



Metropolitan Transportation Commission

New Partners for Smart Growth

Livability Performance in Long Range Planning & Program Evaluation

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February 2, 2012



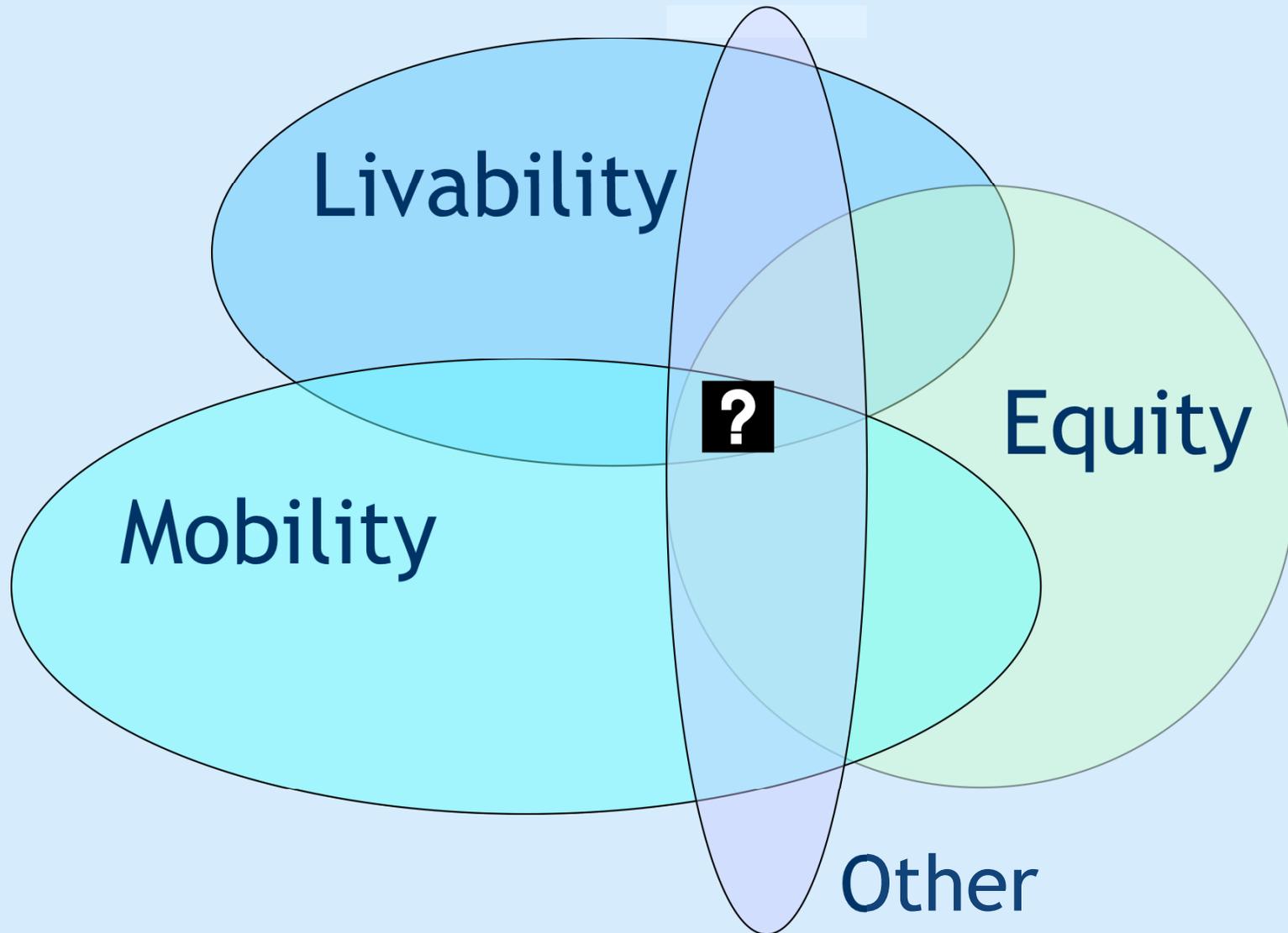
Examples - Livability Assessment

1. Long Range Land Use & Transportation Planning
2. Project Assessment
3. Program Assessment





Planning Goals





Planning Measurements

- *LIVABILITY*

- Green house gases per capita
- Housing production
- Active travel
- Collisions

- *EQUITY*

- Traffic exposure (air quality & safety)
- Housing + Transportation costs
- Displacement
- Job Access



More Planning Measurements...

