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### Memorandum

**DATE:** December 7, 2010  
**TO:** ACTAC  
**FROM:** Beth Walukas, Manager of Planning  
**SUBJECT:** Update and Next Steps on Regional Sustainable Communities Strategy (SCS) Development

This is an update on activities and progress made on the development of the SCS. Four committees or working groups have been active in the past month as follows:

**SCS RAWG Ad Hoc Committee on Performance Measures:** The Ad Hoc Committee last met on *November 9<sup>th</sup>*. The schedule calls for the statutory and voluntary Performance Targets go to the MTC Commission and ABAG Executive Board as an informational in December 2010 and for adoption in January 2011. The next meeting is *December 7<sup>th</sup> at 3:00*. The draft targets as presented to ABAG's Regional Planning Committee on December 1<sup>st</sup> are found in Attachment A. This Committee, composed of elected officials and advocacy groups, provided feedback on the targets that included but was not limited to requests that the targets be broadened to include airports, ports, green building standards/LEED and agriculture; that #2 Adequate Housing be modified to allow "replacement of current low income housing"; that planning for schools be included somehow in the targets; that the maintenance measure did not support the SCS; and that targets should be focused on improving public transit not reducing travel time because travel time could be reduced without increasing the frequency and availability of transit. CMA staff will be submitting comments on the targets and the work that has been done in the ad hoc committee, on which we are participating, requesting that the targets be measurable and that they focus on the RTP as well as the SCS.

**SCS RAWG:** This Committee met on *November 15<sup>th</sup>* and will next meet on *December 10<sup>th</sup> at 1:30 p.m.* In 2011, the RAWG will meet on the first Tuesday of the month at 9:30 a.m. The process for engaging Councils and Boards, transit and other related public agencies and stakeholders is being discussed as well as the development of the Vision Scenario and a framework and approach for integrating the Planned Priority Development Area (PDA) Assessment into the SCS Vision Scenarios, including the key metrics to prioritize PDAs within this framework for allocating growth.

Attachments B shows the most recent SCS Planning Process schedule through 2013 for the development of the vision scenario with an initial vision scenario being released in February 2011 that is based on the PDA Assessment and other work to date and a selection of detailed SCS scenarios by July 2011. It also calls out the parallel RHNA process beginning and a Call for Transportation Projects in early 2011. ABAG staff has distributed a staff report template to the local Planning Directors with a request that it be presented to all Councils and Boards by January 2011 and that County/Corridor Engagement working groups be established to gather input and vet the Initial Vision Scenario after its release and to continue dialogue on the preferred SCS Scenario. At its December 1<sup>st</sup>

meeting ABAG's Regional Planning Committee discussed this item and expressed concern for the compressed schedule and the challenges for agendizing this by January. They also expressed concern about how the development of the SCS was being integrated with CEQA Guidelines released by the Air District and the BCDC Plan for accommodating sea level rise. ABAG staff indicated that they realize that the four agencies need to do a better job at working together and they are addressing that.

ABAG staff also presented information on the Initial Vision Scenario Development (Attachment C) and Priority Development Areas (PDAs) Assessment and Input into the SCS Vision Scenario (Attachment D). The Regional Planning Committee recommended that the key metrics for prioritizing the Priority Development Areas be weighted and that financing and the availability of private investment be added as possible metrics; that schools be included as a metric and there be a housing and jobs link to affordable housing; that not just the availability of transit be considered but also transit use; and that while in the abstract the methodology for prioritizing PDAs looks good, an initial screening should be done to see how they actually score. They acknowledged that there are big decisions to be made between where growth will be placed, how we choose to assign it and where the funding will go.

**MTC Planning Committee, ABAG Administration Committee and the Joint Policy Committee:**

This Committee met on *November 12<sup>th</sup>* and will next meet on *December 10<sup>th</sup> at 10 a.m.*

**Alameda County Planning Directors:** This working group met on *November 19<sup>th</sup>* and were update by ABAG/MTC staff on the SCS/RTP process, particularly the development of the Vision Scenario, Placetypes and Policies, the Basecamp Collaboration Tool and the County Corridor Engagement Process.

**Attachments:**

- Attachment A – Draft Performance Targets
- Attachment B – SCS Planning Process
- Attachment C - December 2, 2010 Memo on the Initial Vision Scenario Development
- Attachment D - November 23, 2010 Memo on PDA Assessment Input into the SCS Vision Scenario



# Draft Staff Recommendation

Updated 12/1/10

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

# SB 375 Statutory Targets\*

## Goal: Climate Protection

- 1 Reduce per-capita CO<sub>2</sub> emissions from cars and light-duty trucks by **15%**

## 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 housing**

\*Unless noted, targets are the reduction from Year 2005 achieved in Year 2035

# Voluntary Targets

## Goal: Healthy and Safe Communities

**3** Reduce by **11%** premature deaths from exposure to fine particulate matter (PM<sub>2.5</sub>)

*May be amended to reflect targets for CARE communities or hot spots, pending review of feasibility*

(Source: Adapted from Federal Air Quality Requirements)

**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)

**5** Increase the average time walking or biking per person per day by **50%** from 2000 levels

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



# Voluntary Targets

## Goal: Open Space Preservation

**6** Direct all new development within urban growth boundaries, city spheres of influence, and county urbanized areas

(Source: Adapted from SB 375)

# Voluntary Targets

## 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 Center for Housing Policy)

# Voluntary Targets

## Goal: Economic Vitality

8

Increase gross regional product (GRP) by [TBD]%

Source: Bay Area Business Community

\*Unless noted, targets are the reduction from Year 2005 achieved in Year 2035



## Voluntary Targets, cont.

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

**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)



MEMO

**Submitted by:** Marisa Raya, ABAG and Lisa Klein, MTC  
**To:** Regional Planning Committee (RPC)  
**Subject:** SCS/RTP Performance Targets – Draft Staff Recommendation  
**Date:** November 23, 2010

**Executive Summary**

This memo presents staff’s draft recommendation for Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) targets and follows from presentations at your October meeting. Staff are taking comments and refining the recommendation in December. This includes an informational item at the December 10, 2010 joint meeting of the MTC Planning Committee, ABAG Administration Committee, and Joint Policy Committee. We will seek approval of the targets at the January 14, 2011 joint meeting of these committees.

**Recommended Action**

This is an informational item. Staff is seeking input on the draft recommendation for targets for the SCS and RTP, as follows:

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
CLIMATE PROTECTION	1	<i>Statutory:</i> Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%
ADEQUATE HOUSING	2	<i>Statutory:</i> House 100% of the region’s projected 25-year growth by income level
HEALTHY & SAFE COMMUNITIES	3	Reduce by 11% premature deaths from exposure to fine particulate matter (PM 2.5)
	4	Reduce by 50% the number of injuries and fatalities from all collisions (inc. bike and ped)
	5	Increase the average time walking or biking per person per day by 50%
OPEN SPACE PRESERVATION	6	Direct all new development within 2010 urban growth boundaries, city spheres of influence, and county urbanized areas
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents’ household income consumed by transportation and housing
ECONOMIC VITALITY	8	Increase by 10% the average share of Bay Area workers within 30 minutes (by car) or 45 minutes (by transit) of a job
TRANSPORTATION SYSTEM EFFECTIVENESS	9	<i>TBD transportation effectiveness target. TBD</i>
	10	Maintain the transportation system in a state of good repair

## Memo

November 23, 2010

**TO:** ABAG Regional Planning Committee

**FR:** Lisa Klein, Senior Planner, MTC and Marisa Raya, Regional Planner, ABAG

**RE:** SCS/RTP Performance Targets – Draft Staff Recommendation

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### **Recommended Action**

This is an informational item. Staff are presenting an overview of metrics that will be used to evaluate the performance of future land use and transportation scenarios for the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP). Staff are also presenting an overview of other types of analysis that will inform the SCS.

