



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 4**

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*Memorandum*

TO: Policy Advisory Council

DATE: October 6, 2010

FR: Lisa Klein

RE: SCS/RTP Performance Targets and Indicators

As described at your September meeting, MTC and ABAG are pursuing a performance-based approach to developing the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP). Both *Transportation 2035 Plan* and *Projections 2009* used a similar performance-based approach and thus provide, with some refinements, a good foundation for this work. Our discussion at your September meeting was limited due to time. Staff is returning in October to seek your feedback on several questions:

1. Which *Transportation 2035* or *Projections 2009* targets should we carry forward?
2. Can work from non-transportation fields help us identify true outcome-based targets for economics and public health goals?
3. Are there important outcomes, targets or goals missing from the list under review?

The summary below is a refresher of the overview provided at your September meeting. Do note, however, that staff has adjusted the schedule so the regional agencies would adopt performance targets in December instead of November, as previously stated. The list of targets also includes some updates and clarifications.

**Three E's Architecture**

The SCS/RTP should represent a strategic regional vision to 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 complete communities served by a well-maintained, efficient and connected regional transportation system. These “Three E’s”, used in our existing regional plans, provide a framework to articulate two sets of performance measures for the SCS/RTP, as shown in [Attachment 1](#):

- **Performance targets** will help us define what we hope to achieve and help us evaluate, through regional travel and land use models, the policies and investments that help us get there. Staff anticipates MTC and ABAG adoption of targets in December 2010.
- **Performance indicators** will allow us to measure actual changes over time. Staff anticipates adoption of indicators in Spring 2011.

**Targets**

Staff is aiming for a set of no more than 10 targets that represent the Three E's and outcomes we wish for the region, and allow us to test an integrated set of policy and investment choices. You will note from [Attachment 2](#) that we are considering carrying over several of the targets in the

MTC *Transportation 2035 Plan*. However, we are also considering new targets in recognition of the land use objectives contained in SB 375.

While most of the targets are voluntary and can be changed by the regional agencies, three targets are defined by statute and regulation. These include:

- Greenhouse Gas Emissions Reduction Target: The California Air Resources Board (CARB) has set regional targets for each MPO to reduce carbon dioxide emissions from cars and light trucks for years 2020 and 2035.
- Housing Target: SB 375 effectively requires each region to set target levels for 25 years of housing growth based on accommodating all population growth by income level. The regional agencies will establish this target in consultation with local government partners and the state Department of Housing and Community Development.
- Fine Particulate Matter (PM<sub>2.5</sub>): EPA has designated the Bay Area as nonattainment for PM<sub>2.5</sub> and MTC must demonstrate the SCS/RTP conforms to the new standard.

Starting in early 2011, we will use the performance targets to test land use policies, transportation investments, and transportation policies. Analysis with the regional land use and travel models will forecast what it might take to achieve the targets, leading to selection of a preferred set of land use projections, transportation investments, and policies ultimately included in the SCS.

### **Indicators**

We are also defining a broader set of performance indicators by spring of 2011. The indicators will complement the modeling effort and targets by allowing us to monitor actual progress toward achieving plan policies and to measure other aspects of community quality that are related to transportation and land use. MTC and ABAG have precedents on which to build including the equity Snapshot Analysis and Priority Development Area Assessment. Performance indicators under consideration are listed in [Attachment 3](#). Examples include:

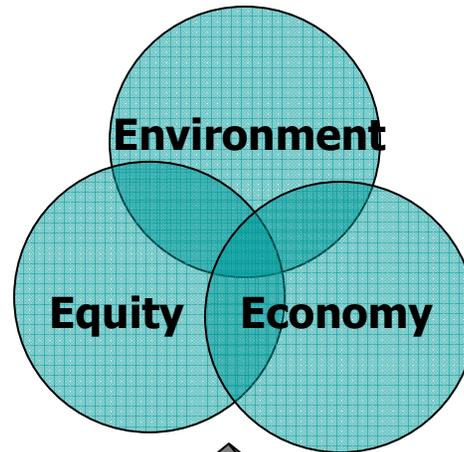
- Transportation availability
- Housing affordability and choice
- School access and quality
- Actions taken by local jurisdictions to implement the SCS

