

COMMUNITY IMPACT MITIGATION AND WORKFORCE DEVELOPMENT WORK GROUP

December 14, 2005

Discussion Notes for Criteria and Metrics

Terminology:

CRITERIA: What you use to decide which actions to take and in what order (priority).

METRICS: How you measure the effectiveness of an action. Also called PERFORMANCE MEASURES.

Proposed CRITERIA for Community Impact Mitigation and Workforce Development Actions:

In developing the Regional Transportation Plan, SCAG uses a number of metrics. The Cost-Effectiveness metric results in an estimate of the dollar value of benefits gained for every dollar invested in the Plan. This metric includes the costs of projects and the following savings:

- Delay savings from congestion reduction
- Accident cost savings from safer travel
- Savings in vehicle operating costs, and
- Health-cost savings from air quality improvements.

For this Work Group, we would propose using Cost-Effectiveness CRITERION to evaluate actions taken, but with the addition of the value of jobs created by the action being taken.

Such a metric would reflect one key value from each of the categories specified by the State in the draft list of Criteria distributed 11-28-05: Public Health and Environmental Mitigation (health-cost savings); Achieving Workforce Development (value of job creation); Infrastructure (savings from reduced congestion); and Public Safety and Security (reduced accidents). Moreover, it would be generally applicable to all types of actions.

Proposed METRICS for Community Impact Mitigation and Workforce Development Actions:

From the draft list of Metrics distributed 11-28-05, the following three METRICS are proposed as a starting point because they are applicable to all types of actions:

1. Ambient pollution measurements within affected communities (downward trend)
2. Number and type of actions completed by milestone years
3. Reduction in number of truck accidents/breakdowns.

State Goods Movement Action Plan
Summary of 12/14/05 Meeting of the Community Impact Mitigation and Workforce
Development Work Group, Long Beach, CA

Summary of discussion on process to develop plan:

1. Communities and stakeholders need to be respected. Therefore, we need continuous, regular communication to ensure that community voices are heard, in all languages. Communities can represent themselves in the right kind of process.
2. Decision makers at the local, regional, state and federal levels must coordinate in new and unprecedented ways. Current state & federal law require this, but the results have not met community impact reduction or workforce development goals. We need to fully observe the legal requirements, or change the law if need be.
3. The overall need is to ensure simultaneous movement of projects and environmental measures. To do this, we need to develop a comprehensive plan which also places transportation & air quality in context with other factors such as education, housing, and job development.
4. It is essential that this plan address existing problems and that no action taken should make any impact worse. New projects should demonstrably improve quality of life.
5. It should become a matter of state policy that:
 - Goods movement projects that are in a regional transportation plan (RTP) or regional transportation improvement program (RTIP) and have gone through the environmental review process should move.
 - Goods movement projects that are in an RTP but have not completed environmental review, and all new goods movement projects, when they reach the project EIR/EIS stage should have a Community Advisory Committee, based on the 710 experience. However, the 710 process is a prototype more than a model, and its shortcomings must be improved based on our experience. This is essential to develop trust.
6. The overall plan must also identify the funding to allow follow through on both infrastructure and environmental impact mitigation.
7. Unless this process is followed, projects should not go forward.

Summary of discussion on metrics and criteria:

1. A system-wide EIR/EIS should be used to evaluate system-wide benefits and impacts. Associated with this should be an explicit analysis of economic costs vs. benefits. Individual projects will still go through project specific environmental analysis.
2. Based on community input, we need to expand the criteria used for the EIR/EIS process to aid in better decision making. This could cover areas as diverse as noise, light, and aesthetics.
3. Performance measures: Health is number one. Other proposed performance measures include: Quality of life; community or industry capability (refer to United Nations Development Programme indicators for human development); job development (wage growth over time; enrollment in logistics training programs; growth in living-wage jobs); accountability for program milestones.
4. Develop methods to verify progress in improving air quality through continuous on-line monitoring (vs. periodic sampling). Site continuous monitors so as to capture peak impacts and provide the community with information in real time so that they can make decisions.

State Goods Movement Action Plan
DRAFT Recommended Goods Movement System Criteria

To be used for selecting and prioritizing projects:

Criteria	Potential Metric(s)	SCAG RTP Performance Measure	RTP Metric
Speed	Delay, savings in delay for freight by truck and rail	Mobility; Accessibility	Average daily speed, average daily delay; percent work trips within 45 minutes, distribution of work trip travel times
Predictability	95% likelihood of on-time arrival of freight shipments	Reliability	Percent variation in travel time
Productivity	Freight asset utilization	Productivity	Percent of transportation system capacity used at peak conditions
Safety	Accident rates (for both truck and rail)	Safety	Accident rates (per million vehicle miles by mode)
Infrastructure Quality	Pavement quality; rail infrastructure quality	Preservation; Sustainability	System maintenance cost per capita to preserve base year conditions; cost per capita to sustain current performance
Environmental	Air quality (reductions in measured ambient pollution over time), noise, water quality, visual blight	Environmental	Emissions generated by travel
Environmental Justice	Expenditures; accessibility; share of time savings; emissions burden; noise burden by income & ethnic group	Environmental Justice	Expenditures; accessibility; share of time savings; emissions burden; noise burden by income & ethnic group
Security/Disruption	Incidents, avoided loss	(None)	
Cost-Effectiveness	Benefit-to-cost ratio (return on \$1 invested)	Cost-Effectiveness	Benefit-to-cost ratio (return on \$1 invested)
Workforce Development	Logistics job growth, enrollment in logistics programs, wage growth over time, employment among non-college-educated, growth in living-wage jobs	(None)	