



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: July 2, 2015

FR: MTC Executive Director and ABAG Executive Director

RE: Plan Bay Area 2040 Goals & Targets and Project Performance Update

This memorandum presents the draft staff recommendation for goals and performance targets for Plan Bay Area 2040. Over the past three months, staff has been working closely with the Plan Bay Area 2040 Performance Working Group to update the adopted performance targets from Plan Bay Area. In line with the limited and focused nature of this update to Plan Bay Area, the goals and performance targets build upon the foundation of the prior Plan. Staff will seek approval of the Plan goals and targets at the September meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.

Background

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. Plan Bay Area, the region's first integrated Regional Transportation Plan/Sustainable Communities Strategy, included a set of ten performance targets that were used to evaluate over a dozen different scenarios and hundreds of transportation projects. Plan Bay Area 2040 will preserve and build upon the performance-based planning process used as part of Plan Bay Area. Performance targets will again be used to compare Plan scenarios, highlight tradeoffs between policy goals, analyze proposed investments, and flag issue areas where the Plan may fall short. Regional performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

Goals and Performance Targets: Outreach & Engagement

The draft staff recommendation for goals and performance targets was extensively informed by meetings with key stakeholders, as well as outreach with the general public earlier this spring. Staff worked with the Performance Working Group, whose members include representatives of local governments, transportation agencies, non-profit organizations, and MTC's Policy Advisory Council, to identify suitable measures and targets to address key issue areas. A complete list of Performance Working Group members is included in **Attachment A**. In addition, staff sought feedback directly from the public at each of the county workshops in April and May, which generated valuable information about policy priorities for each Bay Area county.

Staff reviewed recommended changes to the performance targets through the lens of the technical criteria established in Plan Bay Area. These criteria, listed in **Attachment B** and **Attachment C**, emphasize that targets must be quantifiable and need to be able to be influenced by the Plan, among other factors. Most importantly, staff was cognizant of the importance of identifying a limited set of targets. While numerous statistics are produced over the course of the planning process via technical summaries, the Plan performance targets need to focus on the highest-priority metrics that reflect the region's most important long-term priorities.

Goals and Performance Targets: Draft Recommendation

Given the focused nature of this update to Plan Bay Area, staff recommends preserving the existing goals from Plan Bay Area and making strategic revisions to the performance targets. **Attachment D** summarizes the draft staff recommendation for Plan Bay Area 2040 goals and performance targets. Note that four targets have been carried over directly from Plan Bay Area, with modest changes recommended to another target (Adequate Housing). New targets proposed for inclusion in this Plan relate to public health, affordable housing, access to jobs, and state of good repair.

The proposed targets have a greater emphasis on transportation and housing in response to feedback received from the public at our initial round of workshops. Furthermore, the targets incorporate key improvements recommended by members of the Performance Working Group, such as an integrated public health target and an additional equity target serving as a proxy for displacement risk. Note that, at this time, MTC staff and ABAG staff are offering different proposals for target #2 (Adequate Housing) for your consideration. MTC's proposed language incorporates the in-commute language agreed to in the Building Industry Association settlement agreement. **Attachment E** outlines ABAG staff's objections to this approach. See **Attachment F** for MTC's response.

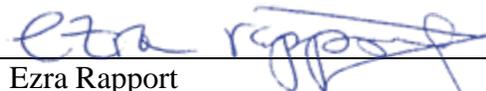
Project Performance Assessment

Before evaluating scenarios using the performance targets, MTC staff proposes conducting a performance assessment for uncommitted transportation projects, consistent with the approach taken in Plan Bay Area. This project-level evaluation will incorporate qualitative and quantitative analyses to identify both the project's level of support for adopted targets and its relative cost-effectiveness. The project performance assessment will identify high- and low-performing transportation investments and help inform scenario development by identifying regional priorities. Staff intends to work closely with the Performance Working Group this summer to identify methodological enhancements to the project performance assessment.

