be used to track the plan's progress over time and capture co-benefits; and
- Including additional targets and indicators for consideration, based on suggestions by RAWG and others.

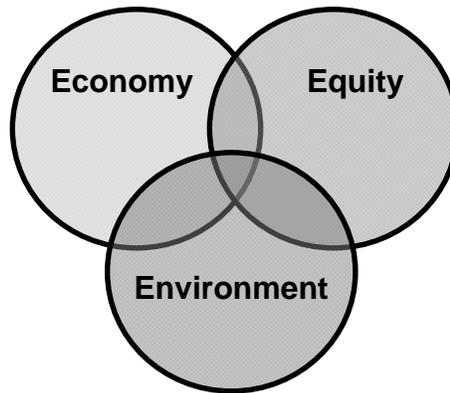
We hope to engage RAWG members in discussion over the next few months with a goal of recommending a set of targets for adoption by the Regional Agencies in November. This step is necessary to begin, in early 2011, assessing land use and transportation scenarios that will inform SCS/RTP development. We also seek to engage RAWG to help define a broader set of performance indicators by spring of 2011. The indicators will complement the modeling effort and targets by monitoring actual progress toward achieving plan policies and allowing us to track co-benefits beyond transportation and land use impacts.

At your August meeting, staff will (1) review the revised preliminary proposal, which reflects comments received to date, (2) outline the steps for developing a staff recommendation and (3) seek volunteers for a smaller ad hoc sub-group of the RAWG to help assess performance targets and indicators by our dates for adoption: targets in November 2010 and indicators in spring April 2011.

### **Three E's Architecture**

It is our aim to put forth a strategic regional vision and long-range land use and transportation plan that make our region more sustainable – a place with a globally competitive *economy*, a healthy and safe *environment*, and *equity* wherein residents share in the benefits of living in complete communities that are served by a well-maintained, efficient and connected regional transportation system. The qualities and goals associated with these three E's are highly interdependent. Recognizing this, and in response to comments from RAWG, we propose to revise our representation of the three E's and goals to acknowledge their overlap rather than assign performance targets to any single E.





### **Performance Targets and Indicators**

The three E's provide a framework to articulate goals and *performance targets* that define measurable outcomes we hope to achieve. These include statutory targets for greenhouse-gas and particulate matter reduction as well as other targets addressing other goals such as equitable access, livability, environmental and economic sustainability, and transportation efficiency. We will use the targets to evaluate scenarios, strategies, investments and policies that lead to a preferred SCS/RTP. This framework, along with current planning programs, also suggests a set of *performance indicators* that would allow us to monitor real changes over time against a range of outcomes. The indicators allow us to monitor and engage topics that are critical to complete and sustainable communities, but cannot be modeled and are less directly influenced by the regional agencies' actions.

### **Performance Targets**

While the regional agencies have discretion to define many targets, three are defined by statutory requirements:

- **Greenhouse Gas Emissions Reduction Target:** The California Air Resources Board (CARB) will set regional targets for each MPO to reduce carbon dioxide emissions from cars and light trucks for years 2020 and 2035. CARB issued draft target ranges on June 30 and will issue final target by September 30, 2010. On July 28, MTC will consider recommending a target to CARB.
- **Housing Target:** SB 375 effectively requires each region to set target levels for 25 years of housing growth based on accommodating its population. The regional agencies will establish this target in consultation with local government partners and the state Department of Housing and Community Development. A potential approach to establishing this target was introduced at the last RAWG meeting. It is important to note that this target is really an assumption or input to the scenarios; it differs in this respect from the other targets, which are outcomes of the analysis.
- **Fine Particulate Matter (PM<sub>2.5</sub>)/Ozone:** In December 2009, EPA designated the Bay Area air basin as nonattainment for PM<sub>2.5</sub> based on violations of the standard from 2007 through 2009. As a result, MTC must demonstrate regional conformity with new standard for the Transportation 2035 Plan and 2011 Transportation Improvement Program by December 2010, and the Bay Air Quality Management District, in partnership with MTC, must prepare



a State Implementation Plan (SIP) by December 2012. In addition, project sponsors of certain roadway and transit projects that involve significant diesel traffic must prepare PM<sub>2.5</sub> hot-spot analysis starting in December 2010. It is worth noting that there is growing attention to black carbon and its impacts on climate change; diesel vehicles are one source of black carbon. EPA is the processing of reconsidering the ozone standard set in 2008, and if a different standard is issued in 2010, EPA will begin a new process to designate areas for the 2010 ozone on an accelerated schedule. While ground-level ozone is an important pollutant to address, staff recommends that a specific target not be set at this time, but instead that we continue to monitor our ozone levels and track EPA's process.