### **Background**

This memo presents staff's draft recommendation for Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) targets and follows from a presentation at your October meeting. We are taking comments and refining the recommendation in December. This includes an informational item at the December 10, 2010 joint meeting of the MTC Planning Committee, ABAG Administration Committee, and Joint Policy Committee. We will seek approval of the targets at the January 14, 2011 joint meeting of these committees.

The targets provide additional definition for outcomes we hope to achieve through the SCS/RTP. They serve several purposes in the context of the scenario assessment to be conducted in 2011:

1. Provide reference points that help us construct SCS/RTP scenarios.
2. Highlight trade-offs among goals. For example, increasing infill development in the urban core will likely increase the number of people exposed to fine particulate matter emissions.
3. Help us assess policies and investment by comparing the anticipated performance of the base case and different scenarios through use of land use and travel forecasting models.
4. Demonstrate how close we can get to our goals – or what it would take to reach them.

### **Recommended Targets**

Staff has based this draft recommendation on review of over 90 candidate measures through research and discussion with local government staff, advisors, and other stakeholders. Much of this work was done with the Ad Hoc Committee on Performance Measures, whose members include representatives of local governments, transportation agencies, ABAG's Regional Planning Committee, and MTC's Policy Advisory Council. The two most important criteria in recommending targets are that they (1) can be influenced by regional and local agencies and (2) can be accurately forecast using the MTC/ABAG models. In addition, we aimed to select targets that are easy to understand, that are outcome-oriented, and that have a basis for a numeric goal.

The draft staff recommendation consists of 10 targets corresponding with seven goals, as shown below. The targets for reducing carbon dioxide emissions and housing projected population growth are “**statutory**” targets required under SB 375. The remaining eight are “**voluntary**” targets. The targets will not only assess performance of the various scenarios leading up to a recommended SCS,

but they will also provide the basis for assessing benefits and cost-effectiveness of individual projects comprising the various scenarios. Attachment A describes the basis for each of the recommended targets along with the alternative measures that received the most discussion. Of particular note are the continuing discussions around additional housing targets, economic vitality and transportation system effectiveness.

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>	IN T-2035 OR PROJECTIONS 2009
CLIMATE PROTECTION	1	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>	✓
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate). <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>	
HEALTHY & SAFE COMMUNITIES	3	Reduce by 11% premature deaths from exposure to fine particulate matter (PM 2.5) <i>May be amended to reflect targets for CARE communities or hot spots, pending review of feasibility by BAAQMD.</i> <i>Source: Adapted from federal air quality standards by BAAQMD</i>	
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>	✓
	5	Increase the average time walking or biking per person per day by 50% <i>from year 2000 levels</i> <i>Source: Adapted from U.S. Surgeon General's guidelines</i>	
OPEN SPACE PRESERVATION	6	Direct all new development within 2010 urban growth boundaries, city spheres of influence, and county urbanized areas <i>Source: Adapted from SB 375</i>	
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>	✓
ECONOMIC VITALITY	8	Increase by 10% the average share of Bay Area workers within 30 minutes (by car) or 45 minutes (by transit) of a job (accounts for match between worker skills and job types)	
TRANSPORTATION SYSTEM EFFECTIVENESS	9	<i>TBD transportation effectiveness target. Candidates include reduce travel time; improve system utilization; increase person throughput</i>	
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> </ul>	✓

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|--|--|--|
|  | <ul style="list-style-type: none"> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce average transit asset age to 50% of useful life</li> </ul> <p><i>Source: Regional and state plans</i></p> |  |
|--|--|--|

### Complementary Scenario Analysis and Data

The targets will be supported by additional analysis and data to both help us define the scenarios and understand in more detail how they work. Many of the measures of most interest to stakeholders remain under consideration for complementary analysis that will be developed in parallel with the targets in 2011 as part of the scenario analysis. See Attachment B for more information on these efforts and a more complete list of the measures that remain under consideration from the targets review.

(1) Equity Analysis: Explore how low-income and minority communities fare compared to the rest of the Bay Area.

- Analyze all targets by income and mode, with transit break-outs by bus and rail
- Access by transit from low-income communities to jobs and essential services
- Distribution of benefits and burdens
- Jobs-housing fit analysis

(2) Land Use and Travel Forecast Data Summaries and Analysis: Document major forecasting assumptions and detailed results. Staff may select some issues for more in-depth analysis:

- Distribution of low-income housing
- Share of new development in infill and priority development areas
- Availability of industrial lands
- Mode share
- Vehicle miles traveled
- Delay
- Economic analysis: gross regional product, income, employment, property tax revenue
- Analysis of mobility/accessibility of the region's aging population

(3) Indicators: Use actual data, such as that in MTC's Snapshot Analysis, to measure other aspects of community and transportation system quality that may influence definition of the Detailed Scenarios. Eventually, staff will use indicators to track progress toward the targets over time.

- Acres of resource land preserved
- Displacement and gentrification
- School Quality

The EIR will also include a number of metrics and additional information for the Draft SCS/RTP.

### Next Steps

Major milestones for the targets and scenario analysis include:

<b>2010</b>	<ul style="list-style-type: none"> <li>• Comments on and refinements to draft targets recommendation</li> </ul>
<b>December</b>	<ul style="list-style-type: none"> <li>• Initiate review of indicators</li> </ul>
<b>2011</b>	<ul style="list-style-type: none"> <li>• Seek approval of targets from the MTC Planning Committee/ABAG Administration Committee/Joint Policy Committee (January 14, 2011)</li> </ul>
<b>January</b>	
<b>February</b>	<ul style="list-style-type: none"> <li>• Vision Scenario results (Targets, Equity Analysis, Data Summaries)</li> <li>• Begin definition of Detailed Scenarios (continues through summer 2011)</li> </ul>
<b>April</b>	<ul style="list-style-type: none"> <li>• Seek approval of indicators; assemble data to inform Detailed Scenarios</li> </ul>
<b>Fall</b>	<ul style="list-style-type: none"> <li>• Detailed Scenarios results (Targets, Equity Analysis, Data Summaries)</li> </ul>



**Attachment A**  
**Description of Recommended Targets**  
**and Other Measures of Interest**

*Unless noted, each target is for year 2035 compared to a year 2005 base.*

Climate Protection

1. ***Reduce per capita CO<sub>2</sub> emissions from cars and light duty trucks by 7% by 2020 and 15% by 2035.*** CARB adopted this target for the Bay Area in September 2010.

Other measures: Early in the process, some members of the Ad Hoc Committee on Performance Measurement expressed interest in an additional target to reduce vehicle miles traveled (VMT). Staff considers VMT an intermediate measure of one approach to reducing carbon dioxide emissions (or particulate matter emissions or collisions) and will be assessed as part of the RTP/SCS EIR; we recommend more outcome-oriented measures.

Adequate Housing

2. ***House 100% of the region's projected 25-year population growth by income level (very low, low, moderate, above moderate).*** In November 2010, ABAG adopted a methodology to define this target.

Other measures: Stakeholders from local government and housing organizations would like to see additional targets addressing (a) displacement of low-income housing due to gentrification and (b) the distribution of low-income housing. Staff is still reviewing options to address displacement through a target. Staff agrees the distribution of low-income housing is paramount in the SCS; however, staff is reluctant to recommend a target in advance of the Regional Housing Needs Assessment process starting in early 2011, through which local government representatives and others will have a chance to advise ABAG on this matter.

Healthy and Safe Communities

3. ***Reduce by 11% premature deaths from exposure to fine particulate matter (PM<sub>2.5</sub>)***  
*The Air District is reviewing whether it is technically possible to include impacts on CARE communities or hot spots within the target.*

The Bay Area currently does not meet the federal standard for fine particulate matter. The 11% reduction goal reflects the expected benefit from meeting the standard as calculated by the Air District. This target represents an important shift from measuring vehicle emissions, as in the current Transportation 2035 target, to a health outcome-based approach. The target captures the health impacts of changes in vehicle emissions and of changes in the number of people exposed to emissions from all sources. Staff acknowledges exposure to particulates has other serious health impacts (asthma and other respiratory diseases) that could be measured; we are recommending premature deaths as a "leading indicator."