In addition to evaluating uncommitted expansion and operational improvement projects, staff proposes to incorporate state of good repair investments into the project performance assessment for the first time. Given the funding levels required to operate and maintain the existing system (87 percent of total revenue in Plan Bay Area), MTC believes it is appropriate to evaluate these projects in a manner consistent to other projects, thus allowing for an "apples-to-apples" performance comparison across all investment types. New state of good repair performance targets have been identified to align with this new element of the project performance assessment, in addition to better communicating the impacts of deferred maintenance on transportation system users.

Next Steps

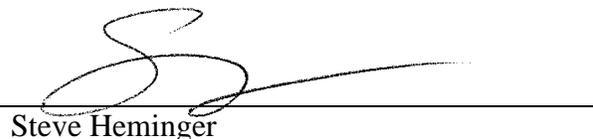
- **Summer 2015:** Develop and document performance target methodologies
- **September 2015:** Seek approval of Plan Bay Area 2040 goals & targets
- **Fall 2015:** Define scenarios for evaluation in Plan Bay Area 2040
- **December 2015:** Release project performance assessment results for public review
- **Winter 2016:** Release scenario performance assessment results for public review



Ezra Rapport

ER/SH:dv

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Steve Heminger

ATTACHMENT A: PERFORMANCE WORKING GROUP MEMBERSHIP

Category	Organization	Representative
Congestion Management Agencies	Alameda County Transportation Commission	Saravana Suthanthira
	San Francisco County Transportation Authority	Dan Tischler
	Sonoma County Transportation Authority	Chris Barney
Cities and Counties	City of Livermore	Bob Vinn
	City of San Jose	Jessica Zenk
	County of Contra Costa	Abigail Kroch
Transit Agencies	Bay Area Rapid Transit	Andrew Tang
	San Francisco Municipal Railway	Teresa Tapia
	Sonoma-Marín Area Rail Transit	Linda Meckel
	Valley Transportation Authority	George Naylor
Regional and State Agencies	Bay Area Air Quality Management District	Jaclyn Winkel
	California Department of Transportation	Cameron Oakes
	California Department of Public Health	Neil Maizlish
NGOs (Economy)	Building Industry Association	Paul Campos
	Working Partnerships USA	Louise Auerhahn
NGOs (Environment)	Greenbelt Alliance	Matt Vander Sluis
	Sierra Club	Matt Williams
NGOs (Equity)	TransForm	Clarrissa Cabansagan
	Center for Sustainable Neighborhoods	Tim Frank
MTC Policy Advisory Council	MTC Policy Advisory Council (Santa Clara County)	Randi Kinman
	MTC Policy Advisory Council (Solano County)	Richard Burnett
	MTC Policy Advisory Council (San Mateo County)	Richard Hedges

ATTACHMENT B: PRIMARY TECHNICAL CRITERIA FOR SELECTING PERFORMANCE TARGETS

#	Criterion
1	<p>Targets should be able to be forecasted well.</p> <p>A target must be able to be forecasted reasonably well using MTC's and ABAG's models for transportation and land use, respectively. This means that the target must be something that can be predicted with reasonable accuracy into future conditions, as opposed to an indicator that can only be observed.</p>
2	<p>Targets should be able to be influenced by regional agencies in cooperation with local agencies.</p> <p>A target must be able to be affected or influenced by policies or practices of ABAG, MTC, BAAQMD and BCDC, in conjunction with local agencies. For example, MTC and ABAG policies can have a significant effect on accessibility of residents to jobs by virtue of their adopted policies on transportation investment and housing requirements.</p>
3	<p>Targets should be easy to understand.</p> <p>A target should be a concept to which the general public can readily relate and should be represented in terms that are easy for the general public to understand.</p>
4	<p>Targets should address multiple areas of interest.</p> <p>Ideally, a target should address more than one of the three "E's" – economy, environment, and equity. By influencing more than one of these factors, the target will better recognize the interactions between these goals. Additionally, by selecting targets that address multiple areas of interest, we can keep the total number of targets smaller.</p>
5	<p>Targets should have some existing basis for the long-term numeric goal.</p> <p>The numeric goal associated with the target should have some basis in research literature or technical analysis performed by MTC or another organization, rather than being an arbitrarily determined value.</p>

