Draft Revised SCS/RTP Performance Targets (Work in Progress)

Regional Advisory Working Group

January 4, 2011

OneBayArea
Working for Sustainability

Status of Recommendation

- Draft reviewed by stakeholders in November and December.
- Comments from MTC, ABAG and JPC members from informational item at joint meeting on December 10.
- Revisions underway for January 14 joint meeting; the following slides show draft revisions and responses to comments.

Purpose of Performance Targets

- Express, in measurable terms, desirable outcomes for the region's Economy, Equity and Environment.
- Provide tools to assess SCS/RTP scenarios including the Draft SCS/RTP, at the regional level – as done for Transportation 2035 and Projections 2009.

  *Targets are **not** standards or restrictions on local government authority.*
- Provide a framework to assess transportation projects for the RTP.

  *Projects and programs do **not** have to meet each and every target.*
- Periodically measure progress to assess if policies and investments are having the intended effect.

Goals

1	Climate Protection	Statutory Targets (2)
2	Adequate Housing	
	Healthy & Safe Communities:	Voluntary Targets (8)
3	Reduce premature deaths from exposure to particulate emissions	
4	Reduce injuries and fatalities from collisions	
5	Increase walking and biking to improve health outcomes	
6	Open Space Preservation	
7	Equitable Access	
8	Economic Vitality	
	Transportation System Effectiveness:	
9	Improve system effectiveness	
10	Maintain the system in a state of good repair	

Draft Revised Recommendation

SB 375 Statutory Targets

Unless noted, statutory and voluntary targets are reductions in Year 2035 compared to Year 2005

Goal: Climate Protection

1 Reduce per-capita CO_2 emissions from cars and light-duty trucks by 15%

(Source: California Air Resources Board, as required by SB 375)

MTC/ABAG/JPC Member Comment	Draft Staff Response
The target should go beyond SB 375 to include GHG reductions from other sources such as ports, airports, agriculture and building practices.	These sources are not directly affected by SCS/RTP policies. They are subject to rulemaking by the Air Resources Board and Air District under AB 32.

SB 375 Statutory Targets

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Goal: Adequate Housing

2 House 100% of the region's projected 25-year growth by income level (very low, low, moderate, above moderate) without displacing current low-income residents

(Source: ABAG adopted methodology, as required by SB 375)

MTC/ABAG/JPC Member Comment	Draft Staff Response
Addressing displacement is critically important.	Agree with comment.
It is not appropriate to aim for no displacement when housing may be sub-standard, in unsafe or unhealthy environments.	Language does not preclude improvement of substandard housing.

Draft Revised Recommendation

Goal: Healthy and Safe Communities

3 Reduce premature deaths from exposure to particular emissions:

- Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%
- Reduce coarse particulate emissions (PM10) by 30%*

(Source: Adapted from Federal and State Air Quality Requirements by BAAQMD)

** The decrease in premature mortality associated with reducing PM10 cannot be estimated with precision; therefore Air District staff recommends a emissions-based target for PM10.*

MTC/ABAG/JPC Member Comment	Draft Staff Response
The numeric target is too low.	Recommendation reflects current federal air quality standards.
The target fails to reflect PM2.5 health impacts by geography, particularly on low-income and minority communities.	MTC will analyze the geographic distribution of motor vehicle particulate emissions in the Equity Analysis. BAAQMD does not have the tools to forecast health impacts at the community level for the scenarios.

Draft Revised Recommendation

Goal: Healthy and Safe Communities

4 Reduce by 50% the number of injuries and fatalities from all collisions (including bike & ped.)

(Source: Adapted from California State Highway Strategic Safety Plan)

MTC/ABAG/JPC Member Comment	Draft Staff Response
Disaggregate by mode.	Current tools are not sufficiently accurate. MTC will test new methodologies and report modal results in the data summary.
Measure on a per-mile basis.	The goal should be to minimize total injuries and fatalities.
This target is not essential.	Collision reduction is an important health outcome, core goal of the current RTP, and a co-benefit of reducing driving.