### **Process & Timeline**

Staff has convened an ad hoc committee to assist with review of potential targets and indicators. Several members of the Policy Advisory Council participate in this group along with local government representatives and members of ABAG's Regional Policy Committee. The committee will conclude its review of individual targets in October. Staff will return to the Policy Advisory Council in November with a draft recommendation for targets. Milestones include:

- November 2010: Draft recommendation for voluntary transportation and land use targets
- November 2010: ABAG to adopt 25-year housing target
- December 2010: ABAG and MTC adopt voluntary transportation and land use targets
- March 2011: Develop recommended indicators (discussions start fall 2010)
- April 2011: ABAG and MTC to adopt indicators

# Attachment 1: SCS/RTP Performance Measures Framework



## **Targets** Define What We Want to Achieve

- Where we want to be
- Forecast: What will happen if regional agencies adopt various policies
- Reduce fine particulate matter emissions by 10%
- Reduce the share of earnings spent by low-income households on housing and transportation by 10%



**Scenario Assessment**  
How close can we get?

## **Indicators** Monitor Progress Over Time

- Where we are
- Current data: Track plan implementation & related areas of interest
- Transportation availability
- Housing affordability and choice
- School access and quality
- Actions by local jurisdictions to implement the SCS



**Monitoring**  
How are we actually doing?

## Attachment 2: SCS/RTP Targets Under Consideration

OUTCOME (GOAL)	TARGETS UNDER REVIEW	T2035/ P2009
CLIMATE PROTECTION	Reduce CO <sub>2</sub> per capita from motor vehicles <span style="float: right;"><u>Statutory</u> (Source: California Air Resources Board)</span>	✓
ADEQUATE HOUSING	House the region's projected 25-year growth by demand segments based on income <span style="float: right;"><u>Statutory</u> (Source: SB 375)</span>	
	Reduce concentration of poverty <span style="float: right;">(Source: State Housing Element Law)</span>	
CLEAN AIR	Reduce PM <sub>2.5</sub> emissions <span style="float: right;"><u>Statutory</u> (T-2035)</span> Overall and in communities of concern adjacent to transportation hot spots	✓
LAND PRESERVATION	Preserve the region's most essential habitat, agricultural, recreational, and water resource lands <span style="float: right;">(Source: Regional Advisory Working Group)</span>	
HEALTHY & SAFE COMMUNITIES	Reduce collisions: Reduce motor vehicle injuries and fatalities (includes pedestrians and cyclists)	✓
	Increase non-motorized activity, measured as: <ul style="list-style-type: none"> <li>• Average amount of biking or walking per person, or</li> <li>• Bike and walk mode share</li> </ul> <span style="float: right;">(Source: Ad Hoc Committee)</span>	
	Reduce driving, measured as <ul style="list-style-type: none"> <li>• Vehicle miles traveled (VMT) per capita, or</li> <li>• Non-auto mode share</li> </ul> <span style="float: right;">(Source: Regional Advisory Working Group)</span>	✓
ECONOMIC HEALTH	Increase gross regional product	
	Increase property tax revenues	
	Preserve industrial land	
	Maintain the transportation system in a state of good repair	✓
	Increase System Productivity/Efficiency, measured as: <ul style="list-style-type: none"> <li>• Per-capita delay or travel time, or</li> <li>• User benefits (travel time and cost savings)</li> </ul> <span style="float: right;">(Source: California Strategic Growth Plan) (Source: SCAG)</span>	✓
EQUITABLE ACCESS	Improve affordability of transportation and housing (by income level) <span style="float: right;">(Source: Center for Housing Policy)</span>	✓
	Increase jobs and essential services near transit	✓
	Increase access to jobs and essential services from communities of concern by reducing travel time and cost (can be measured various ways)	