ATTACHMENT C: PRIMARY TECHNICAL CRITERIA FOR IDENTIFYING A SET OF TARGETS

#	Criterion
A	<p>The total number of targets selected should be relatively small.</p> <p>Targets should be selected carefully to make technical analysis feasible within the project timeline and to ensure that scenario comparison can be performed without overwhelming decision-makers with redundant quantitative data.</p>
B	<p>Each of the targets should measure distinct criteria.</p> <p>Once a set of targets is created, it is necessary to verify that each of the targets in the set is measuring something unique, as having multiple targets with the same goal unnecessarily complicates scenario assessment and comparison.</p>
C	<p>The set of targets should provide some quantifiable metric for each of the identified goals.</p> <p>For each of the seven goals identified, the set of performance measures should provide some level of quantification for each to ensure that that particular goal is being met. Multiple goals may be measured with a single target, resulting in a smaller set of targets while still providing a metric for each of the goals.</p>

ATTACHMENT D: RECOMMENDED GOALS AND PERFORMANCE TARGETS

	Proposed Goal	#	Proposed Target	Same Target as PBA?
STATUTORY TARGETS	Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
	Adequate Housing	2	<p>-- OR --</p> <p><u>ABAG Proposal / Current Target:</u> House 100% of the region’s projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents</p> <p><u>MTC Proposal:</u> House 100% of the region’s projected growth by income level with no increase in in-commuters over the Plan baseline year</p>	✓
VOLUNTARY TARGETS	Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%	
	Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)	✓
	Equitable Access	5	Decrease the share of lower-income residents’ household income consumed by transportation and housing by 10%	✓
		6	Increase the share of affordable housing in PDAs by [TBD]%	
	Economic Vitality	7	Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by [TBD]% in congested conditions	
	Transportation System Effectiveness	8	Increase non-auto mode share by 10%	✓
9		Reduce vehicle operating and maintenance costs due to pavement conditions by 100%		
10		Reduce per-rider transit delay due to aged infrastructure by 100%		

ATTACHMENT E:

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



TO: Joint MTC Planning Committee with the ABAG Administrative Committee

FR: Ezra Rapport, Executive Director ABAG

RE: ABAG's Approach to Adequate Housing Target in Plan Bay Area 2040

Date: July 10, 2015

ABAG, in collaboration with MTC, has made substantial progress in the strategies to reduce GHG emissions. Transit, biking and walking are strongly supported in Priority Development Areas (PDAs) and corridors. ABAG is working very closely with local jurisdictions to build necessary housing in PDAs. For the first time in many decades, the Bay Area has seen a substantial increase in in-fill housing development in PDAs. These accomplishments are effective responses to the two required targets for Plan Bay Area:

1. Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15 percent
2. House 100 percent of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents

ABAG proposes to retain the original targets as approved in Plan Bay Area 2013. MTC proposes to change target 2 to: "House 100 percent of the region's projected growth by income level with no increase in in-commuters over the Plan baseline year."

