## Staff & Roundtable Recommendation

### Public Health and Safety

Net Years of Life Gained

### **Cleaner Air**

Air Pollution Levels

### Promoting a Robust Economy

Accessibility to Jobs

### **Conserving Natural Resources**

 Environmental Resource Land Consumed

### Promoting Bike, Ped, and Transit Options

Active Transportation Infrastructure

### An Efficient Roadway System

Road Maintenance Improvements

### **Environmental Justice and Equity**

TBD by EJ Subcommittee

### Residential Units, by Type

Rural Residential, Large-Lot SF, Conventional Lot SF, Small Lot SF, MF

### Residential Density

Average units per acre for new growth

### Development by Geographic Area

Total growth (residential units and jobs) by:

- Corridor/Center Communities (within downtowns or within half-mile of BRT)
- Established Communities (within contiguous city limits and rural community planning boundaries)
- Developing Areas (within city SOIs)
- Rural Growth

### Transportation Project Breakdown

Number of projects, total funding by mode

### Mode Share

Total trips by mode

#### Greenhouse Gas Emission Reduction

GHG per capita reduction, compared to 2005 levels

### Vehicle Miles Traveled

Total regional VMT per capita

# Fixed Performance Indicators

This short list of indicators are considered by staff to be highly valuable in explanatory value, or to represent metrics that are specifically called out in legislation. These indicators will be provided for every scenario.

# Indicator Category Rankings

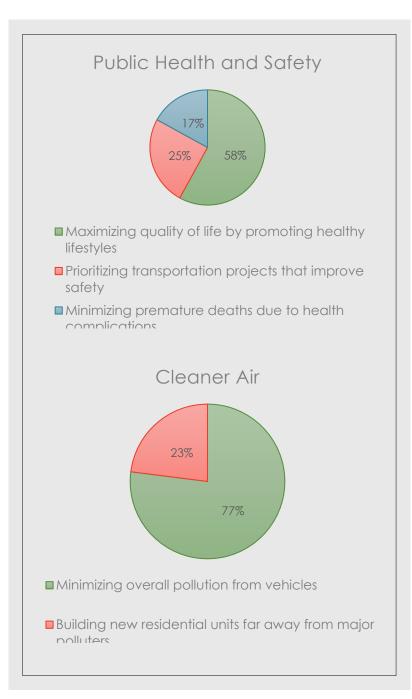
|   | Raw Score | Weighted Score | Top Priority |
|---|-----------|----------------|--------------|
| Public health and safety                        | 68.5%     | 21.1%          | 20.9%        |
| Cleaner air                                     | 64.4%     | 20.8%          | 30.4%        |
| Promoting a robust economy                      | 53.3%     | 14.3%          | 17.4%        |
| Conserving natural resources                    | 50.0%     | 11.5%          | 6.0%         |
| Promoting bike, pedestrian, and transit options | 48.9%     | 11.4%          | 9.2%         |
| An efficient roadway system                     | 48.1%     | 10.7%          | 7.9%         |
| Environmental justice and equity                | 46.5%     | 10.2%          | 8.2%         |

### 1. Public Health and Safety

- 58% Net Years of Life Gained
   Due to increase in active transportation, compared to 2014
- 25% Number of Safety Projects
   New projects funded that improve traffic safety
- 17% Premature Deaths Avoided
   Due to increase in active transportation, compared to 2014

### 2. Cleaner Air

- 77% Air Pollution Levels
   Breakdown of criteria pollutants emissions (CO, NOX, PM2.5, PM10, and VOC)
- 23% Near-Roadway Exposure
   Percent of new housing within 1,000 ft. of a major freeway