### Attachment 3: Examples of SCS/RTP Indicators Under Consideration

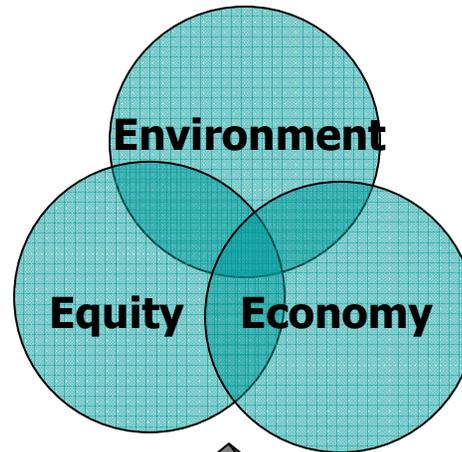
- **Environmental/Land Resource Preservation**
  - Density of persons and/or housing *(Source: ABAG PDA Assessment)*
  - Parks and Open Space *(Source: ABAG PDA Assessment)*
    - Acres of parks per capita
    - Acres of permanently protected conservation land *(Source: ABAG PDA Assessment)*
  - Acres of agriculturally zoned land *(Source: ABAG PDA Assessment)*
  - Acres of land underwater due to sea level rise *(Source: Ad Hoc Committee Meeting)*
- **Housing**
  - Housing units permitted, by type *(Source: ABAG PDA Assessment)*
  - Housing costs as a percent of household income *(Source: ABAG PDA Assessment)*
- **Economic Health**
  - Development Costs: Percent sales price of new homes that fees & extractions represent *(Source: BAC)*
  - Job Creation (by level of industry centralization) *(Source: BAC)*
  - Access to Labor: Location of jobs *(Source: ABAG PDA Assessment)*
- **Equitable Access/Social Justice**
  - Jobs-Housing Match *(Source: ABAG PDA Assessment)*
  - Concentration of population by race *(Source: RAWG Meeting)*
  - Concentration of Poverty *(Source: ABAG PDA Assessment)*
  - School Quality and graduation rates *(Source: ABAG PDA Assessment)*
  - Income: Existing income distribution in 4 RHNA categories *(Source: ABAG PDA Assessment)*
  - Affordability: Impact of rising fuel prices on communities of concern *(Source: RAWG Meeting)*
  - Ethnic/Racial Diversity *(Source: ABAG PDA Assessment)*
- **Healthy & Safe Communities/Livability**
  - Total bicycle and pedestrian collisions *(Source: ABAG PDA Assessment)*
  - Violent & property crimes (total and per capita) *(Source: ABAG PDA Assessment)*
  - Built Environment
    - Quality of the public realm *(Source: RAWG Meeting)*
    - Densities of station areas compared to areas outside of them *(Source: BAC)*
  - Accessibility & Alternative Modes
    - Number and quality of bicycle facilities *(Source: ABAG PDA Assessment)*
    - Accessibility to grocery stores & essential destinations
- **Local Government Implementation**
  - Percentage of jurisdictions that rezone after SCS *(Source: BAC)*
  - Other TBD

# **Performance Targets and Indicators for the SCS/RTP**



**MTC Policy Advisory Council  
October 13, 2010**

# Targets & Indicators Overview



## Targets Define What We Want to Achieve

- Where we want to be
- Forecast: What will happen if regional agencies adopt various policies
- Reduce fine particulate matter emissions by 10%
- Reduce the share of earnings spent by low-income households on housing and transportation by 10%



**Scenario Assessment**  
How close can we get?

## Indicators Monitor Progress Over Time

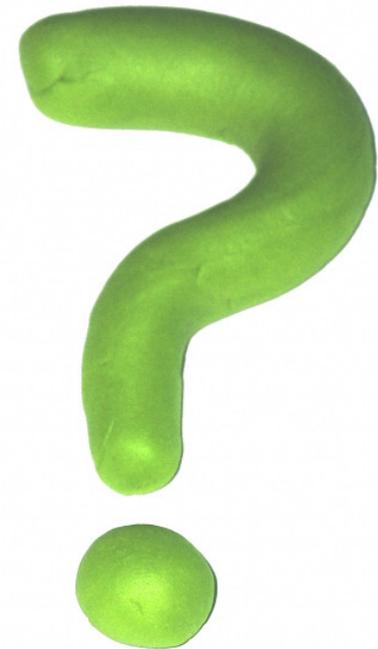
- Where we are
- Current data: Track plan implementation & related areas of interest
- Transportation availability
- Housing affordability and choice
- School access and quality
- Actions by local jurisdictions to implement the SCS