ABAG does not agree that it is realistic to create a Performance Target of "no increase in in-commuters over the Plan baseline year." Performance targets are written to help guide the policies, regulations and legislation ("policies") to impact the Plan. All of the other performance measures in the Plan can be affected by such policies, and these actions will be considered and assessed throughout the development of the Plan. In the case of inter-regional commuting, however, there is no known policy that holds the in-commute of residents from neighboring counties to the Plan baseline year. With an increase in employment in the Bay Area, particularly in the Tri Valley and Silicon Valley, the historical trend shows that there will be an actual increase in in-commuters over the baseline year. Since there are no policies to help the region achieve the proposed target of zero increase in the in-commute over the baseline year, the adoption of such a target will be misleading to the public and other stakeholders who are concerned with the impact of the forecasted increase in in-commuting, particularly in the 580 corridor. As ABAG is responsible for providing a reasonable and realistic forecast of housing and jobs, based on best practices, sound economic analysis and strong policies, we view this performance target as misleading to other agencies that rely on ABAG's forecast for infrastructure planning.



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: July 2, 2015

FR: Steve Heminger, MTC Executive Director

RE: Performance Target #2[Subject]

This brief memo describes MTC staff's rationale for proposing changes to the language of performance target #2 – House 100% of the region's projected population growth. We have customarily referred to the first two performance targets (the other relates to greenhouse gas reductions) as the "statutory" or "required" targets because they are contained in – or derive from – Senate Bill 375. As currently stated, however, performance target #2 does not quite measure up to that mark in two respects.

First, the current language includes the phrase "without displacing current low-income residents" which is not included in state law. The ABAG and MTC boards decided to add this language because of the importance of the issue in the region. Since the phrase is not statutory, we propose to address the displacement issue under the terms of performance target #6 – Increase the share of affordable housing in PDAs by [TBD] %.

Second, following adoption of Plan Bay Area, the two agencies were sued by the Building Industry Association of the Bay Area (BIA Bay Area) about, among other things, whether we were correctly interpreting the statutory phrase "house 100% of the region's projected population growth." ABAG and MTC settled the lawsuit with BIA Bay Area by agreeing to interpret the statutory phrase to mean that we would plan for "no increase in in-commuters over the Plan baseline year." MTC staff simply proposes to include that agreed-upon interpretation in performance target #2.

ABAG staff objects. They assert that "there are no policies to help the region achieve the proposed target of zero increase in the in-commute" when building more affordable housing in the Bay Area is certainly one such policy. If ABAG staff mean to say there are no policies that can *guarantee* the in-commute result, that is obviously the case. Neither agency can force prospective homeowners to live in the Bay Area instead of the Central Valley. But neither can we force the region's residents to ride in the bicycle lanes we will construct in an attempt to meet performance target #8. Nor can we require commuters to patronize the new rail lines and bus service we will provide in an attempt to meet performance targets #7 & 10.

ABAG staff also express concern that forecasting no increase in in-commuting will somehow be "misleading to other agencies that rely on ABAG's forecast for infrastructure planning." Well, the most notable such infrastructure agency is MTC itself – and we don't feel at all misled. To

the contrary, we believe it would be deeply misleading to adopt a performance target that ignores a legally-enforceable settlement agreement on the very same subject.

Indeed, it would appear that ABAG staff's real objection is to the way state law is phrased and the manner in which the BIA Bay Area's settlement agreement requires us to interpret that law. But the law says what it says, and the settlement agreement was freely entered into by both MTC and ABAG and is binding on both parties for Plan Bay Area 2040 and all subsequent updates. For a fuller exposition of the legal issues involved, please see the attached opinion by our outside counsel.

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Of Counsel

MEMORANDUM

TO: Steve Heminger, MTC Executive Director
Adrienne Weil, MTC General Counsel

FROM: Tina Thomas and Amy Higuera

DATE: June 24, 2015

RE: Terms of Settlement Agreement with Building Industry Association Bay Area re Housing All the Growth of the Region within the Region

ISSUES

You asked us for our legal opinion on the following questions:

- 1) Does the Settlement Agreement entered into with the Building Industry Association Bay Area (BIA) require the agencies to define the SB 375 requirement to "house 100% of the region's projected growth" in Plan Bay Area with no increase in in-commuters over the baseline year for the Sustainable Communities Strategy (SCS)?
- 2) Is the Settlement Agreement legally binding on both the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC)?