For discussion purposes, Attachment 1 includes a preliminary list of other proposed performance targets that will help guide us in the development of the SCS/RTP. The candidate targets are regional in scope and can be forecast with the land use and travel demand models. This list is based on objectives from Transportation 2035, Projections 2009 and other suggestions by RAWG members. At this stage, the lists reflects all suggested measures that, based on an initial review, have potential to be forecast. RAWG members have suggested other metrics which appear to be more suitable as indicators, which are based on current data, than as targets, and these are discussed below. These suggested targets and any other suggestions will be subject to further technical review with the RAWG ad hoc sub-group, which will report back to RAWG, over the next few months.

### ***Performance Indicators***

Performance indicators will be critical to track actual implementation of the SCS plan and policies. As numerous stakeholders have stressed, there is also value in identifying indicators that recognize and address issues the regional agencies influence only indirectly but nonetheless reflect the quality of our communities. The Regional Targets Advisory Committee (RTAC) noted the importance of identifying indicators for both purposes.

Accordingly, regional agency staff proposes developing a set of SCS indicators that complement the targets. These indicators are bounded by available data rather than forecasting capabilities. They should have a demonstrable link to transportation and land use patterns. Those that will be used to track plan implementation should be tied closely to the targets and areas of regional agency influence. Other indicators of community quality may be influenced more by local government, special districts, or state/federal policies and fiscal realities.

Regional agency staff has begun to identify potential indicators in areas including:

- Housing production and affordability
- Non-automobile access to schools and school quality
- Non-motorized safety and walkability
- Public safety
- Parks and open space per capita
- Public health
- Transit availability, proximity and choices
- Job access



Those indicators that overlap with targets will help track progress against modeled results. Indicators that cover new areas will help stakeholders evaluate the nexus between these topics and the regional land use and transportation patterns for future policy research and partnerships.

Regional agency staff will consult several resources in assembling an initial list of indicators:

- SCS/RTP targets, as described above;
- The Priority Development Area assessment, which identifies a number of measures to monitor the development of Complete Communities
- Smart Growth Preamble and Policies, which were adopted by all the regional agencies; and
- MTC's Equity Snap Shot Analysis, which analyzed actual data for several transportation measures pertaining to low-income and minority communities of concern.

For some indicators, stakeholder organizations and agencies may be better able than regional agencies to measure and analyze the respective data. By illustrating the relationship between the SCS and its potential for providing co-benefits beyond transportation and land use impacts, indicators should also help to support public dialogue and SCS engagement.

### **Timeline and Next Steps**

The schedule calls for the regional agencies to adopt the performance targets in November 2010 so we can begin assessing the scenarios in early 2011. This requires that the RAWG devote some time to consider potential targets during September and October.

We will establish an ad hoc sub-committee for those who wish to participate in a more detailed, technical review of potential targets and indicators. The first meeting of this sub-committee will be Wednesday, August 18 at 10:00 AM at MTC. Those interested in participating in this group should contact Dave Vautin ([dvautin@mtc.ca.gov](mailto:dvautin@mtc.ca.gov)) to get on the distribution list. The ad hoc group will set subsequent meeting dates at its first meeting. We will also consult with other advisory groups as needed.

Staff will introduce proposed performance indicators to the RAWG this fall. Our goal is to adopt the indicators and an implementation plan for monitoring and using them by March 2011; this timing allows further, in-depth discussion with RAWG and the ad hoc committee after adoption of the performance targets.