Other measures: Numerous stakeholders would like to see this target address the communities most severely impacted by particulate emissions. Due to data limitations, the Air District typically does not forecast future health outcomes at the community level, and their staff is presently reviewing options to do so. If it is not possible to incorporate a community based health-outcomes into this target, staff recommend forecasting fine particulate emissions in the CARE communities compared to the rest of the Bay Area in the Equity Analysis, similar to analysis in the Transportation 2035 Equity Analysis and MTC's Snapshot Analysis.

4. ***Reduce by 50% the number of injuries and fatalities from all collisions (including bikes and pedestrians)***

We recommend adapting this target from Transportation 2035 to reflect recent data which shows a 26% reduction in injury and fatal collisions between 2000 and 2008. The target, originally



adapted from the State Highway Strategic Safety Plan (2006), reflects a core goal of the RTP and an important co-benefit of reduced driving (if this is an outcome of the RTP/SCS). The target includes pedestrians and cyclists in the total but although available data is not sufficient to forecast these as stand-alone targets. We track actual bicycle and pedestrian collisions in the Snapshot Analysis and State of the System Report.

Other measures: Some participants in the Ad Hoc Committee prefer to forgo this target in favor of an additional housing target. They argue that this target is largely driven by changes in vehicle miles traveled and is of limited interest since the scenario assessment will generally not reflect safety initiatives and enhancements such as improvements in vehicle technology, enforcement and education strategies, and targeted safety projects. Staff may be able to estimate the benefits of some well-documented safety initiatives, such as Safe Routes to Schools, in the scenario assessment, but some further research is needed.

**5. *Increase the average time walking or biking per person per day by 50% from 2000 levels***

This target relates directly to U.S. Surgeon General's guideline that people get 30 minutes per day of physical activity to lower risk of chronic disease and increase life expectancy. There is no accepted guideline for the amount of activity people should get through day-to-day transportation compared to other activities. The average time Bay Area residents spent walking and biking for transportation was about 7 minutes per person in 2000. A 50% increase equates to 10.5 minutes per person, roughly 1/3 the daily recommendation. While this may sound like a modest target, it reflects that fact that transportation is just one means of daily physical activity. This target includes walking or biking to transit.

Other measures: Many feel that the targets should explicitly address a goal to increase transit, walking and bicycle trips and would prefer a mode share target. Staff agrees mode share is important information, and will capture it in data summaries; however, staff from county public health departments advise us that minutes of biking and walking is more directly related to health-outcomes and is thus an important step forward in linking transportation planning with public health.

Some have suggested a variation on the recommended target based on the number of people who meet the recommendation for physical activity through biking or walking. This would avoid setting an arbitrary threshold for transportation's "share". However, this alternative target would not capture many changes with health impacts such as people who increase from 10 to 15 minutes a day.

Open Space Preservation

**6. *Direct all new development (100%) within 2010 urban growth boundaries, city spheres of influence, and county urbanized areas***

The intent of this target is to demonstrate the preservation of open space and natural resource lands by holding development within publically-defined urban areas. Spheres of influence and county urbanized areas are included, since not every jurisdiction has an urban growth boundary. SB 375 legislation asks regions to consider the best available data on resource lands, including habitat, farmland, and other open space designations. While data is available on the boundaries of these areas, protecting these lands cannot be a target because the model cannot predict how lands would be successfully preserved in the future (for example, which lands would be purchased). The amount of these lands that is protected should be included in the list of suggested indicators. Selecting any other numeric target value in this case would be difficult to justify.

Other measures: Stakeholders have suggested two main variations for this target. The first would make the target either less restrictive, by (a) limiting the lands off-limits for new development to

defined agricultural resources for example, (b) allowing some change in the publically defined urban spheres over time, or (c) by allowing agricultural development on those lands. The second would make the target more restrictive by including all resource lands mentioned in SB 375; many, but not all of the lands mentioned in SB 375 have commonly accepted definitions.

#### Equitable Access

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

This target used in Transportation 2035 remains very relevant in the context of the SCS/RTP. According to a study by the Center for Housing Policy, low-income and working class families in the Bay Area spend a larger share of household income on housing and transportation when compared to families in other major U.S. cities. The 10% reduction target would bring the Bay Area in line with the national average. This measure will capture expenditures for both work and non-work travel.

Other measures: The main alternative offered by social justice organizations is to increase the number of low-income households within 30 minutes and \$2.50 of jobs and essential destinations by transit. While it is difficult to forecast essential destinations, this alternative is feasible. Staff believe it may be appropriate for the Equity Analysis; however, we recommend the target which captures the costs of both housing and transportation.

#### Economic Vitality

**8. *Increase by 10% the average share of Bay Area workers within 30 minutes (by car) or 45 minutes (by transit) of a job***

Economic vitality is strongly linked to the ability of employers to have access to a pool of qualified employees. This target measures the pool of skill-matched labor force that can commute to employment within a reasonable door-to-door travel time. The number of skill-matched workers is measured for each job in the Bay Area and then averaged to find the typical share of skill-matched Bay Area workers for a job. Staff will match salary levels and household income as a proxy for worker skill-matching. Staff is continuing to research appropriate travel time thresholds. The current proposal includes different time thresholds for auto and transit modes; the higher transit commute time threshold reflects data that show that commuters will tolerate slightly longer transit commutes.

Other measures: Representatives of the business community advocate strongly for economic measures such as GRP (gross regional product), employment or income, which more directly reflect overall economic health and competitiveness. Staff, too, would prefer an economic-outcome target, if we felt we could set a meaningful target. Unfortunately, our research suggests this is difficult. The available economic forecasting models are not good at predicting the future; global and national market forces dwarf the impacts of transportation and land use policies, which may affect GRP or employment by no more than 1% to 2%. The models may be well-suited for analyzing different scenarios, but we have questions about their accuracy; other MPOs considering a GDP measure for their RTPs have reached similar conclusions. We recommend continuing research in this area. Business representatives also have suggested a target to increase property tax revenue as a reflection of local government fiscal health. Staff finds that a target addressing revenue alone provides an incomplete picture of the impacts of the SCS/RTP on local government fiscal health.

#### Transportation System Effectiveness

**9. *[Target to be determined]***

This target is intended to answer the questions: Does the transportation system get people where they need to go efficiently and effectively? Is the system well-used? Further work is needed to narrow the field to a single recommended target. Measures under consideration include:

- a. Reduce travel time per trip peak period (transit and auto)
- b. Improve system utilization:
  - Increase transit utilization (measured as passenger-miles per seat-mile and subject to a maximum)
  - Reduce delay on highways
- c. Increase peak period average person throughput (measured at defined screenlines)

**10. Maintain the transportation system in a state of good repair**

- **State highway system: Decrease distressed pavement the lane miles to less than 10%**
- **Local roadways: Increase the average pavement condition rating to 75 or better**
- **Transit: Reduce the average asset age to 50% of useful life**

We recommend keeping these targets from Transportation 2035. We will need to maintain our transportation infrastructure in order to support the SCS. Failure to do so would result in unreliable service, inconveniences, and increased costs to travelers.

Other measures: Some participants have suggested we forgo this measure in favor of other targets that reflect housing and land use.

## **Attachment B**

### **Other Measures Reviewed**

In developing the recommended targets, staff reviewed over 90 measures. As detailed on the next two pages, many of the measures reviewed remain under consideration for inclusion in one of the following three efforts to provide additional data and analysis in conjunction with the targets analysis of the scenarios in 2011.