SHORT ANSWERS

Yes. The requirement to house 100% of the region's projected growth must exclude the rate of in-commuting over the SCS baseline year under the Settlement Agreement, and under Government Code section 65080, subdivision (b)(2)(B).

Yes. Both MTC and ABAG are bound by the terms of the Settlement Agreement and failure by either agency to comply with those terms could result in litigation and significant monetary consequences.

DISCUSSION

1. The requirement to house 100% of the population with no increase in in-commuters over the Plan baseline year.

We understand MTC staff has recommended that the draft Plan Bay Area include a performance target that would “house 100% of the region’s projected growth by income level with no increase in in-commuters over the Plan baseline year.” We also understand that ABAG staff objects to including such language in the performance target.

The terms of the Settlement Agreement explicitly require that the forecasted development pattern for the Sustainable Communities Strategy (SCS) include no increase in the rate of in-commuting over the baseline year of the SCS. The Plan Bay Area 2040 performance targets for adequate housing should therefore explicitly incorporate this requirement, consistent with the terms of the Settlement Agreement, and the requirement of the SCS statute (Government Code section 65080.)

Terms of the Settlement Agreement

Paragraph 6.a. of the Settlement Agreement states that the “SCS shall set forth a forecasted development pattern for the region that includes the **Regional Housing Control Total, which shall have no increase in in-commuters over the baseline year for the SCS**, and shall not be based on historical housing production.” The “Regional Housing Control Total” is defined in paragraph 20 of the Definitions section of the Agreement as “the regional housing demand over the course of the planning period of the Regional Transportation Plan pursuant to Government Code section 65080, subdivision (b)(2)(B)(ii).”

The terms of the Settlement Agreement are clear: there must be no increase in the number of in-commuters over the baseline year for Plan Bay Area 2040 in the forecasted development pattern that accommodates regional growth. This requirement was negotiated with BIA to address arguments raised in their Verified Petition for Writ of Mandate and Complaint for Declaratory and Injunctive Relief (Petition) filed in Alameda County Superior Court challenging Plan Bay Area. In their Petition, BIA alleged that Plan Bay Area failed to comply with the requirements of SB 375 by failing to accommodate all projected population growth in the region and assuming a certain percentage of in-commuting based on historic levels. To address these arguments, Paragraph 6.a. of the Settlement Agreement prohibits the SCS from using “a ‘ratio’

theory, which assumes the same percentage of in-commuters as historic levels of in-commuting.” Rather, the **“SCS must demonstrate how all of the Regional Housing Control Total can be accommodated within the boundaries of the nine counties of the Bay Area.”**

Statutory Requirements

The plain language of Government Code section 65080, subdivision (b)(2)(B)(ii) requires that the SCS identify areas “within the region sufficient to house **all the population of the region**” with no adjustment for residential growth that may instead take place outside the region (emphasis added). Subdivision (b)(2)(b)(vii) states that the SCS shall “set forth a **forecasted development pattern** for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, **if there is a feasible way to do so**, the greenhouse gas emissions reduction targets approved by the state board” (emphasis added).

According to Government Code section 65080(b)(2)(C), ABAG is explicitly made responsible for identifying sufficient areas to house all the population of the region within the region under subsection (ii), and ABAG and MTC are jointly responsible for setting forth a forecasted development pattern for the region under subsection (vii).

Section 65080(b)(2)(C), subsection (ii) does not, on its face, allow for factoring in the costs of housing in adjacent regions. While subsection (ii) does state that the areas identified must include all economic segments “over the course of the planning period,” the clause “all the population of the region” (as opposed to all the future growth) requires starting with an analysis that assumes no in-commuting. We believe a court would apply the literal interpretation to require that no in-commuting over the number currently in-commuting (the baseline number) be assumed in the model. Subsection (ii) sets forth the goal to be aspired to in the SCS.

