

# Performance Targets and Indicators

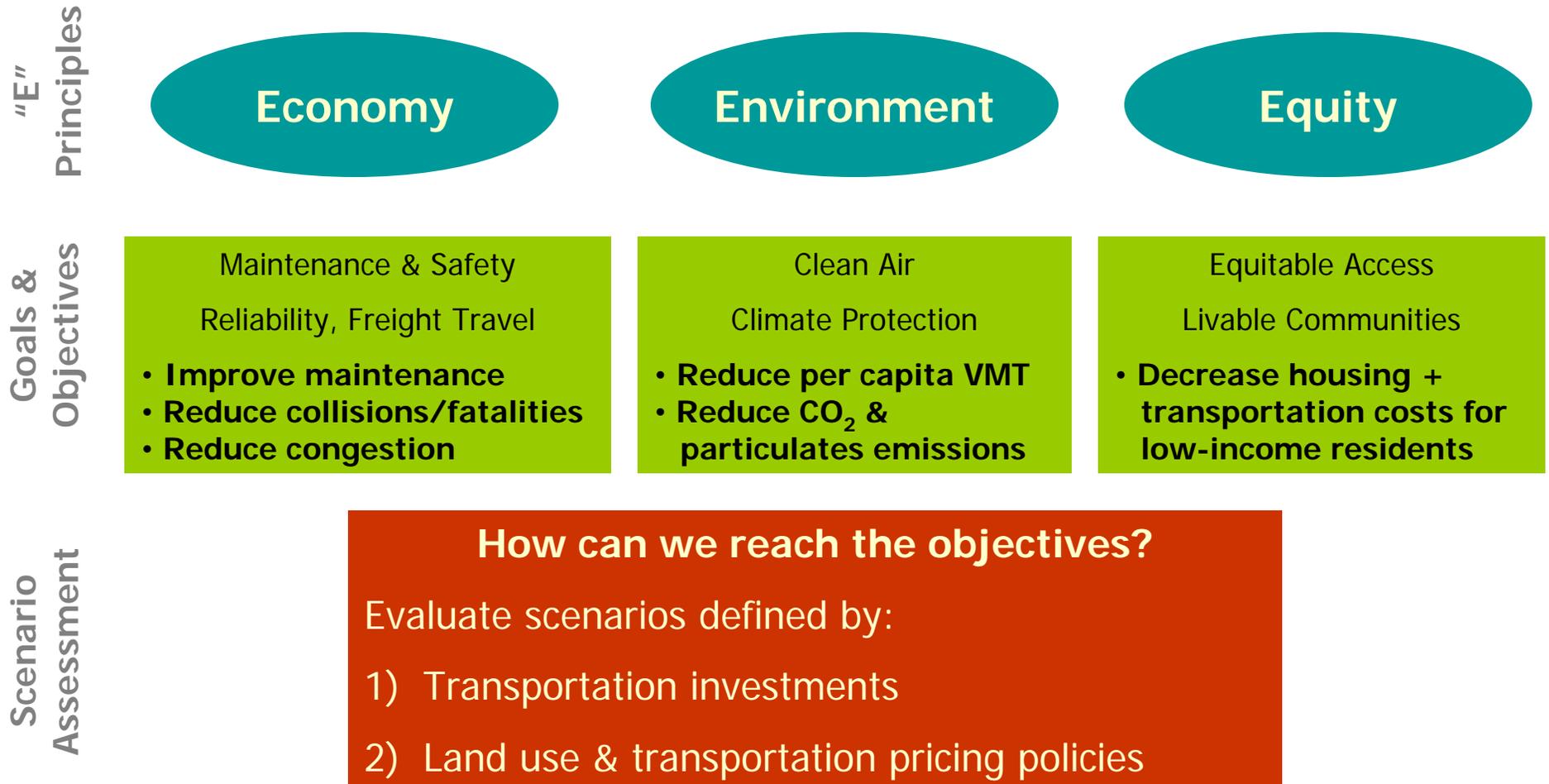


Regional Advisory Working Group  
August 3, 2010

# Why Pursue a Performance-Based Approach

- Defines what we must achieve and hope to achieve.
- Informs policy decisions, including:
  - Land use assumptions;
  - Transportation policies (e.g., pricing, demand management initiatives, funding policies);
  - Transportation investments.
- Monitors progress over time.

