Proposed Performance Indicators for *Thrive MSP 2040*

For discussion at the December 19, 2012 Committee of the Whole meeting

Why develop indicators for *Thrive MSP 2040*?

Why measure performance? Broadly defined, organizations measure performance because "What gets measured gets done." Well-crafted performance indicators identify performance problems and lead to strategies for performance improvement.

Thrive MSP 2040 indicators are proposed to be developed and chosen in two stages:

- An initial set of indicators will be used to quantify the impact of the *Thrive* alternative policy scenarios and how well the alternative policy scenarios help the Council reach its goals;
- A more comprehensive set of performance indicators will be developed to measure and evaluate *Thrive* as it moves into implementation.

At this point in the Thrive process, we need the first set of indicators that can be modeled and that will allow us to understand how different policy scenarios influence the distribution of growth in the region.   Some of these may be part of a more comprehensive set of long-term performance indicators; others may be used only for scenario evaluation.

This document proposes both types of indicators, but the focus of the December 19, 2012 discussion will be indicators that can be modeled and forecast to 2040 using the Council's models. When *Thrive* goals and strategies are more defined, a later Committee of the Whole meeting will discuss the high-level and cascading indicators to measure and evaluate *Thrive.* The indicators in Table II are presented now to stimulate ideas and analysis to inform staff and Council deliberations.

These indicators are intentionally limited so that policymaker attention can focus on a limited number of key indicators – some people use the term "dashboard indicators". Note, however, that any indicator here has a cascading set of related indicators that can and should be discussed when the high-level indicator suggests further investigation.   For example, proposed indicator II-3 looks at low- and moderate-income households experiencing housing cost burden – that is, they are paying more than 30 percent of their household income on housing costs. Understanding movement in that high-level indicator would include looking at construction of new affordable housing, overall levels of housing costs, investment in the preservation of existing affordable housing, etc. However, these cascading indicators – while important – are not at the high-level of the dashboard indicators.

Note that this document does not propose indicators for economic competitiveness or climate change as the Council's language around those goals and therefore the intended outcomes are still in flux.

Table I outlines measures that the Council can model and forecast to 2040 under different sets of policy assumptions, aka, alternative policy scenarios.

Table I: Indicators that can be modeled to evaluate alternative policy scenarios			Goal areas[1]					
ID	Proposed indicators	Key concepts addressed	Land Use and Efficient Use of Infrastructure	Natural resources	Transportation choices / access	Housing choices	Public health and parks	Equity (Principle)
I-1	Share of households who live near high-frequency transit	Is household growth – particularly transit-oriented development – bringing new households close to high-frequency transit? Is the availability of high-frequency transit expanding to serve more households?	◉		◉	☉	☉	
I-2	Share of jobs near high-frequency transit	Is employment growth – particularly in transit-oriented development – bringing new jobs close to high-frequency transit? Is the availability of high-frequency transit expanding to serve more employment centers?	◉		◉			
I-3	Share of the population that resides within ½ mile of a local park or 1 mile of a regional park, regional trail or state park	Do residents have good access to recreational opportunities and open space?	☉	☉			◉	
I-4	Share of the region's population living in tracts identified as Racially Concentrated Areas of Poverty (RCAPs)	Do residents have access to housing choices outside of segregated impoverished neighborhoods?				◉	☉	◉
I-5	Household and employment growth in zones considered to be at risk of aquifer impairment, groundwater recharge areas, or regionally-significant ecological areas	Is new development occurring in areas where natural resources should be protected?	☉	◉			☉	
I-6	Acres of agricultural and undeveloped land converted to developed uses	Are land use decisions – including compact development patterns and infill and	◉	◉				

[1] ◉ = a strong connection to a goal

☉ = a weak connection to a goal

Table I: Indicators that can be modeled to evaluate alternative policy scenarios			Goal areas[1]					
ID	Proposed indicators	Key concepts addressed	Land Use and Efficient Use of Infrastructure	Natural resources	Transportation choices / access	Housing choices	Public health and parks	Equity (Principle)
		redevelopment – limiting land consumption in the region?						
I-7	Transit ridership	How many residents are choosing to use transit? Have land use decisions reinforced investments in the transit system? Are transit investments encouraging increased transit ridership?	◉		◉	⊙		
I-8	Vehicle miles traveled per capita per day	How much are people driving? Are land use decisions, jobs-housing alignment, the availability of alternative transit modes and overall demographics leading to people to drive less or drive for shorter distances?	⊙		◉		⊙	
I-9	Share of workers who drive alone with average commute times greater than 30 minutes	How long are people driving? Are land use decisions, jobs-housing alignment, the availability of alternative transit modes and overall demographics leading to people to drive less or drive for shorter distances?	◉		◉			

Table II outlines measures that the Council is unable to model and forecast. These are presented as placeholders for future conversation about what types of indicators the Council will ultimately want to monitor with *Thrive MSP 2040*.