**Monitoring**  
How are we actually doing?

# Questions on Target Setting for the Policy Advisory Council

- Which existing Transportation 2035 or Projections 2009 targets should we carry forward?
- Can work in non-transportation fields help us identify outcome-based targets for economics and public health goals?
- Are there any important goals, targets or indicators not on the working lists?



# Work Underway

- Review approach with local government staff and other stakeholders
- **Adopt Targets in December**
  - Build on Transportation 2035 & Projections 2009
  - Ad Hoc Committee reviewing potential targets (August – October)

# Ad Hoc Committee Participants

<b>Cities, Counties, Transportation &amp; Regional Agencies</b>		
<ul style="list-style-type: none"> <li>• Air District</li> <li>• BART</li> <li>• BCDC</li> <li>• Caltrans</li> </ul>	<ul style="list-style-type: none"> <li>• City of San Bruno</li> <li>• City of Berkeley</li> <li>• City of Mill Valley</li> <li>• City/County of San Francisco</li> </ul>	<ul style="list-style-type: none"> <li>• City of Suisun City</li> <li>• Santa Clara County</li> <li>• County CMAs (Alameda, Contra Costa, San Francisco, Santa Clara, Solano, Sonoma)</li> </ul>
<b>MTC Policy Advisory Council Representatives</b>		
<ul style="list-style-type: none"> <li>• Disabled (Richard Burnett)</li> <li>• Economy (Carlos Castellanos, Richard Hedges, Linda Jeffery Sailors)</li> </ul>	<ul style="list-style-type: none"> <li>• Environment (Egon Terplan)*</li> <li>• Low Income (Cathleen Baker)</li> </ul>	<ul style="list-style-type: none"> <li>• Minority (Gerald Rico)</li> <li>• Senior (Marshall Loring)</li> </ul> <p>* Also on ABAG Regional Planning Committee</p>
<b>ABAG Regional Planning Committee</b>		
<ul style="list-style-type: none"> <li>• Bay Area Council</li> <li>• Building Industry Association</li> </ul>	<ul style="list-style-type: none"> <li>• Greenbelt Alliance</li> <li>• Non-Profit Housing of Northern California</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Habitat</li> </ul>
<b>Other Organizations</b>		
<ul style="list-style-type: none"> <li>• Public Advocates</li> <li>• Regional Asthma Management &amp; Prevention</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable Agriculture Education</li> </ul>	<ul style="list-style-type: none"> <li>• Transform</li> </ul>

# Primary Feedback

- Keep the total number of targets small.
- Reflect local government roles.
- Many targets should be analyzed by income level to assess equity impacts.
- Need to address implications:
  - Changes in travel cost
  - Infrastructure needs to support growth
- Need a robust measure of economic health.
- Measure societal outcomes (e.g., public health) instead of intermediate transportation or land use results.

# Considerations

- Aiming for no more than 10 targets
- “Targets should be able to be influenced by regional agencies in cooperation with local agencies.”
- Propose to conduct equity analysis at same time as targets.
- Targets and analysis could consider costs to all travelers.
- Non-transportation infrastructure needs addressed in PDA Assessment
- Research and outreach on economic and public health targets.