- ***MOBILITY***

- Vehicle travel per capita
- Road conditions
- Transit fleet conditions
- Non-auto mode share

- ***OTHER***

- Gross regional product
- Open space preserved
- Air Quality - PM exposure



Scenario Results - I

TARGET	GOAL	BEST	WORST
Carbon Dioxide (CO ₂) per capita	-15%	-9%	-8%
Adequate Housing	100%	100%	98%
Fine Particulate Matter (PM _{2.5}) (premature deaths due to emissions)	-10%	-32%	-23%
Coarse Particulate Matter -PM ₁₀ (tons)	-30%	-13%	-6%
Particulates in CARE Communities	Yes		
Collisions (fatalities & injuries)	-50%	+18%	+26%
Active Transport (time spent)	+70%	+20%	+10%



Scenario Results - II

TARGET	GOAL	BEST	WORST
Open Space/Ag. Preservation (development within urban footprint)	100%	98%	90%
Low-Income H+T Affordability (for households less than \$60,000)	-10%	-4%	+9%
Gross Regional Product (GRP)	+90%	+134%	+113%
Non-Auto Mode Share	26%	20%	18%
VMT per capita	-10%	-7%	-5%
Local Road Maintenance	+19%	+5%	+5%
Highway Maintenance (distressed lane-miles)	-63%	+30%	+30%
Transit Maintenance (past useful life)	-100%	+138%	+138%



Scenario Results - Equity

MEASURE	POPULATION	BASE YEAR	BEST	WORST
Housing + Transportation Affordability	HH < \$30K	77%	+10%	+12%
	HH > \$30K	41%	+6%	+6%
Displacement Risk	COC	n/a	30%	40%
	REMAINDER	n/a	7%	10%
VMT Density	COC	n/a	2,800	3,100
	REMAINDER	n/a	1,000	1,100
Non-Commute Travel Time	COC	12	+3%	+6%
	REMAINDER	13	+2%	+5%
Commute Time	COC	25	+8%	+12%
	REMAINDER	27	+2%	+6%