Section 65080(b)(2)(C), subsection (vii) requires that the SCS consider what is feasible in preparing a forecasted development pattern. This subsection could be interpreted to allow consideration of in-commuting in the analysis of feasibility. However, other COGs in the state have interpreted subsection (vii) to apply the feasibility consideration to the reduction of GHG emissions through the interplay of the development forecast and design of the transportation network. In other words, subsection (vii) does not allow for a liberalization of the analysis in subsection (ii), and therefore does not allow consideration

of in-commuting due to housing costs in neighboring regions. As stated above, we believe a court would also apply this interpretation.

2) Consequences of non-compliance with the terms of the Settlement Agreement.

Remedies for Non-Compliance with Agreement

The Settlement Agreement was “made and entered into” with BIA by both ABAG and MTC defined in the Agreement as “Respondents” and was signed by representatives of all three entities (BIA, ABAG, and MTC). The obligations of Respondents are set forth in Paragraph 6 of the Agreement, which includes the requirement that the forecasted development pattern reflect no increase in in-commuters over the baseline year for the SCS. Thus, this obligation applies to both MTC and ABAG.

Paragraph 9.i. of the Settlement Agreement sets forth remedies for noncompliance with its terms. That paragraph states that specific performance is an appropriate remedy for enforcement, and further provides that in any action to enforce the Agreement, the prevailing party shall recover not only its costs, but also its “reasonable attorneys’ fees.”

If the agencies proceed in a manner that BIA interprets as non-compliant with the terms of the Agreement, BIA may file an action with the superior court seeking specific performance, and if the court finds in BIA’s favor, the agencies will be required to revise any work done on the Plan to make it conform to the terms of the Settlement Agreement, and pay BIA’s attorneys’ fees incurred in seeking specific performance, in addition to bearing their own fees and costs.

Future Litigation Challenging Plan Approval

Further, if the agencies ultimately adopt a version of Plan Bay Area 2040 that does not comply with the terms of the Settlement Agreement, BIA may also file a lawsuit challenging Plan approval, claiming violations of SB 375 and CEQA.

In addition to the significant amount of time that such an action takes to resolve, such litigation is costly. Over the past two years, the agencies have incurred substantial legal fees associated with defending against the four legal challenges filed against the agencies’ 2013 approval of Play Bay Area.

We also note that the attorneys representing BIA are sophisticated CEQA practitioners and often use extensive Public Records Act requests as part of their litigation strategy,

which would make defending a lawsuit filed by them more expensive than the matters currently being litigated. Thus, defending a lawsuit brought by BIA could cost the agencies a substantial sum to defend in trial court and on appeal.

Plan
BayArea
2040

GOALS & TARGETS

AND PROJECT PERFORMANCE UPDATE



Image Source: <https://www.flickr.com/photos/thefatrobot/16159764057>

Joint MTC Planning Committee with the ABAG Administrative Committee

July 10, 2015

Item 6

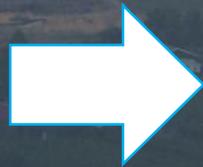
Plan BayArea 2040

Goals and performance targets form the foundation of the planning process.



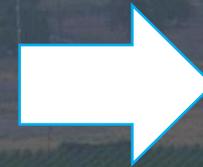
2015

Goals & Targets
Project Evaluation



2016

Scenario Evaluation
Tradeoff Discussions



2017

EIR Process
Plan Approval

What have we heard from the public about their top priorities for goals & targets?

1 Transportation System Effectiveness

2 Adequate Housing

3 Equitable Access

4 Open Space and Agricultural Preservation

5 Climate Protection

6 Healthy and Safe Communities

7 Economic Vitality

What have we heard from stakeholders about their top priorities for goals & targets?