# The Old Way: Transportation 2035

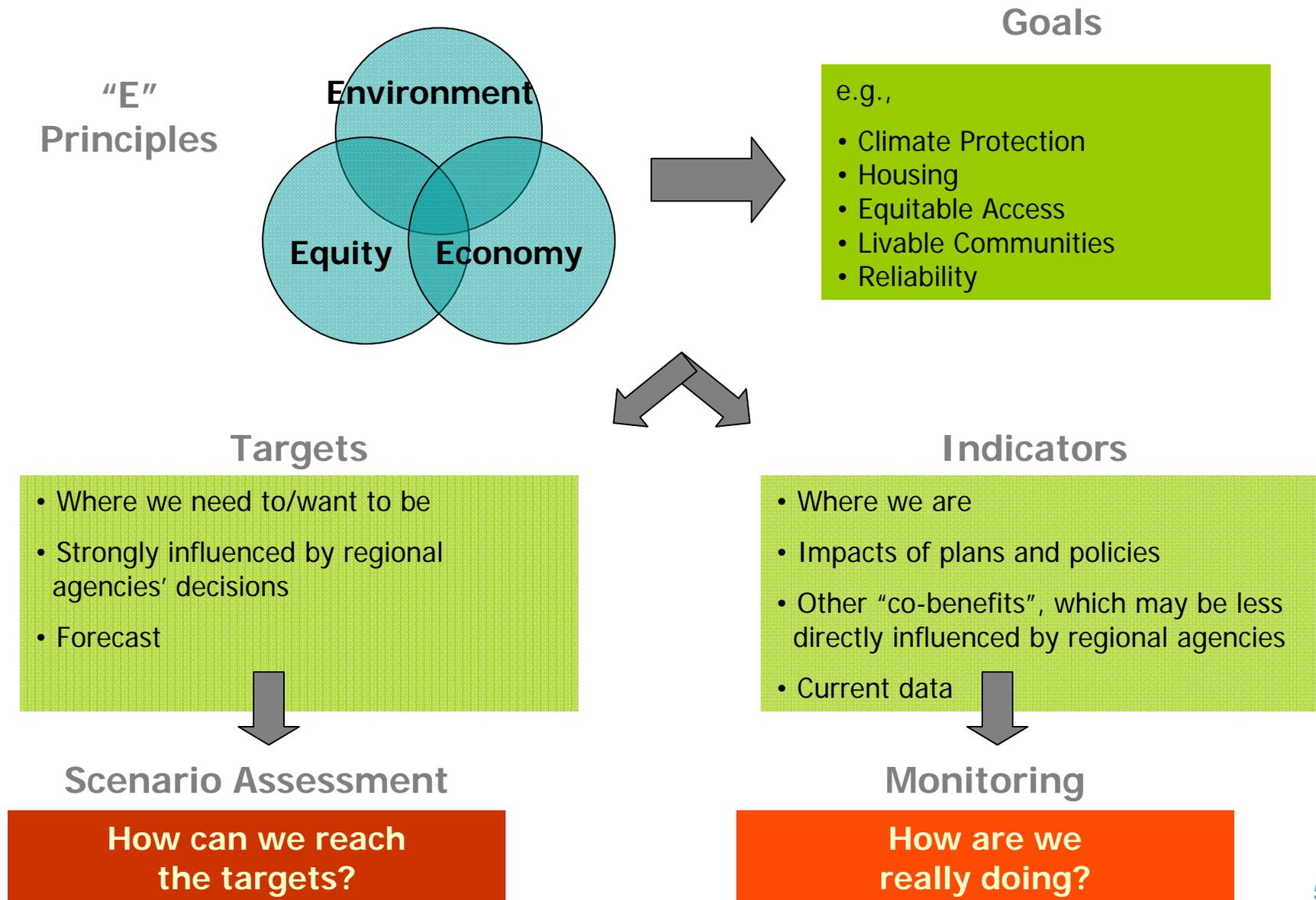


**Results inform Transportation 2035  
policy decisions**

# Room for Improvement

- Vision for SCS/RTP should be broader.
- Three E's do not exist in silos.
- Framework should account for factors that cannot be forecast (e.g., access to quality schools, crime).
- There may be more meaningful targets for some goals, such as economic sustainability and equitable access and livability.

# A New Way for the SCS/RTP?



# More Work to Do on the Framework

- Define targets (now – Nov. 2010)
- Define scenarios (Oct. – Dec. 2010)
- Define indicators (now – Mar. 2011)

# Targets

- Refine, substitute or add goals & targets as needed.
- Convene an ad hoc sub-group of RAWG to help with technical review between now and November.
- Candidate targets should:
  - Build on current law, Projections 2009, Transportation 2035 and other existing plans and policy.
  - Identify areas where regional agencies have substantial influence.
  - Lend themselves to forecasting future performance.