**Schedule**

	<b>SCS/RTP Performance Targets and Indicators</b>	<b>Related Activities</b>
2010 August	<ul style="list-style-type: none"> <li>• <b>RAWG</b> – Overview</li> <li>• <b>Ad Hoc Group</b> – Targets/indicators</li> </ul>	Assist ARB with GHG target-setting process
September	<ul style="list-style-type: none"> <li>• <b>RAWG &amp; Ad Hoc Group</b> – Targets/indicators</li> <li>• <b>Joint MTC Planning and ABAG Administrative committees</b> - Overview</li> </ul>	<p>Submit regional GHG target(s) for ARB consideration, if warranted</p> <p>ARB releases statutory GHG target</p>
October	<ul style="list-style-type: none"> <li>• <b>RAWG &amp; Executive Working Group</b> – Feedback on targets recommendation</li> <li>• <b>Ad Hoc Group</b> – Targets/indicators</li> </ul>	ABAG to develop 25-year regional housing target
November	<ul style="list-style-type: none"> <li>• <b>MTC and ABAG</b> – Adopt targets</li> <li>• <b>ABAG Executive Committee</b> – Consideration of Regional Housing Target</li> </ul>	Begin to define transportation and land use scenarios with input from RAWG
2011 January	<ul style="list-style-type: none"> <li>• <b>RAWG &amp; Ad Hoc Group</b> – Indicators</li> </ul>	<p>Finalize scenario definitions</p> <p>Begin scenario assessment</p>
March	<ul style="list-style-type: none"> <li>• <b>RAWG</b> – Feedback on indicators recommendation</li> </ul>	
April	<ul style="list-style-type: none"> <li>• <b>MTC and ABAG</b> – Adopt indicators</li> </ul>	Review scenario assessment results with local government and other stakeholders

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## Attachment 1: Preliminary Performance Targets

Goals	Candidate Performance Target		3 E's		
	From Existing Regional Plans or Statute	Other Suggestions to Date*	Econ.	Env.	Eq.
<b>Statutory Targets</b>					
Climate Protection	<b>Greenhouse gases:</b> Reduce CO2 per capita from personal vehicles by [TBD]% from 2005 <i>(Source: California Air Resources Board)</i>				
Housing	<b>Housing:</b> House all the region's projected 25-year growth by demand segments based on income <i>(Source: SB 375)</i>				
Clean Air	<b>Fine Particulate Matter (PM2.5)/Ozone:</b> Reduce emissions PM <sub>2.5</sub> by 10% below today's levels <i>(Source: Transportation 2035; 2010 Clean Air Plan)</i>				
<b>Other Targets</b>					
Climate Protection	<b>Vehicle Miles Traveled (VMT):</b> Reduce VMT per capita by 10% from today's levels <i>(Source: Transportation 2035)</i>	<b>Energy consumption:</b> decrease energy intensity per person mile travelled			
Equitable Access	<b>Affordability:</b> Reduce the share of earnings spent on housing and transportation by low-income households by 10% from today's levels <i>(Source: Transportation 2035; Center for Housing Policy)</i>	<b>Travel Time and Cost Savings:</b> by income level			
Livable Communities		<b>Accessibility/Alternative Modes:</b> Decrease ratio of transit to auto travel time in selected markets or increase transit mode share			
		<b>Peak Congestion:</b> Decrease peak to off-peak travel time ratio in selected markets			
		<b>Accessibility:</b> Decrease average trip length			
		<b>Health Impacts of Travel Choices:</b> decrease vehicle hours of travel or increase non-motorized activity levels			
Economic Sustainability		<b>Access to Labor:</b> Decrease commute time to job centers			
		<b>Gross Regional Product:</b> Increase economic product due to transportation investments			
		<b>System Maintenance:</b> decrease maintenance cost/capita			
Greenfield Preservation	<b>Land Consumption:</b> Limit Greenfield development to TBD per year				
<b>Reliability Freight</b>	<b>Delay:</b> Reduce per-capita delay by 20% below today <i>(Source: Transportation 2035; CA Strategic Growth Plan)</i>				

\* Subject to further technical review regarding suitability as targets. The list includes those suggested metrics that have potential to be forecast, based on initial review. RAWG members suggested other metrics which are more suitable as indicators (based on current data) than as targets.