

## Performance Targets for the Sustainable Communities Strategy/Regional Transportation Plan

GOAL/OUTCOME	#	RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
CLIMATE PROTECTION	<b>1</b>	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	<b>2</b>	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i>
HEALTHY & SAFE COMMUNITIES	<b>3</b>	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> <li>• Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>• Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>• Achieve greater reductions in highly impacted areas</li> </ul> <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>  Associated Indicators <ul style="list-style-type: none"> <li>• Incidence of asthma attributable to particulate emissions</li> <li>• Diesel particulate emissions</li> </ul>
	<b>4</b>	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>
	<b>5</b>	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>

Attachment A  
Resolution No. 3987  
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GOAL/OUTCOME	#	<b>RECOMMENDED TARGET</b> <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	<b>6</b>	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 for analytical purposes only.</li> </ul> <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	<b>7</b>	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	<b>8</b>	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i>
TRANSPORTATION SYSTEM EFFECTIVENESS	<b>9</b>	<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> </ul> <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	<b>10</b>	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> <i>Source: Regional and state plans</i>