Performance Working Group Membership	
Congestion Management Agencies (CMAs)	Alameda County Transportation Commission, San Francisco County Transportation Authority, Sonoma County Transportation Authority
Cities & Counties	City of Livermore, City of San Jose, County of Contra Costa
Transit Agencies	Bay Area Rapid Transit, San Francisco Municipal Railway, Sonoma-Marín Area Rail Transit, Valley Transportation Authority
Regional & State Agencies	Bay Area Air Quality Management District, California Department of Transportation, California Department of Public Health
Non-Government Organizations (Economy)	Building Industry Association, Working Partnerships USA
Non-Government Organizations (Environment)	Greenbelt Alliance, Sierra Club
Non-Government Organizations (Equity)	TransForm, Center for Sustainable Neighborhoods
Policy Advisory Council / Equity Working Group	Randi Kinman (Santa Clara County), Richard Burnett (Solano County), Richard Hedges (San Mateo County)

What have we heard from stakeholders about their top priorities for goals & targets?

Public health

**Access to
jobs**

Affordability

Displacement

Congestion

**Housing
production**

Plan Bay Area 2040

Staff evaluated revisions to the Plan Bay Area performance targets using technical criteria.

- Most importantly: targets should be **able to be forecasted and influenced** by the regional agencies.
- Targets should also be **easy to understand** and should be **limited in number** to maximize their effectiveness.

Draft Staff Recommendation: Performance Targets



CLIMATE PROTECTION

1

Reduce per-capita CO₂ emissions from cars and light-duty trucks by **15%**



ADEQUATE HOUSING

2

ABAG Proposal/Current Target: House **100%** of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents

- or -

MTC Proposal:* House **100%** of the region's projected growth by income level with no increase in in-commuters over the Plan baseline year



HEALTHY & SAFE COMMUNITIES

3

Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by **10%**



OPEN SPACE AND
AGRICULTURAL
PRESERVATION

4

Direct **all** non-agricultural development within the urban footprint (existing urban development and UGBs)



EQUITABLE
ACCESS

5

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

6

Increase the share of affordable housing in PDAs by **[TBD]%**



ECONOMIC
VITALITY

7

Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by **[TBD]%** in congested conditions

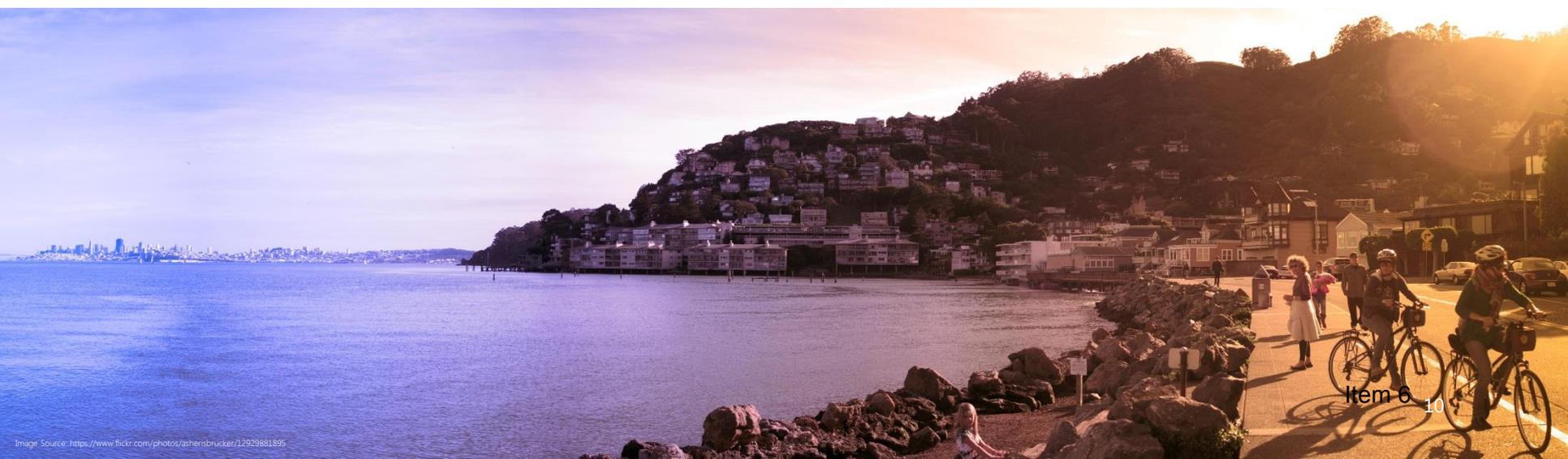
Draft Staff Recommendation: Performance Targets