- Equity Analysis will explore how low-income and minority communities fare compared to the rest of the Bay Area and whether benefits and burdens are distributed equitably in the scenarios. We will start it in early 2011 with the Vision Scenario and continue through the Detailed Scenario and Draft SCS/RTP. The initial analysis could include a drill-down of the targets by income in addition to measures from the Transportation 2035 Equity Analysis. Other measures that facilitate a more detailed review of the impacts on low-income and minority communities remain under consideration for this effort, as noted below.
- Land Use and Travel Forecast Data Summaries/Analysis will include detailed data and analysis that can help explain the target results. The land use summary will describe the general projected land use pattern for the region and summarize the major changes in employment and housing locations. The transportation summary will describe travel patterns by mode and trip purpose, traffic forecasts and transit ridership, and vehicle emissions.
- Indicators will track actual progress towards the targets and measure other aspects of community quality. These measures cannot be forecast but are related to transportation and land use, such as concentration of poverty, displacement, school quality, and local government implementation. Indicators are an important means to inform policy discussions that are also part of the SCS. For example, current data on access to quality schools can define the transportation policies and jobs/housing growth allocations in the scenarios. Staff will recommend a set of indicators for adoption in April, based on feedback from the Ad Hoc Committee on Performance Measures over the next several months.



MEMO

**GOAL: CLIMATE PROTECTION**

**CONSIDER FOR SUPPLEMENTARY ANALYSIS**

**Data Summary and Analysis**

- Vehicle miles traveled (VMT) per capita
- Mode share for public transit and non-motorized modes

**Equity Analysis**

- Impact of greenhouse gas emissions on communities of concern

**Indicators**

- % of Bay Area transportation powered by carbon-free, regional renewable energy sources

**NOT RECOMMENDED AT THIS TIME**

**Doesn't Reflect Goal**

- Energy intensity per person mile traveled

**Outside of Primary SCS/RTP Scope**

- Acres of land underwater due to sea level rise caused by global warming

**GOAL: ADEQUATE HOUSING**

**CONSIDER FOR SUPPLEMENTARY ANALYSIS**

**Data Summary and Analysis**

- Distribution of low-income housing
- Share of new development in infill and priority development areas

**Equity Analysis**

- Concentration of poverty
- Affordable housing in neighborhoods of opportunity
- Number of affordable homes
- Displacement
- Number of low-income households in transit-rich environments

**Indicators**

- New deed-restricted affordable housing units

**NOT RECOMMENDED AT THIS TIME**

**Address through RHNA Process**

- Distribute new housing growth equally across neighborhoods of all income levels
- Increase RHNA allocation for very low and low income housing that is accommodated in areas zoned for 2-5 stories

## **GOAL: HEALTHY & SAFE COMMUNITIES**

### **CONSIDER FOR SUPPLEMENTARY ANALYSIS**

#### **Data Summary and Analysis**

- Vehicle miles traveled (VMT) per capita
- Mode share for all modes

#### **Equity Analysis**

- PM2.5 emissions in communities of concern adjacent to transportation hot spots
- Accessibility to essential destinations (by mode)

#### **Indicators**

- Densities of station areas compared to areas outside of them
- Quality of bike facilities and destinations accessible by bike
- Percentage of jurisdictions that rezone after SCS

### **NOT RECOMMENDED AT THIS TIME**

#### **Technical Limitations (Data or Forecasting)**

- Quality of the public realm

## **GOAL: OPEN SPACE PRESERVATION/EFFICIENT USE OF LAND**

### **CONSIDER FOR SUPPLEMENTARY ANALYSIS**

#### **Indicators**

- Resource lands preserved or protected
- Urban development on the region's most essential resource lands
- Acres of prime agricultural lands
- New housing units within designated station areas/TOD/PDAs
- Runoff caused by development

### **NOT RECOMMENDED AT THIS TIME**

#### **Technical Limitations (Data or Forecasting)**

- Quantity of water runoff caused by human development

#### **Outside of Primary SCS/RTP Scope**

- Land for food production/% of food consumption from sustainable sources



## **GOAL: EQUITABLE ACCESS**

### **CONSIDER FOR SUPPLEMENTARY ANALYSIS**

#### **Equity Analysis**

- All targets by income and by mode
- Low-income households within a 30-minute and \$2.50 transit trip to jobs and essential destinations
- Distribution of benefits and burdens from RTP/SCS for low-income communities & residents compared to general population
- Average travel time to jobs and services (by income and/or by mode)
- Non-automobile dependent access to jobs and services
- Ratio of transit to auto commute travel time

#### **Data Summary and Analysis**

- Analysis regarding mobility/accessibility of elderly residents
- Jobs-housing fit analysis
- Availability of industrial land

#### **Indicators**

- Walkability index
- Population concentration by race

### **NOT RECOMMENDED AT THIS TIME**

#### **Technical Limitations (Data or Forecasting)**

- Number of essential destinations within [TBD] minutes for disabled population
- Concentration of communities of concern in urban areas
- Impact of rising fuel prices on communities of concern
- % of high priority community-based transportation plan projects/programs funded/completed in communities of concern

#### **Input Assumptions**

- Lifeline gaps
- Correlation between wages & housing cost

#### **Doesn't Reflect Goal**

- Average trip distance by income

## GOAL: ECONOMIC VITALITY

### CONSIDER FOR SUPPLEMENTARY ANALYSIS

#### Data Summary and Analysis

- Availability of industrial land
- Delay
- Travel time
- Transit loading
- Gross regional product/economic output
- Employment/unemployment/job creation
- Personal income
- Total regional property tax generation
- Job-housing fit analysis

#### Indicators

- Densities of station areas compared to areas outside of them
- Percentage of the sales price of new homes that fees & extractions represent
- Percentage of jurisdictions that rezone after SCS adoption

### NOT RECOMMENDED AT THIS TIME

#### Doesn't Reflect Goal

- Total cost per capita
- Peak to off-peak travel time ratio
- Percent sales price of new homes that fees & extractions represent
- Transportation systems operations and maintenance cost per capita

#### Outside of Primary SCS/RTP Scope

- Revenue vehicle-miles by operator by mode

#### Too Complex

- User benefits

## GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS

### CONSIDER FOR SUPPLEMENTARY ANALYSIS

#### Data Summary and Analysis

- Transit loading
- Delay

#### Indicators

- Average distance between transit service calls
- Travel time reliability

### NOT RECOMMENDED AT THIS TIME

#### Technical Limitations (Data or Forecasting)

- Cost to serve new development per capita
- Service level expressed as a percentage of service that could be provided if moving stock were operated at full capacity
- Operating shortfall covered based on highest level of transit service in the past 30 years



# Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010\*

Phase 1: Performance Targets and Vision Scenario

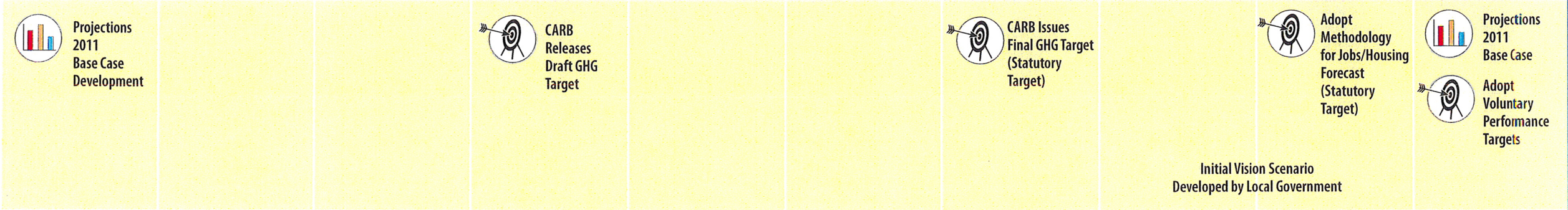
OneBayArea

Local Government and Public Engagement

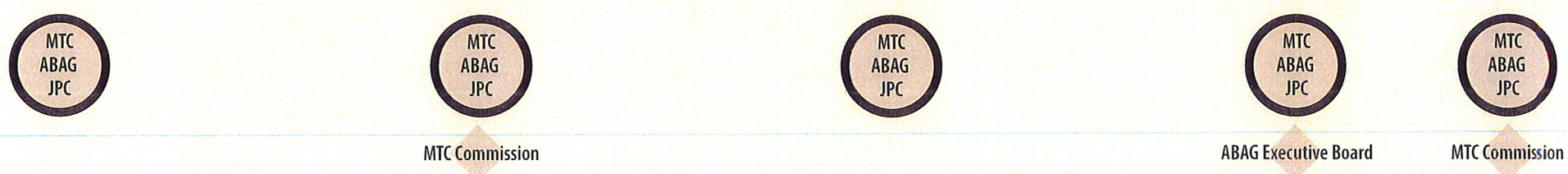


- Phase One Decisions:**
- GHG Targets
  - Performance Targets
  - Public Participation Plan