# Statutory Targets

Goals	Target	3 E's		
		Econ.	Env.	Eq.
Climate Protection	Reduce CO <sub>2</sub> per capita by [TBD]% from 2005 levels			
Housing	House all the region's projected 25-year growth by demand segments based on income			
Clean Air	Reduce PM <sub>2.5</sub> emissions by 10% below today's levels			

# Other Targets preliminary list (1)

Goals	Potential Targets	3 E's		
		Econ.	Env.	Eq.
Climate Protection	<b>Current Plans:</b>			
	VMT per capita: Reduce VMT by 10% (T-2035)			
	<b>Other suggestions to date:</b>			
	Decrease energy intensity per person mile travelled			
Economic Sustainability	<b>Other suggestions to date:</b>			
	Access to labor: improve access/decrease commute time to job centers			
	Gross regional product			
	Maintenance costs: decrease cost per capita			

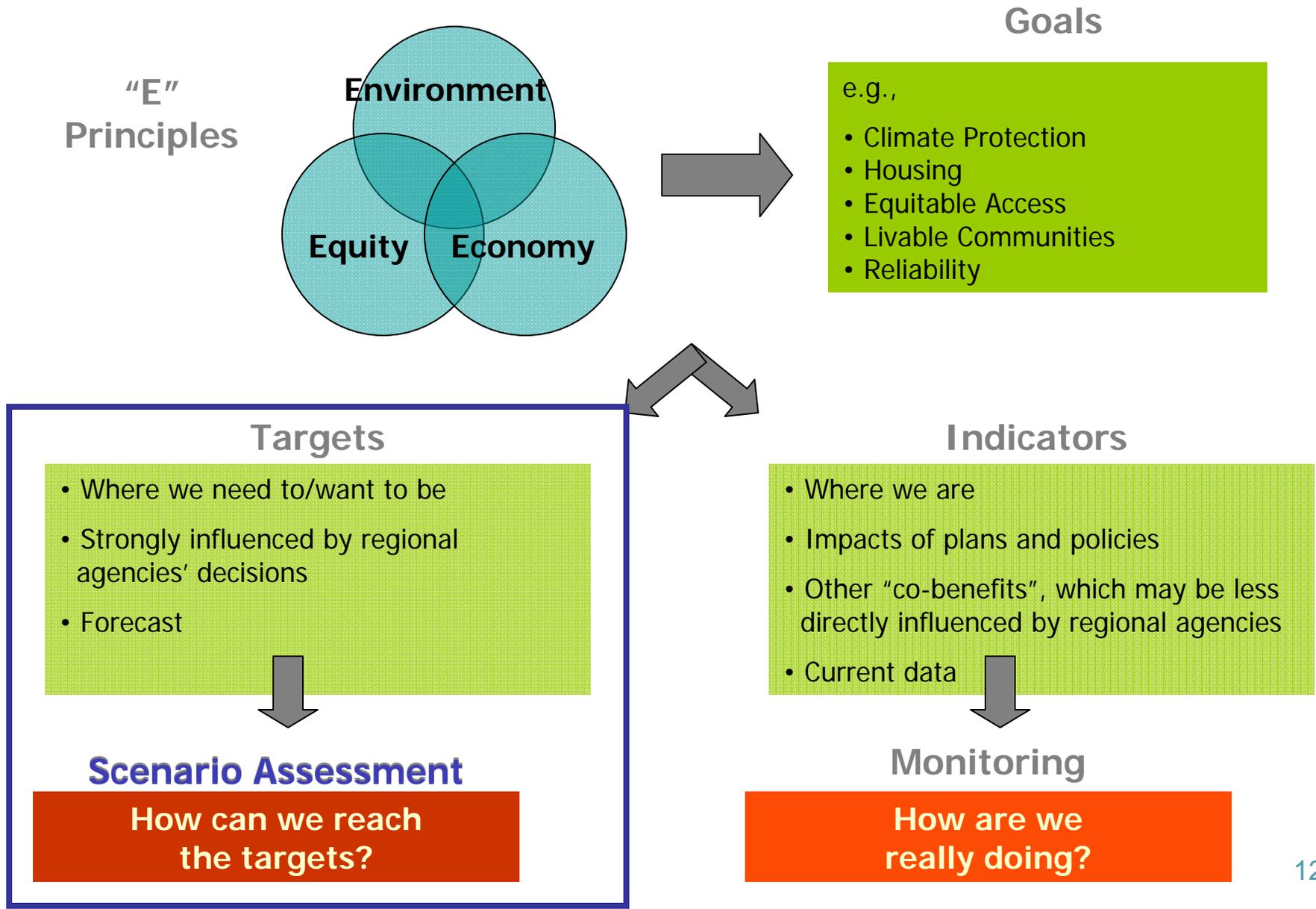
# Other Targets, preliminary list (2)