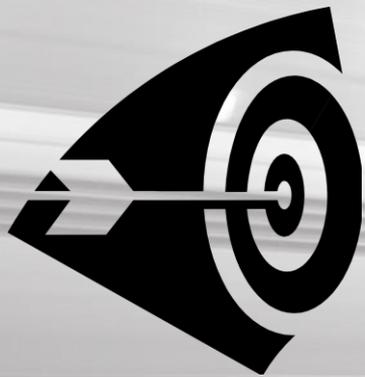
TRANSPORTATION SYSTEM EFFECTIVENESS

- 8** Increase non-auto mode share by **10%**
- 9** Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**
- 10** Reduce per-rider transit delay due to aged infrastructure by **100%**

Text marked in blue indicates that the target was rolled over from Plan Bay Area.



Transportation projects will be analyzed to determine their impact on performance targets as well as their cost-effectiveness.



HIGH-PERFORMING
and
LOW-PERFORMING
PROJECTS

Identified based on the combination of target scores & benefit-cost ratios

TARGETS ASSESSMENT

Assessed qualitatively using target scores

Determine impact on adopted targets

BENEFIT-COST ASSESSMENT

Assessed quantitatively using MTC Travel Model

Evaluate relative cost-effectiveness

Transportation investments will be evaluated consistently to allow for tradeoff discussion when crafting a preferred scenario.



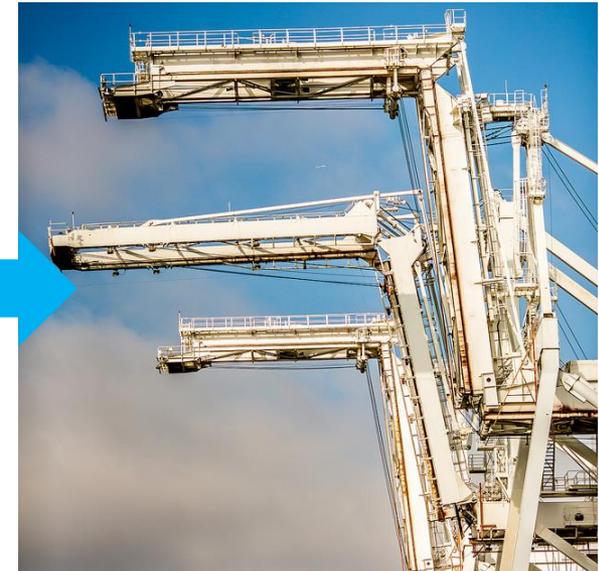
Major uncommitted transit projects

- Expansion
- Operational improvements
- State of good repair*



Major uncommitted roadway projects

- Expansion
- Operational improvements
- State of good repair*



Major investments from regional initiatives

- Goods Movement Study*
- Managed Lanes Program*
- Transit Core Capacity Study*

* = new elements of Project Performance Assessment when compared to Plan Bay Area

Next Steps for Targets & Performance Assessment

Targets

Summer: Refine methodology
September: MTC/ABAG approval

Project Performance

Fall: Conduct evaluation
December: Release draft results
January: Release final results

Scenario Development

Fall: Define scenarios
Winter: Release performance results
Spring: Develop preferred scenario

Identify Preferred Scenario

June 2016