



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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*Memorandum*

TO: Commission

DATE: January 19, 2011

FR: Executive Director

RE: SCS-RTP Performance Targets – MTC Resolution No. 3987

On January 14, 2011, the MTC Planning Committee, ABAG Administration Committee, and Joint Policy Committee recommended performance targets for the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP). After a very extensive discussion among numerous stakeholders and the general public, the Planning Committee is now forwarding the performance targets for approval by the Commission in MTC Resolution No. 3987. The ABAG Executive Board is scheduled to act on these targets at its meeting on January 20<sup>th</sup>.

The table below lists each target and shows the modifications made by the three committees on January 14 to targets #3, #6 and #9. **Underlined text** indicates added language. **~~Strikethrough text~~** indicates deleted language.

<b>GOAL: CLIMATE PROTECTION</b>	
Target #1:	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%
<b>GOAL: ADEQUATE HOUSING</b>	
Target #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
<b>GOAL: HEALTHY AND SAFE COMMUNITIES</b>	
Target #3:	<p>Reduce premature deaths from exposure to particulate emissions:</p> <ul style="list-style-type: none"> <li>• Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>• Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>• <b><u>Achieve greater reductions in highly impacted areas</u></b></li> </ul> <p><b><u>Associated Indicators *</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Incidence of asthma attributable to particulate emissions</u></b></li> <li>• <b><u>Diesel particulate emissions</u></b></li> </ul> <p>*MTC, ABAG and the BAAQMD will monitor the indicators by collecting data on actual conditions over time. These are distinguished from the targets, which will be forecast for the scenarios in 2011 using regional land use, travel and air quality models.</p>
Target #4:	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)
Target #5:	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day)

**GOAL: OPEN SPACE AND AGRICULTURAL PRESERVATION**

Target #6: Direct all non-agricultural development within the ~~current~~ urban footprint (existing urban development and urban growth boundaries)

**GOAL: EQUITABLE ACCESS**

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

**GOAL: ECONOMIC VITALITY**

Target #8: Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars)

**GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS**

Target #9: ~~Decrease average per-trip travel time by 10%~~

- Decrease average per-trip travel time by 10% for non-auto modes
- Decrease automobile vehicle miles traveled per capita by 10%

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

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

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