Draft Revised Recommendation

Goal: Healthy and Safe Communities

5 Increase the average time walking or biking per person per day for transportation by ~~50% from 2000 levels~~ 60% (equivalent to an average of 15 minutes per person)

(Source: Adapted from Surgeon General Recommended Daily Activity Level)

MTC/ABAG/JPC Member Comment	Draft Staff Response
The numeric target should be more aggressive.	Staff has revised the recommendation, previously 10 minutes, to a more ambitious 15 minutes.
Replace with a mode share target.	Mode share is not a good substitute for minutes of physical activity, which is directly linked to public health guidance.

Draft Revised Recommendation

Goal: Open Space and Agricultural Preservation

6 Direct all non-agricultural development within ~~urbanized areas as of 2010~~ the urban footprint (existing urban development and/or urban growth boundaries)

(Source: Adapted from SB 375)

MTC/ABAG/JPC Member Comment	Draft Staff Response
Target should not restrict cities' ability to grow; 2010 reference is too restrictive; target should reflect urban growth boundaries.	Target has been revised accordingly to reference urban growth boundaries and remove references to 2010.
Define "urbanized areas"	"Urbanized area" has multiple definitions. Staff recommends "urban footprint". Map is under development.

Goal: Equitable Access

7 Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing

(Source: Adapted from the Center for Housing Policy)

MTC/ABAG/JPC Member Comment	Draft Staff Response
There is insufficient information to measure target over time.	This analysis has been conducted for the Bay Area based on actual data.
Clarify whether target is a reduction of 10 percentage points or 10 percent change.	Numeric target is 10 percentage point decrease

Draft Revised Recommendation

Goal: Economic Vitality

8 Increase gross regional product (GRP) by ~~[TBD%]~~ 87% from 2005 - an average annual growth rate of 2.1% (in current dollars)*

Source: Bay Area Business Community

**provisional recommendation*

MTC/ABAG/JPC Member Comment	Draft Staff Response
Target does not consider jobs-housing fit.	Concept is complex enough to merit full analysis in the scenario assessment.
Employment should be considered as an indicator or additional target.	Employment is closely tied to GRP; it will be calculated and reported in the data summary.
GRP does not capture benefits of locating growth in transportation-efficient areas to reduce GHG emissions.	These benefits are captured in the GHG reduction target.

Goal: Transportation System Effectiveness

9 Decrease average per-trip travel time ~~for auto and transit modes~~ by 10%

Source: Adapted from Caltrans Smart Mobility 2010

MTC/ABAG/JPC Member Comment	Draft Staff Response
Consider a combined target for all modes.	Target has been revised accordingly.
Target does not reflect goal of narrowing gap between auto and transit modes. It could be achieved by building freeways and should focus instead on encouraging use of public transit.	Target focuses on efficiency of the entire system. It will reflect improvements to all types of transportation, including new and enhanced transit service as well as freeway operational improvements.

Goal: Transportation System Effectiveness

10 Maintain the transportation system in a state of good repair:

- Increase pavement condition index to 75 or better on local roadways
- Decrease distressed lane-miles of state highways to less than 10%
- Reduce average transit asset age to 50% of useful life

Source: State and regional plans

MTC/ABAG/JPC Member Comment	Draft Staff Response
Concern about the cost and ability to achieve the PCI target at the regional and local level.	This target is a regional, not jurisdictional, average. Based on T-2035, the estimated cost is $21.4 B total, of which $16.3 B can be addressed through "committed funds". A lower regional target would represent a mediocre state of repair and result in higher long-term costs.

Targets Next Steps

- **January 2011**
  - Adoption of targets by ABAG Executive Board and MTC Commission (1/20 and 1/26)
- **February – September 2011**
  - Scenario assessment analysis and results (Targets, Equity Analysis, Data Summaries)
  - Indicator data available to inform scenario definition