# Three Statutory Targets

<b>OUTCOME</b>	<b>TARGET</b> <i>(statutory basis)</i>
<b>Protect the Climate</b>	Reduce carbon dioxide emissions per capita by 15% by 2035 <i>(SB 375)</i>
<b>Provide Adequate Housing</b>	House all the region's projected 25-year growth by demand segments based on income <i>(ABAG per SB 375)</i>
<b>Improve Air Quality</b>	Reduce fine particulate emissions by 10% <i>(Federal Clean Air Act)</i>

# Outcome: “The SCS Should Support Healthy and Safe Communities”

## Voluntary Targets Under Consideration

- Reduce collisions\*
- Increase bicycling and walking
- Reduce driving\*
- Reduce fine particulate matter emissions in low-income hot spots
- Health outcome measure (TBD)

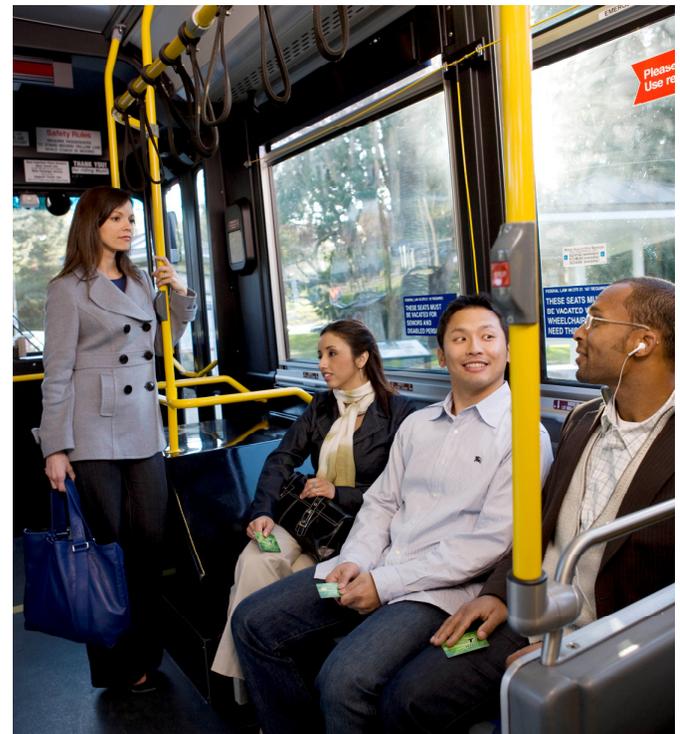


\* Included in Transportation 2035 or Projections 2009

# Outcome: “The SCS Should Support Equitable Access”

## Voluntary Targets Under Consideration

- Improve the affordability of transportation & housing for low-income households\*
- Increase jobs and essential services near transit\*
- Increase access to jobs and essential services from communities of concern by reducing travel time and cost (by mode)



\* Included in Transportation 2035 or Projections 2009

# Outcome: “The SCS Should Support Open Space Preservation”

Voluntary Targets Under Consideration

- Preserve the region’s most essential habitat, water resource, and agricultural lands



# Outcome: “The SCS Should Support Economic Health”

## Voluntary Targets Under Consideration

- Increase gross regional product
- Preserve industrial land
- Reduce delay or travel time\*
- Ensure a state of good repair for roads & transit\*



\* Included in Transportation 2035 or Projections 2009

# Indicators

- Track performance towards Targets, and illustrate issues that Targets cannot cover
- Should define “Planning Considerations/ Sustainability Criteria” that are concretely related to regional land use and transportation investments
- Data will be available for local planning and analysis
- **Define Indicators by April 2011**

# Timeline

August – November 2010	<b>Develop targets</b> <ul style="list-style-type: none"><li>• Ad hoc committee, RAWG, MTC Policy Council &amp; ABAG Regional Planning Committee</li><li>• Air Resource Board adopts greenhouse gas targets (Sept.)</li><li>• 25-year Housing Target (ABAG, November)</li></ul>
December 2010/ January 2011	<b>Regional agencies adopt voluntary targets</b> <ul style="list-style-type: none"><li>• Land Use &amp; Transportation Targets (MTC/ABAG)</li></ul>
October 2010 – January 2011	<b>Define Vision scenarios and begin analysis</b>
August 2010 – March 2011	<b>Develop recommended indicators</b>
April 2011	<b>Regional Agencies adopt indicators</b>

# Questions on Target Setting for the Policy Advisory Council

- Which existing Transportation 2035 or Projections 2009 targets should we carry forward?
- Can work in non-transportation fields help us identify outcome-based targets for economics and public health goals?
- Are there any important goals, targets or indicators not on the working lists?