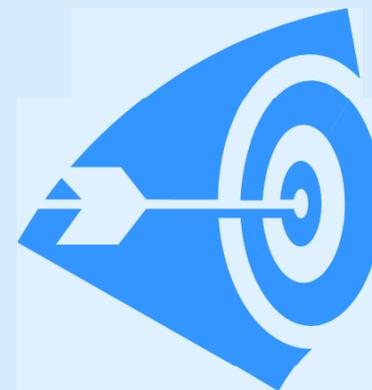
Project Performance Assessment



**BENEFIT-COST
ASSESSMENT**

*Compare
benefits & costs*

**TARGETS
ASSESSMENT**



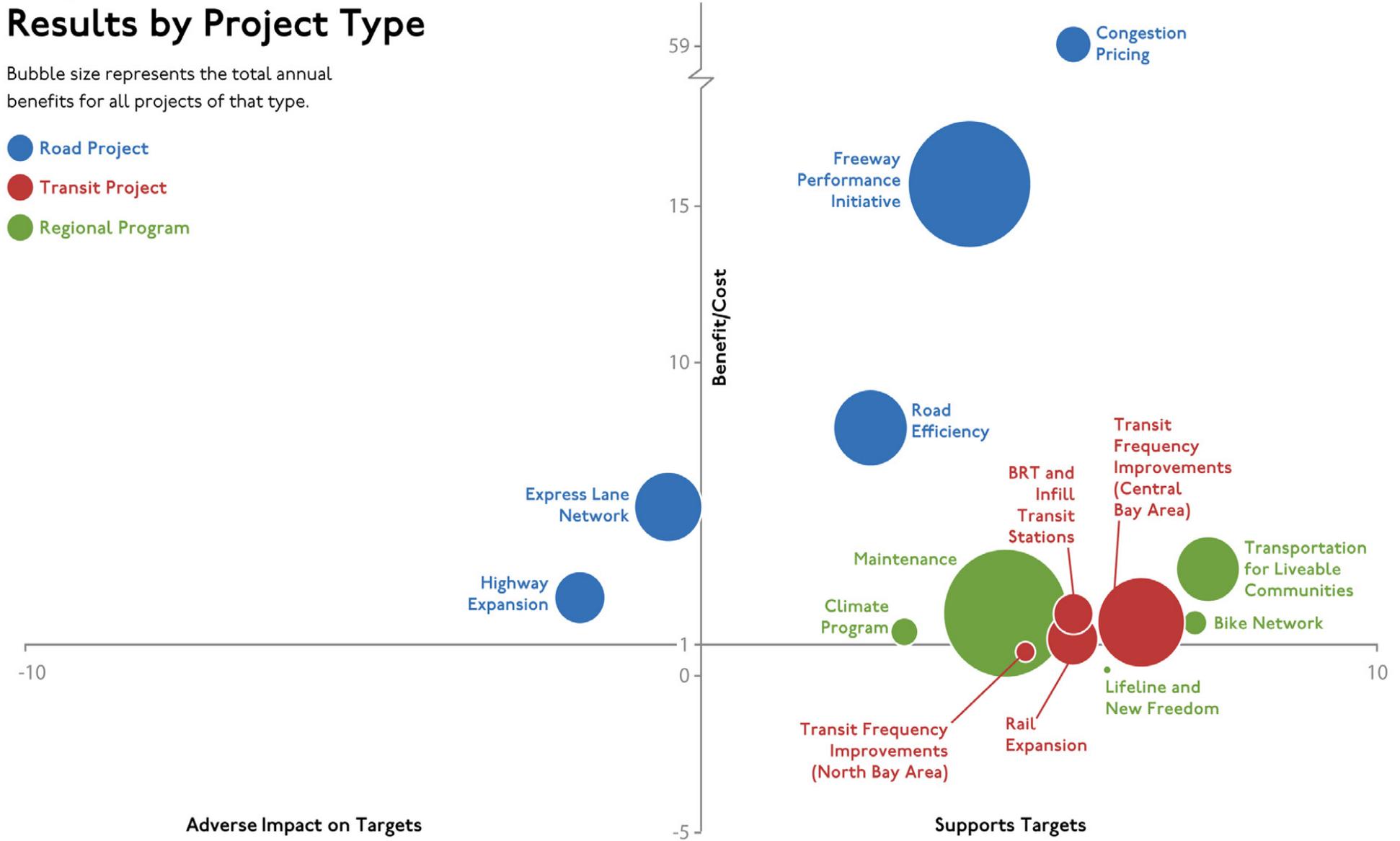
*Assess support
for targets*

Identify projects and programs that advance Plan Bay Area targets support the land use strategy are cost-effective

Project Performance Assessment: Results by Project Type

Bubble size represents the total annual benefits for all projects of that type.

- Road Project
- Transit Project
- Regional Program





TLC Evaluation - Program Goals

Support well-designed, high-density housing and mixed use developments that are well served by transit

Support infill or transit-oriented development and neighborhood revitalization activities

Improve a range of transportation choices

Enhance communities' sense of place and quality of life

Support projects that are developed through a collaborative and inclusive planning process



TLC Program Evaluation Framework

- Questions about program requirements
 - Design review & Project delivery
 - Local match requirements
- Questions for project-neighborhood outcomes
 - Newly built or proposed projects
 - Business and housing rents / vacancies
 - Travel patterns
 - Community / partner satisfaction

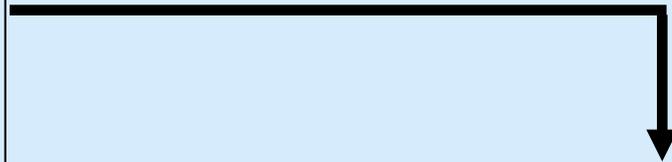




TLC Program Evaluation Findings

- Key Findings

- Large local match
- Quality of Life improvements ranked highest
- Supported multi-modal travel
- Supported infill development, attracted public / private funds



- Program Changes

- Increase match requirements & grant size
- Increase land use weight in scoring
- Increase grant flexibility



Lessons Learned

- Wide-ranging targets (from affordable housing to greenhouse gases) strain models
- Which projects get assessed?
 - Performance-based results are more helpful for strong projects than harmful to weak ones.
- In depth program evaluations are worth it - but must pivot off established goals
 - 10 Years of Transportation for Livable Communities (TLC) Program Evaluation



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