Milestones



Policy Board Action



2010  
March    April    May    June    July    August    September    October    November    December/January

\*Subject to change

Policy Board Actions
 Meeting for Discussion/Public Comment
 MTC  
ABAG  
JPC JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
  Decision
  Document Release
 
 ABAG - ABAG Administrative Committee  
 JPC - Joint Policy Committee  
 MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)

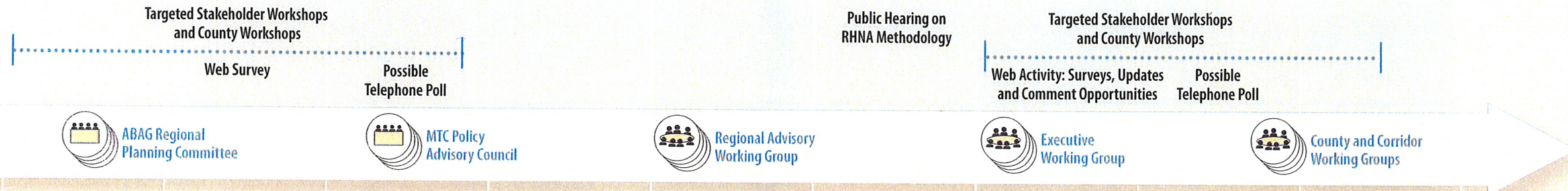


# Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation



Local Government and Public Engagement



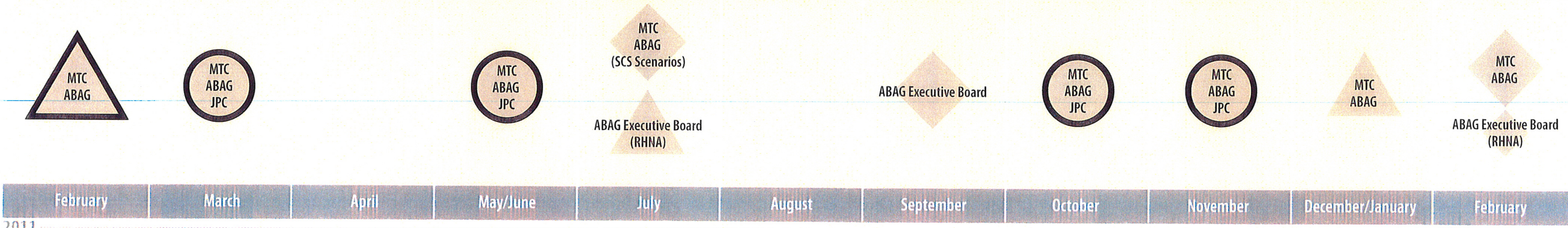
- Phase Two Actions/Decisions:**
- Initial Vision Scenario
  - Financial Forecasts
  - Detailed SCS Scenarios
  - RHNA Methodology
  - Preferred SCS Scenario
  - Draft RHNA Plan

Milestones

Release Initial Vision Scenario Begin Public Discussion	Development of Detailed SCS Scenarios	Selection of Detailed SCS Scenarios to be evaluated	Technical Analysis of SCS Scenarios	SCS Scenario Results	Release Preferred SCS Scenario	Approve Preferred SCS Scenario for EIR
Develop Draft 25-Year Transportation Financial Forecasts and Committed Transportation Funding Policy	Transportation Policy Investment Dialogue					
Call for Transportation Projects and Project Performance Assessment						
Start Regional Housing Need Allocation (RHNA)		Release Draft RHNA Methodologies	Adopt RHNA Methodology	State Dept. of Housing & Community Development Issues Housing Determination		Release Draft RHNA Plan
Analysis of Equity Issues of Initial Vision Scenario	Develop Equity Analysis Methodology for Detailed SCS Scenarios		Equity Analysis of SCS Scenarios			

- Scenario Planning
- Transportation Policy and Investment Dialogue
- Regional Housing Need Allocation
- Equity Analysis

Policy Board Action



\*Subject to change

Policy Board Actions  
 Meeting for Discussion/Public Comment  
 JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment  
 Decision  
 Document Release  
 JOINT document release by ABAG and MTC

**ABAG** - ABAG Administrative Committee  
**JPC** - Joint Policy Committee  
**MTC** - MTC Planning Committee

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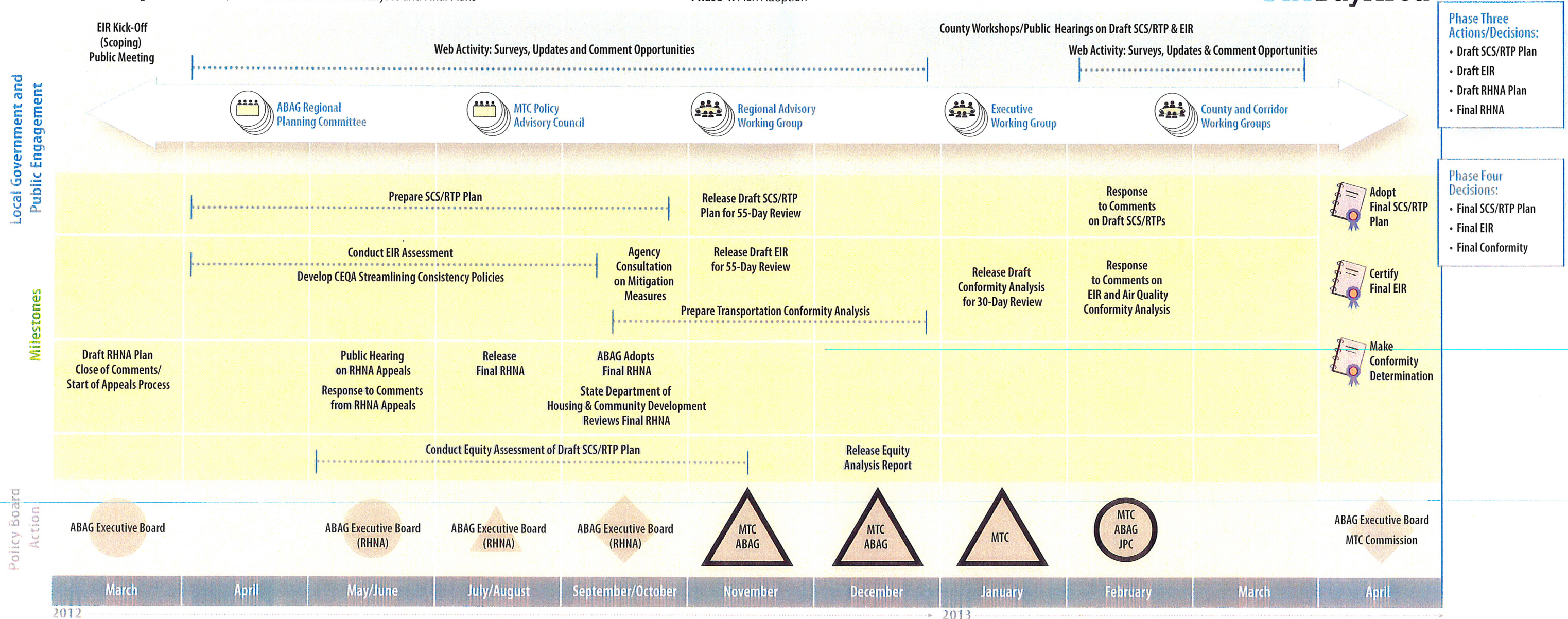


# Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013\*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

OneBayArea



- Phase Three Actions/Decisions:**
- Draft SCS/RTP Plan
  - Draft EIR
  - Draft RHNA Plan
  - Final RHNA

- Phase Four Decisions:**
- Final SCS/RTP Plan
  - Final EIR
  - Final Conformity

\*Subject to change

**Policy Board Actions**

Meeting for Discussion/ Public Comment



JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment



Decision



Document Release



JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee  
JPC - Joint Policy Committee  
MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit [OneBayArea.org](http://OneBayArea.org)



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# OneBayArea

## M E M O

Date: December 2, 2010  
To: MTC Planning Committee, ABAG Administrative Committee, Joint Policy Committee  
From: Ken Kirkey, ABAG Planning Director  
Subject: Sustainable Communities Strategy County/Corridor Engagement: Initial Vision Scenario Development

### **Background**

SB 375 requires that ABAG and MTC prepare an integrated land-use and transportation plan for the Bay Area, wherein the development pattern for the region, when integrated with the transportation network and policies, achieves, to the extent practicable, the greenhouse gas emission (GHG) reduction targets set by the California Air Resources Board. The regional agencies must identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the 25-year planning period of the long-range plan. This growth will take into account net migration into the region, population growth, household formation, and employment growth. In addition, we must also identify areas within the region sufficient to house an eight-year projection of the regional housing needs.

### **Initial Vision Scenario Approach**

ABAG and MTC will develop an Initial Vision Scenario in partnership with local jurisdictions and Congestion Management Agencies (CMAs), along with input from stakeholders and the general public, through an iterative process. The key objectives of the Initial Vision Scenario planning effort are to begin to articulate the region's vision of future land-uses, test how the Initial Vision Scenario performs relative to the greenhouse gas, housing and other performance targets, and build community support for a sustainable regional growth pattern.

The Initial Vision Scenario will identify areas to accommodate all of the region's future population growth as well as a distribution of future employment. More specifically, the Initial Vision Scenario will be an *unconstrained* scenario that encompasses a distribution of future housing and employment at county, jurisdictional and sub-jurisdictional levels (using tables, maps, and narrative) that at the outset is developed assuming a broad range policies, strategies and incentives primarily related to land use changes. Furthermore, the Initial Vision Scenario will be developed to meet the regional housing target and to the extent practicable to achieve the regional greenhouse gas targets for 2020 and 2035, and other performance targets.

The Initial Vision Scenario will be developed as the basis for detailed SCS scenario(s) to be developed in the second round of scenario planning. Unlike the Initial Vision Scenario, the detailed SCS scenario(s) will be more constrained from a growth and transportation investment standpoint to meet the SB 375 requirement that the growth distribution pattern encompassed in the SCS and the policies and assumptions that support the distribution be realistically attainable. The detailed scenarios also will bring into play more of the transportation and other GHG redirection strategies that we discussed with these committees during the target-setting process earlier this year. A key outcome of the detailed SCS scenario(s) analysis will be the identification of a preferred SCS scenario. The preferred SCS scenario may become the Draft Sustainable Communities Strategy.

Staff proposes to develop a Draft SCS that is jointly supported by the regional agencies, local jurisdictions, CMAs and other key stakeholders, which provides a strategy for a sustainable regional growth pattern, which is integrated with the regional transportation network (including supportive transportation policies and financial incentives). The 8-year allocation of housing need encompassed in the Regional Housing Needs Allocation (RHNA) will also be consistent with the Sustainable Communities Strategy.

#### **Developing the Initial Vision Scenario**

The involvement of the local jurisdictions, CMAs, stakeholders and the general public in developing the ultimate SCS is critical. Below is a summary of the key steps and timeline for developing the Initial Vision Scenario by February 2011. Due to the limited time available between now and that date, we expect that there may need to be significant modifications between release of the Initial Vision Scenario in February and release of a draft SCS by the end of the next calendar year. But we need to start somewhere, and the Initial Vision Scenario is where we will make our start. It will build on the considerable body of planning work and public engagement that ABAG and MTC have conducted in our joint growth efforts over the past decade.

#### ***Overview of SCS to City Councils***

In November 2010, ABAG and MTC will provide local jurisdictions with a template staff report and related PowerPoint presentation describing the Sustainable Communities Strategy and the process for local input throughout the year, to be presented at their respective city councils and boards of supervisors. It is expected that most reports will be presented in January 2011 after newly elected policymakers have begun their terms. This presentation will provide the context for the release of the Initial Vision Scenario by February 2011.

#### ***County/Corridor Engagement***

In addition to the Regional Advisory Working Group (RAWG), which is a key forum that includes a broad cross section of local governments, CMAs, and stakeholders, County/Corridor working groups are being established to facilitate engagement among local jurisdictions at a sub-regional level. The C/C working groups will be utilized to gather preliminary and conceptual input into the Initial Vision Scenario, to vet the Initial

Vision Scenario upon its release, and to continue the detailed dialogue that will lead to the preferred SCS scenario.

The C/C working groups include planning directors, CMA staff representatives, and other staff representatives (e.g. transit agencies, public health) identified at the county level. The goal of the C/C working groups is to provide an opportunity for all of the region's jurisdictions to participate in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members to their city councils or boards of supervisors as the SCS process evolves through 2011.

In some parts of the region, working groups may be established along major transportation corridors within or across county boundaries to provide for inter-jurisdictional dialogue within sub-regions that are not related to county boundaries. Dialogue among member representatives of County/Corridor working groups as well as congestion management agency and regional agency staff will be facilitated at meetings within the respective county/corridors and through an online communication and file sharing tool for working group members.

Local government input into the Initial Vision Scenario is only a starting point for local input in the development of the SCS. Feedback will be gathered through the county/corridor working groups relative to the Initial Vision Scenario after its release in February 2011, the Detailed Scenario(s) to be developed between February 2011 and July 2011, and the Preferred Scenario to be developed between July 2011 and the end of the year. This input will be critical to the development of a feasible Sustainable Communities Strategy.

### **Public Participation**

In addition to the county/corridor engagement, ABAG and MTC will also involve stakeholders and the public in the development of the various alternative scenarios throughout 2011. We will seek input on priorities and tradeoffs via a web survey to be posted on OneBayArea.org. ABAG and MTC will also hold Roundtable Dialogues to seek out priorities at a minimum of four meetings held around the region, including in the North Bay, South Bay, San Francisco/Peninsula and East Bay. Participants would include executives from regional agencies, local government representatives and leaders from a range of key stakeholder groups (business, environment, public health and social equity organizations).







## MEMO

**Submitted by:** Gillian Adams and Sailaja Kurella, ABAG Planners

**To:** Regional Planning Committee (RPC)

**Subject:** Planned Priority Development Area Assessment – input into the SCS Vision Scenario

**Date:** November 23, 2010

### Executive Summary

ABAG and MTC expect the FOCUS Priority Development Areas (PDAs) to be the foundation for identifying areas of significant future population and employment growth in the Bay Area's Sustainable Communities Strategy (SCS). For this reason, we have undertaken an assessment of Planned PDAs to better understand the changes expected to occur and potential barriers to future development in these areas. The PDA Assessment focuses on the Planned PDAs, which, by designation, have an adopted neighborhood-level plan and are therefore closer to implementing a specific vision for growth than the Potential PDAs.

