

## Attachment A.1

### RTP/SCS Goals and Performance Targets

| Goal  | Performance Target (from 2005 levels unless noted)   |
|---|--|
| <p><b><u>Climate Protection</u></b><br/>           Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p> | Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%   |
| <p><b><u>Adequate Housing</u></b><br/>           A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>   | House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident   |
| <p><b><u>Healthy &amp; Safe Communities</u></b><br/>           Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>                                   | <ul style="list-style-type: none"> <li>○ Reduce premature deaths from exposure to particular emissions:               <ul style="list-style-type: none"> <li>● Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%</li> <li>● Reduce coarse particulate emissions (PM10) by 30%</li> <li>● Achieve greater reductions in highly impacted areas</li> </ul> </li> <li>Associated Indicators               <ul style="list-style-type: none"> <li>● Incidence of asthma attributable to particulate emissions</li> <li>● Diesel particulate emissions</li> </ul> </li> <li>○ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)</li> <li>○ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)</li> </ul> |
| <p><b><u>Open Space &amp; Agricultural Preservation</u></b><br/>           Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>   | Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> <li>● Scenarios will be compared to 2010 urban footprint</li> </ul>   |

| Goal   | Performance Target (from 2005 levels unless noted)  |
|--|---|
| <p>should focus growth in existing urban areas rather than pursue additional development in outlying areas.</p>  | <p>for analytical purposes only</p>   |
| <p><b><u>Equitable Access</u></b><br/>                     A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p> | <p>Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing</p>   |
| <p><b><u>Economic Vitality</u></b><br/>                     A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>  | <p>Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)</p>  |
| <p><b><u>Transportation System Effectiveness</u></b><br/>                     Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>  | <ul style="list-style-type: none"> <li>○ Decrease average per-trip travel time by 10% for non-auto modes</li> <li>○ Decrease automobile vehicle miles traveled per capita by 10%</li> <li>○ 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> <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> </li> </ul> |
| <p><b><u>Infrastructure Security</u></b><br/>                     The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>   |   |