# Revised SCS/RTP Performance Targets and Response to Comments

MTC Planning Committee, ABAG Administration Committee, Joint Policy Committee

January 14, 2011

OneBayArea
Working for Sustainability

# 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 | |

# 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)

| Comment from Last Meeting | 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 regulated by SCS/RTP statute. They are subject to rulemaking by the Air Resources Board and Air District under AB 32. |

# SB 375 Statutory Targets

**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)

| Comments from Last Meeting | 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 or in unsafe or unhealthy environments. | Language does not preclude improvement of substandard housing or better site location. |

# Goal: Healthy and Safe Communities

**3** Reduce premature deaths from exposure to particulate 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.*

| Comments from Last Meeting | 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 SCS/RTP Equity Analysis. BAAQMD does not have the tools to forecast health impacts at the community level for the scenarios. |

# 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)

| Comments from Last Meeting | Staff Response |
|---|---|
| Disaggregate by mode. | Current forecasting tools are not sufficiently accurate to disaggregate. 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 important to the health advocates, core goal of the current RTP, and a co-benefit of reducing driving. |

# Goal: Healthy and Safe Communities

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

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

| Comments from Last Meeting | 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. | Minutes of walking and biking is more directly linked to public health outcomes and guidance. Mode share will be reported in the data summary. |

# Goal: Open Space and Agricultural Preservation

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

(Source: Adapted from SB 375)

| Comments from Last Meeting | Draft Staff Response |
|---|---|
| Target should not restrict cities' ability to grow; 2010 reference is too restrictive; target should reflect voter-approved urban growth boundaries. | Target has been revised accordingly. |
| Define "urbanized areas". | "Urbanized area" has multiple definitions. Staff recommends "urban footprint". |

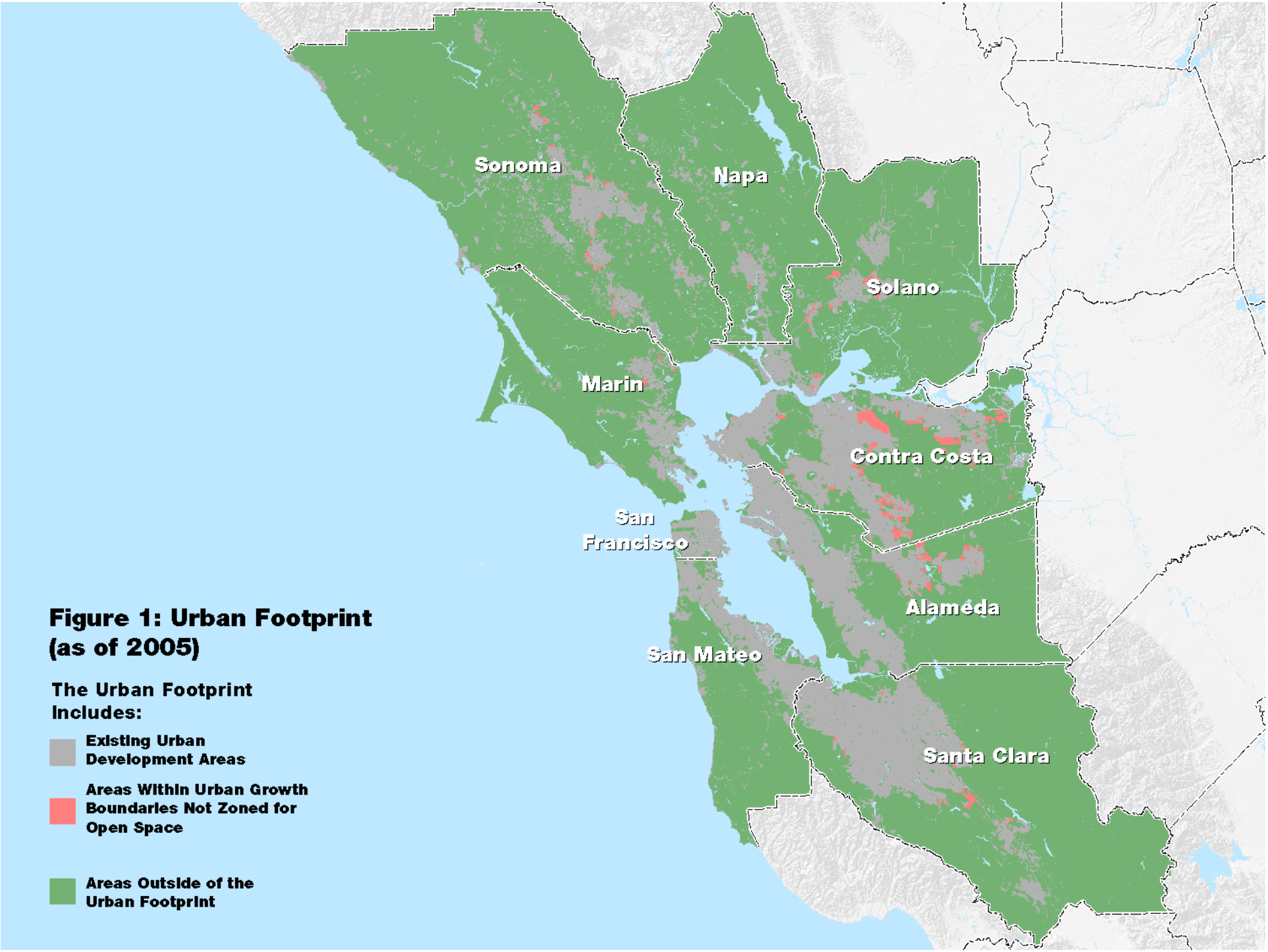


**Figure 1: Urban Footprint (as of 2005)**

# 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)

| Comments from Last Meeting | Staff Response |
|---|---|
| There is insufficient information to measure target over time. | This analysis has been conducted for the Bay Area based on actual data and provides a good basis for future forecasts. |
| Clarify whether target is a reduction of 10 percentage points or 10 percent change. | Numeric target is 10 percentage point decrease |

# Goal: Economic Vitality

**8** Increase gross regional product (GRP) by ~~[TBD%]~~ 90% from 2005 – an average annual growth rate of approximately 2% (in current dollars)*

Source: Bay Area Business Community

*provisional recommendation

| Comments from Last Meeting | 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 and travel time targets. |

# 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

| Comments from Last Meeting | 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

| Comments from Last Meeting | 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. Cost based on T-2035:<br>Total cost to reach avg. PCI of 75: $28.6 B<br>Funding in T-2035: $23.3 B<br>Additional funds needed: $5.3 B<br>These estimates will be updated for the SCS/RTP. A lower regional target would represent a mediocre state of repair and result in higher long-term costs. |

# General Comments

| Comments from Last Meeting | Staff Response |
|---|---|
| There is potential for unintended consequences from the targets. | Staff has clarified how the targets will and will not be used. We can also monitor results over time and adjust voluntary targets as needs. |
| It is unclear how we might weight the target results for scenario evaluation. | It is not necessary to weight the targets upfront; this will elicit a discussion of tradeoffs based on preferred outcomes. |
| The targets aren't visionary enough. | Staff is recommending revisions to some targets to reflect more ambitious outcomes. |
| The requirement that targets must be able to be forecasted eliminates a number of desirable targets from consideration. | Indicators will be used to capture other measures that cannot necessarily be forecast. |

# 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