The main purpose of the PDA Assessment is to identify the areas that are most ready to accommodate significant additional growth in ways that will create complete communities as well as the policies and resources needed to make that growth a reality. While the information from the Assessment will help ABAG and MTC determine how to allocate limited resources available through regional funding programs and identify policies for prioritizing additional funding to the PDAs via the SCS, it will also be used to help shape the scenarios that are developed as part of the SCS process, and to inform efforts to implement the growth planned in the PDAs.

We are presenting an approach that consists of four "filters", and related metrics, that are combined to identify those areas that are most appropriate for future growth. The four filters are: Location, Planned Growth, Readiness for Implementation, and Completeness.

### Recommended Action

This is a discussion item. Staff is soliciting input on the overall framework and approach for integrating the PDA Assessment into the SCS Vision Scenarios, and the key metrics to prioritize within this framework for allocating growth.





# OneBayArea

Date: November 23, 2010  
To: ABAG Regional Planning Committee  
From: Gillian Adams, ABAG Regional Planner  
Sailaja Kurella, ABAG Regional Planner  
Therese Trivedi, MTC Transportation Planner  
Subject: **PDA Assessment Input into the Sustainable Communities Strategy Vision Scenario**

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## **Overview**

ABAG and MTC expect the FOCUS Priority Development Areas (PDAs) to be the foundation for identifying areas of future population and employment growth in the Bay Area's Sustainable Communities Strategy (SCS). For this reason, we have undertaken an assessment of Planned PDAs to better understand the changes expected to occur and potential barriers to future development in these areas. The PDA Assessment focuses on the Planned PDAs, which, by designation, have an adopted neighborhood-level plan and are therefore closer to implementing a specific vision for growth than the Potential PDAs.

The main purpose of the PDA Assessment is to identify the areas that are most ready to accommodate significant additional growth in ways that will create complete communities as well as the policies and resources needed to make that growth a reality. Using information primarily provided by local governments, the assessment will evaluate the scale and type of growth planned to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur, and the investments needed to support this growth.

This information will be used to help shape the scenarios that are developed as part of the SCS process, and to inform efforts to implement the growth planned in the PDAs. It will also help MTC and ABAG to allocate resources available through regional funding programs and prioritize additional funding to the PDAs through the SCS.

## **Approach**

ABAG and MTC have developed a framework for utilizing key PDA Assessment factors to inform the initial Vision Scenario of the SCS. While the PDA Assessment evaluates a wide range of factors related to Growth, Need, Readiness, and Completeness, this framework for input into the initial Vision Scenario focuses on those pieces of data that are likely to have the most significant impact on land use patterns and the potential to meet the housing and greenhouse gas targets of the SCS. This framework will help us determine where best to allocate household growth in the region's Planned PDAs.

The more comprehensive PDA Assessment (expected to be completed in Spring 2011) will include additional metrics for assessing potential development, and will also explore the incentives, resources, and policies that are needed to support additional growth. This analysis will inform the SCS detailed scenarios and the regional agencies' ongoing efforts to develop a package of incentives and policies to help local governments to accommodate growth in ways that will improve the overall quality of life for their communities and reduce greenhouse gas (GHG) emissions related to automobiles and light trucks.

The approach for informing the initial SCS Vision Scenario consists of four "filters", and related metrics, that identify the areas that are more suitable for future growth. Input from the PDA Assessment will be one of several factors that influence the growth distributions in the initial Vision

Scenario, along with information provided by local governments through the county/corridor engagement process and an analysis of local market conditions. More broadly, the analysis will also be used to assess the accuracy of the land use scenarios forecast as part of the SCS, as well as identify specific policy levers that can serve to support growth in the PDAs.

The four filters that are the foundation of the Assessment framework are: Location, Planned Growth, Readiness for Implementation, and Completeness. Table 1 lists the specific metrics proposed for each filter. The filters are described in more detail below.

**Table 1: PDA Assessment Input into the initial Vision Scenario**

<b>Filter 1: Location</b>
Transit access <ul style="list-style-type: none"> <li>• Transit type and frequency</li> </ul>
Proximity to existing jobs <ul style="list-style-type: none"> <li>• Total jobs within 30 minutes by transit and auto</li> </ul>
<b>Filter 2: Planned Growth</b>
Planned change in total housing units <ul style="list-style-type: none"> <li>• Total additional housing units</li> <li>• Percent change in housing units</li> </ul>
Planned housing densities <ul style="list-style-type: none"> <li>• Minimum and maximum allowable zoning densities, by Place Type</li> <li>• Gross future housing densities</li> </ul>
Planned affordable housing units <ul style="list-style-type: none"> <li>• Jurisdiction's Regional Housing Need Allocation (RHNA), if Housing Element certified by the California Department of Housing and Community Development (HCD)</li> <li>• Affordable units planned in PDA</li> <li>• Percent of RHNA allocation accommodated in PDA</li> </ul>
<b>Filter 3: Readiness for Implementation</b>
Planning completed to date <ul style="list-style-type: none"> <li>• Specific Plan or other area plan (neighborhood/precise plan) adopted</li> <li>• Programmatic EIR for primary PDA-plan adopted</li> <li>• Zoning code amendments adopted</li> <li>• General Plan amendments adopted</li> </ul>
Ease of entitlements <ul style="list-style-type: none"> <li>• Total processing time</li> <li>• Streamlining policies in place</li> <li>• Development fees</li> </ul>
Investment attraction <ul style="list-style-type: none"> <li>• Pipeline projects – total number of units approved and entitled</li> </ul>
<b>Filter 4: Completeness</b>
Housing choices <ul style="list-style-type: none"> <li>• Existing housing variety, based on unit type, unit size, and tenure</li> <li>• Existing combined housing and transportation costs</li> <li>• A comparison of PDA housing costs to the earnings available for jobs within a 30-minute commute</li> </ul>
Walkability <ul style="list-style-type: none"> <li>• Pedestrian access to major destinations, based on MTC's Walkability Index</li> </ul>
Parks <ul style="list-style-type: none"> <li>• Park acres per capita</li> <li>• Proportion of residents within walking distance of a park</li> </ul>
Schools <ul style="list-style-type: none"> <li>• Access (walking and transit)</li> <li>• Quality</li> </ul>

### ***Filter 1: Location***

One of the primary strategies for meeting the SCS' goal of reducing the emission of greenhouse gases from personal vehicles is for people to drive less. The primary factor that influences the extent to which residents and workers in an area can reduce their vehicle miles traveled (VMT) is that area's location within the region. Specifically, those areas that are near transit—particularly areas with frequent transit service—provide travelers with an alternative to driving. Thus, the first step in the framework for distributing housing growth is to direct it to areas that have frequent transit service, to give residents the greatest opportunity to reduce their VMT by choosing transit instead of driving. Housing growth in PDAs that have rail service with 15-minute headways during commute hours or bus, ferry, or light rail service with 20-minute headways during commute hours would have a better chance of resulting in lower VMT than in PDAs with less frequent transit service.

Another strategy for reducing individuals' VMT is to have homes and jobs located close to one another. Ideally, most of the region's future household growth would be located within a short distance of one of the region's employment centers, to enable shorter commutes. For this reason, we have included proximity to jobs as a second factor to consider as part of the Location filter. Those PDAs with the highest number of jobs within 30 minutes—by either auto or transit—would be considered locations where growth would more likely result in lower VMT, given appropriate support to improve transit service and overall quality of life in these areas.

### ***Filter 2: Planned Growth***

The second filter is related to the amount and type of growth that is expected in the Planned PDAs. In the Planned PDAs, local governments have already identified opportunities for future growth, and are working to accommodate that growth. For this reason, the growth planned in these areas is the most likely to occur during the horizon of the SCS. The metrics would include the total number of additional units planned in the PDA as well as the percent change in housing units, to account for jurisdictions of different size.