Goals	Potential Targets	3 E's		
		Econ.	Env.	Eq.
Equitable Access	<b>Current Plans:</b>			
	Affordability: Reduce share of earnings spent on transpn. and housing by low-income households by 10% (T-2035)			
Livable Communities	Accessibility: Increase non-automobile dependent access to jobs and essential services by 20% (Proj. 2009)			
	<b>Other Suggestions to date:</b>			
	Travel time (and cost): Reduce for low-income			
	Decrease ratio of peak to off-peak travel time			
	Transit accessibility/use: Decrease ratio of transit to auto trip time or increase mode share			
	Health impacts: decrease vehicle hours of travel or increase non-motorized travel			

# Additional Targets preliminary list (3)

Goals	Potential Targets	3 E's		
		Econ.	Env.	Eq.
Greenfield Preservation	<b>Current Plans:</b>			
	Limit Greenfield development to no more than TBD acres per year			
Reliability	<b>Current Plans:</b>			
Freight Travel	Delay: Reduce delay/capita by 20% (T-2035)			

# Scenarios



# Scenarios

- Defined foremost by land use approach, e.g.,
  - Jobs-housing fit
  - Concentrate growth in PDAs
- Include supportive transportation investment strategies.
- Test transportation pricing policies.

# Two Rounds of Scenario Analysis

1. Early round provides guideposts to inform discussions with local jurisdictions
  2. Later round reflects more “realistic” assumptions based on those discussions
- 1<sup>st</sup> Round definitions by December 2010; start analysis in January 2011
  - 2<sup>nd</sup> Round analysis complete early fall 2011

# Timeline – Targets and Scenarios

- **Define Targets, Now – November 2010**
  - Review approach and potential performance targets & indicators with RAWG, ad hoc group & other advisory committees (ongoing)
  - Submit GHG target(s) for ARB consideration, if warranted; ARB releases statutory target (Sept.)
  - Adopt 25-year housing target, ABAG (Nov.)
  - Adopt targets, MTC & ABAG (Nov.)
- **Develop Scenarios, November – December 2010**
- **Scenario Assessment, January – September 2011**
  - Two rounds, each followed by outreach to local jurisdictions

# Indicators

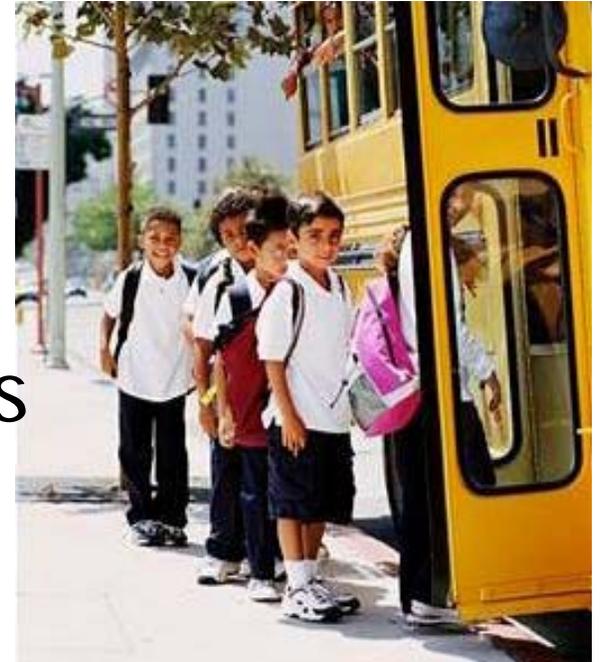
- Requested by RAWG in April
- Track Plan Implementation and Frame Complete Communities in the SCS
- Identify Factors affecting Regional Land Use and Transportation
- Monitor SCS Progress Against Current Data

# Criteria

1. Connect to regional goals around which there is four-agency consensus.
2. Demonstrate a link to transportation and to the regional land use development pattern.
3. Data available for the entire region.

# Examples

1. Transportation availability
2. Housing affordability, choices
3. Jobs access, wages
4. School access, quality
5. Parks, protected land
6. Public Safety
7. Public Health
8. Water Supply



# Current Work and Sources

- PDA Assessment
- MTC Snapshot Analysis
- California Regional Progress Report
- RAWG Suggestions and Partner Agencies

# Timeline – Indicators

- **Define Indicators by April 2011**
  - Review indicators with RAWG, ad hoc group & other advisory committees (ongoing)
  - Adopt indicators, MTC & ABAG (April joint meeting)

# Questions for the RAWG

- Are there other candidate targets the ad hoc group should review?
- Do you agree the ad hoc group should focus its efforts on reviewing targets for equitable access and economic sustainability?
- Do you want to participate in the ad hoc group (detailed & technical discussion)? Contact Dave Vautin at [dvautin@mtc.ca.gov](mailto:dvautin@mtc.ca.gov).