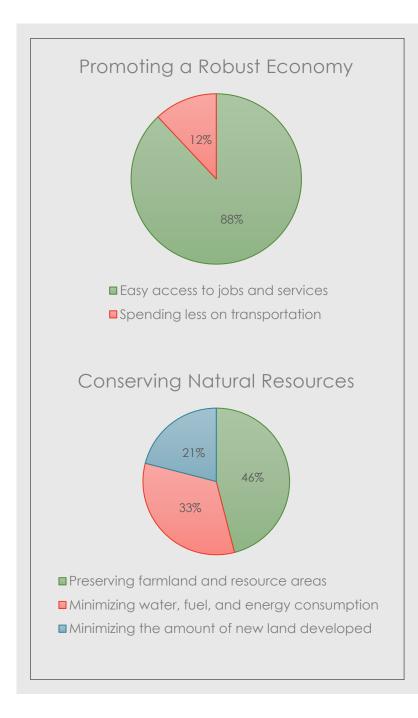


### 3. Promoting a Robust Economy

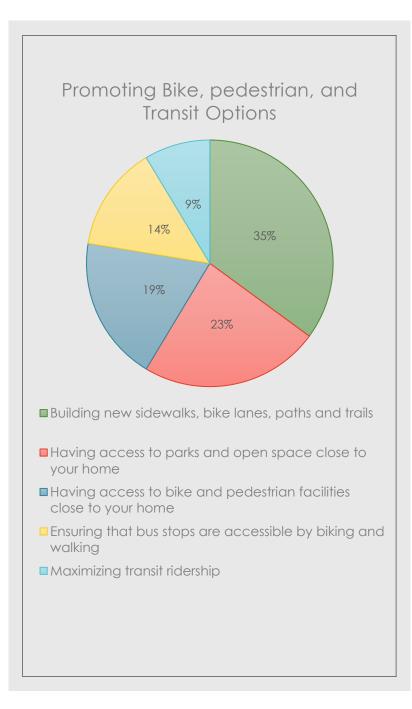
- 88% Accessibility to Jobs
   Average number of jobs accessible within 3 miles
- 12% Household Transportation Costs
   Percentage of household income spent on transportation

### 4. Conserving Natural Resources

- 46% Environmental Resource Land Consumed
   Wetlands, vernal pools, critical habitat in acres
- 33% Resource Consumption
   Water, fuel, and energy consumption
- 21% Growth Footprint
   Net acres of vacant or undeveloped land converted to new growth

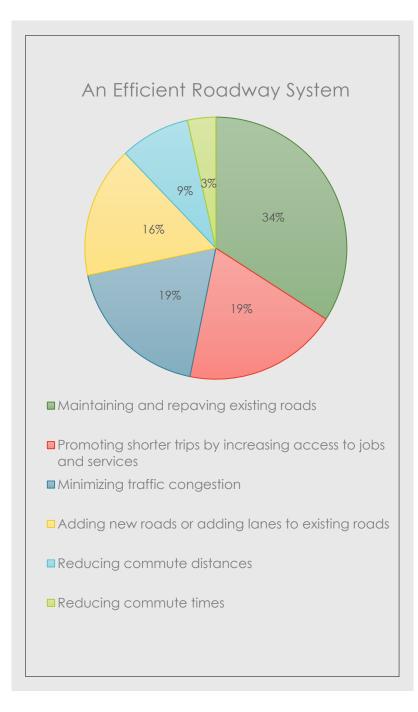


- 5. Promoting Bike, Ped, and Transit Options
- 61% Active Transportation Infrastructure
   Additional miles of bike paths/trails, bike lanes, bike routes, cycletracks, and sidewalks
- 41% Accessibility to Green Space
   Number of residential units within a ½ mile of a park, open space, or a trail
- 33% Accessibility to Active Transportation Infrastructure
   Number of residential units within a ½ mile of a bike path/trail, bike lane, bike route, cycletrack, or sidewalk
- 24% First/Last Mile Expansion
   Miles of new active transportation infrastructure within ½ mile of bus stops
- 15% Transit Productivity
   Weekday passenger boarding



### 6. An Efficient Roadway System

- 59% Road Maintenance Improvements
   Lane miles of existing roadways maintained
- 33% Trip Length
   Average trip lengths (miles), travel times (minutes) by mode
- 32% Travel Delay
   Total travel delay, in minutes per capita
- 28% Expanded Roadway Capacity
   Number of lane miles added to roadway network
- 15% Commute Length
   Percent of work trips less than 3 miles
- 6% Commute Time
   Percent of work trips less than 30 minutes



### 7. Equity

### 49% - Accessibility to Destinations

Accessibility to destinations within EJ vs non-EJ areas for bike/walking and auto, and transit.

### 32% - Equitable Housing Mix

Number of housing units by type and density in EJ vs non-EJ areas.

### 32% - Near-Roadway Exposure

Percent of new housing within 500 ft. of a major polluter (freeway, active industrial uses, and brownfields) or a potential source of herbicides (agriculture lands) in EJ vs non-EJ areas.

### 26% - Distribution of Investments

Distribution of transportation investments by mode in EJ vs non-EJ areas.

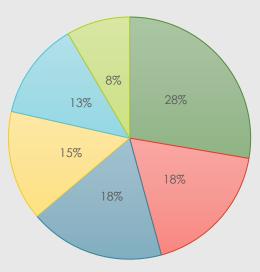
### 23% - Targeted Active Transportation Investment

Lane miles of new active transportation infrastructure in areas with Health Priority Index (HPI) value of 3 or greater

### 15% - Household Cost Burden

Percentage of household income spent on housing and transportation cost in EJ vs non-EJ areas. (Contingent on data availability)

## Environmental Justice and Equity



- Ensuring disadvantaged populations have access to jobs and services
- Promoting housing options within disadvantaged communities
- Minimizing the exposure of sensitive populations to major polluters and herbicides
- Investing transportation dollars in disadvantaged communities
- Prioritizing bike and pedestrian facilities in highly health-burdened areas
- Minimizing transportation costs for disadvantaged populations