Another factor related to planned growth included in the input into the initial Vision Scenario is future residential density. In general, those areas with higher future densities are planning for the type of compact growth most likely to contribute to reductions in driving, and the associated greenhouse gas emissions. Thus, a PDA that is planning for densities that are appropriate for its designated Place Type<sup>1</sup> would be considered a more appropriate location for growth.

A final component of planned growth to be considered is the extent to which the PDA is planning to provide housing choices for all income groups—one of the statutory targets for the SCS and a key attribute of a complete community as defined by the FOCUS Program. To assess the extent to which PDAs are planning for affordable housing, we look at the number of affordable units included in the PDA plan, the PDA jurisdiction's total Regional Housing Needs Allocation (RHNA), whether or not the jurisdiction has a certified Housing Element, and how much of the RHNA is expected to be accommodated in the PDA. Based on these factors, those PDAs that are planning for the most affordable housing would play a major role in addressing the statutory target of the SCS.

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<sup>1</sup> Each Planned PDA was asked to designate a future Place Type using the typology described in MTC's *Station Area Planning Manual* (October 2007). There are seven different Place Types that are defined based on the characteristics of an area, such as the transit mode, land use mix and density, and the area's role within the region, with regard to employment, retail, and housing.

***Filter 3: Readiness for Implementation***

The third filter, implementation readiness, attempts to gauge which PDAs are more poised for higher-density, transit-oriented growth by identifying those factors that are barriers to development as well as those that are critical for initiating or speeding implementation of Planned PDAs. Specifically, this filter is intended to show: (1) how complete and robust the plans are for each PDA, (2) how the existing entitlement process in a PDA affects implementation, and (3) the potential interest of developers, builders, and financial institutions to invest in a PDA. Analysis of the specific planning and entitlement processes in each PDA will help to identify where developers can have more certainty in terms of the vision for the area, the approval process, and the communities' expectations. Likewise, assessing current developer interest in a PDA can provide an indication of the development community's appetite for investing in infill development within the PDAs in the future. In the PDAs where development is streamlined and where developers have shown interest in investing, growth is more likely to occur in the short term. These PDAs, therefore, would be considered to be more ready to take on the levels of growth specified by the SCS. A PDA that is considered more ready for implementation would receive a higher growth allocation.

We anticipate that the first metric, the degree and comprehensiveness of planning completed to address development challenges, will be assessed by determining whether a specific or other neighborhood-level plan, programmatic EIR, zoning code amendments, and general plan amendments have been adopted for the PDA. The second metric, ease of entitlements, could be measured by the total processing time for entitlements, entitlement streamlining policies in place, as well as the level of total development fees in the PDA. The final planning and entitlement metrics are still to be determined based on discussion with both local planners and developer focus groups.

The last component of readiness to be considered is the extent to which developers, builders and financial institutions have shown interest in investing in a given PDA. This would be measured based on the total number of housing units or commercial square feet within current pipeline projects in the PDA.

***Filter 4: Completeness***

One of the primary goals of the SCS is to promote development in the PDAs that contributes to the creation of complete communities and support local jurisdictions that are addressing sustainable development challenges. The PDAs are areas that welcome more residents and are committed to offering options for everyone: a variety of homes, jobs, shops, services and amenities close to rail stations, ferry terminals, or bus stops. Thus, the completeness filter includes metrics related to housing and transportation choices and access to parks and schools.

To assess the housing choices within a PDA, we propose to review the diversity of the area's existing housing stock, based on housing type, unit size, and tenure. We will also look at the combined housing and transportation costs for households in the PDA, to evaluate the overall affordability of the PDA. As another measure of affordability, we will assess whether or not the jobs within a 30-minute commute of the PDA provide salaries that match the costs of the housing in the area.

Another key component of completeness is whether there are a variety of transportation options in an area. The Location Filter takes into account if a PDA has frequent transit service. As part of this filter, we will assess the number of businesses in the PDA that can easily be accessed on foot, using MTC's Walkability Index.

Since parks play an important role in contributing to the quality of life in a community, we will look at whether PDA residents can easily access a park. This will be measured by the acres of parks per capita, and the proportion of residents that are within ½ mile of a park.

Finally, schools are an important factor in regional land use and transportation patterns, as 12 percent of all trips made in the Bay Area are school-based. Schools also play an important role in community building, and are a major determinant of households' location decisions. Access to high quality schools – defined by both the educational quality of school programs and a school's role as a local, place-based community asset – are key metrics for assessing completeness. School quality will be measured based on school, student, and staff characteristics, as well as school performance. School accessibility will be measured by identifying the number/proportion of schools that are accessible by either walking or taking transit.

While these characteristics are important in evaluating the quality of a place, it is more challenging to determine how they should be used as factors for distributing growth. For example, although some PDAs may have better housing choices now, it is desirable that, over time, all of the PDAs will meet this goal. Future growth could go to the places where housing choices are already good, or alternatively, to the places where additional housing growth might diversify the housing stock. Thus, this filter may be better suited for identifying the areas that may not yet have the appropriate qualities and services to accommodate future growth, face challenges in meeting completeness goals, and need additional attention or resources.

#### **Growth Distribution Performance and Policy Levers**

Assessing all of the Planned PDAs across these metrics will help to identify the most suitable places for accommodating future growth in the near term and what policy support is needed for those areas that are less ready to accommodate additional growth at this time.

The performance of each PDA will be established based on specific thresholds for each of the metrics that we will develop and refine in the coming weeks. These thresholds will vary for each metric, and will define “high”, “moderate”, and “low” ranges. The whole range of metrics proposed in the four filters will be evaluated to identify which PDAs are more suitable for future growth. In general, those Planned PDAs with overall “high” performance across filters and metrics would be considered better locations for growth in the immediate future.

Analyzing the PDAs across these metrics provides a useful tool to identify specific policy “levers”<sup>2</sup> to support development of complete communities. It is unlikely that any of the Planned PDAs will score high on all twelve of these metrics. Thus, each of these metrics could be considered levers that, with the appropriate support, can be shifted over time. For example, a PDA that demonstrates “high” planned growth but “low” performance in other metrics would indicate the potential for the PDA to accommodate growth in the medium or long term assuming appropriate support is provided. Table 2 shows how the metrics will be assembled to describe the various qualities of each PDA and which policy levers need to be applied to enable the PDA to accommodate additional growth and move toward becoming a complete community.

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<sup>2</sup> *Twin Cities CTLUS Initiative/Identifying and Evaluating Regionally Significant Walkable Urban Places* (2009), from the Center for Transit-Oriented Development sets forth a framework of “levers” that is used as a model for this PDA Assessment Vision Scenario framework.

**Table 2: PDA Assessment Vision Scenario Growth Distribution Performance & Policy Levers**

Planned PDA	Location		Planned Growth			Readiness			Completeness			
	Transit Access	Proximity to Existing Jobs	Housing Unit Growth	Future Residential Density	Planned Affordable Housing Units	Planning Completed to Date	Ease of Entitlements	Investment Attraction	Housing Choices	Walkability	Parks	Schools
PDA 1	High	Low	High	High	High	Moderate	High	High	High	Low	High	Low
PDA 2	Moderate	Moderate	Moderate	Moderate	Low	High	High	High	Moderate	High	Moderate	High
PDA 3	High	High	High	Moderate	Moderate	Low	Moderate	Low	High	High	Moderate	Low

**Next Steps**

Over the next month, we will develop and refine scoring thresholds for each of the metrics described above and will continue to analyze the PDA data. The threshold methodology will be applied to the data to determine how each Planned PDA performs within each of the twelve metrics defined.

After reviewing the data, we will determine which of the following metrics might be used as input into the growth allocation model, as well as identify the policy levers that the regional agencies should focus on to support sustainable growth and development of complete communities in the PDAs.

**Key Questions for the RPC**

1. Do these filters and metrics provide an appropriate framework to inform the distribution of household growth?
2. Which filters or metrics can provide most appropriate guidance for the Sustainable Communities Strategy?