Table II : Indicators that cannot be modeled to forecast policy outcomes			Goal areas[2]					
ID	Proposed indicators	Key concepts addressed	Land Use and Efficient Use of Infrastructure	Natural resources	Transportation choices / access	Housing choices	Public health and parks	Equity (Principle)
II-1	Net migration of 18- to 34-year-olds into the region	Are individuals in the most geographically mobile age cohort moving to the region or leaving the region for economic opportunity elsewhere?	Connects to economic prosperity					
II-2	Share of workers who could commute to work with a 30-minutes-or-less transit trip	Does transit serve people where they live and work? Are households locating in transit-accessible areas? Are jobs locating in transit-accessible areas? Are jobs and households locating in areas that are accessible by non-automobile modes?	⊙		◉		⊙	
II-3	Share of low- and moderate-income households (earning less than $50,000 /year) who are experiencing housing cost burden (housing costs exceed 30 percent of income)	Do low- and moderate-income households have access to affordable housing choices? Is the supply of affordable housing keeping up with changes in household income?				◉		◉
II-4	Disparity between average commute time for the white population and the population of color	Does the transportation system support populations of color as well as white residents? Are populations of color more likely to experience longer commute times because of spatial mismatch in job locations?			⊙	⊙		◉
II-5	General local government debt to income ratio	Are the region's local governments economically and fiscally resilient?	Connects to economic prosperity					
II-6	Number of days with elevated air quality risk indices	Is air quality negatively affected by activity of industrial, households and transportation sectors?			⊙		◉	

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[2] ◉ = a strong connection to a goal

⊙ = a weak connection to a goal

Table II : Indicators that cannot be modeled to forecast policy outcomes			Goal areas[2]					
ID	Proposed indicators	Key concepts addressed	Land Use and Efficient Use of Infrastructure	Natural resources	Transportation choices / access	Housing choices	Public health and parks	Equity (Principle)
		Is air quality dangerous to residents?						
II-7	Phosphorous, Nitrogen and Suspended Solids loads in the major river basins major river basins (Mississippi at Anoka and Lock and Dam #3, Minnesota at Jordan, St. Croix at Stillwater) compared to the total loads from Metropolitan Council wastewater treatment plants	Is the region's wastewater treatment system mitigating pollutants that compromise water quality?		◉			⊙	

Mission, Principles and Goals

Metropolitan Council Mission: To foster efficient and economic growth for a prosperous metropolitan region.

Thrive MSP 2040 **Principles:**

- **Acting Regionally:** Accomplishing the big things that no one community can do alone.

- **Collaboration and Partnership:** Engaging all levels of government, the private sector, regional institutions and the public to implement a shared vision, using effective, scalable, integrated solutions and approaches to respond to dynamic conditions.

- **Economic Prosperity:** Leveraging the region's infrastructure investments and human resources to foster a resilient, adaptable and innovative economy that creates opportunities for all.

- **Equity:** *To be refined with the January 16 discussion of the Fair Housing and Equity Assessment*

- **Stewardship:** Using our resources prudently to help ensure the region's financial, social and environmental sustainability, now and for future generations.

- **Livability:** Developing a region recognized for safe, healthy and welcoming communities where people want to thrive/grow.

Thrive MSP 2040 **Goals:**

- **Land use and development patterns** maximize the **return on public infrastructure investments**:
  - Compact new development and redevelopment in transit corridors increases transit ridership.
  - Sewered household growth to 2040 occurs in areas where communities have planned sewered development in their 2030 Comprehensive Plans.
  - Agricultural land in the region supports the agricultural economy, increased local food production, and rural lifestyles.
  - The region's existing assets are preserved, protected and enhanced, leveraging past and current investments to meet current and emerging needs.

- Land use and development decisions **preserve and protect the region's natural resources**, such as groundwater recharge areas, the region's water resources (lakes, rivers, streams, and wetlands), and high-value natural areas. Sustainable water supply supports the region's continued growth, health and prosperity.

- **Multimodal transportation choices,** supported by appropriate development patterns, **provide reliable and timely access** for people to connect to jobs, education, parks, amenities and other destinations, improve air quality, reduce greenhouse gas emissions and improve public health. The region's transit system is easy-to-use, affordable, accessible, and efficient, and grows to meet demand.

- **Communities** across the region **offer a range of housing choices**, in both affordability and type, for people of all ages, economic means, abilities, and cultures, fostering racial and economic integration.

- The **region's public health** is enhanced by strategic development and integration of **parks and trails** with centers for employment and education, communities and public spaces.

- *Goals on* **economic competitiveness** *and* **climate change** *to be revised later.*

HUD Flagship Sustainability Indicators

As a U.S. Department of Housing and Urban Development (HUD) Sustainable Communities grantee, the Twin Cities metro region is encouraged to report on a set of "HUD Flagship Sustainability Indicators." These indicators are meant to measure long-term changes in conditions related to sustainability. The HUD Flagship Sustainability Indicators influenced the proposed indicators above and are provided below for context.

HUD Flagship Sustainability Indicators		
Issue Area	**Sustainability Outcome**	**Flagship Sustainability Indicator**
Transportation	**Transportation Choice:** Livable communities feature multiple, safe and convenient options for more people to walk, bike, or ride transit in addition to driving in their cars. Less driving alone means less congestion and less air pollution. Using alternative modes of transportation also leads to better public health outcomes as people naturally get more exercise.	1.1 Total Percentage of workers commuting via walking, biking, transit, or rideshare
Housing	**Housing Affordability:** Housing is the single biggest cost for American households, and the share of household income it has claimed has been increasing for decades. Reducing families' housing costs is the way to make the biggest impact on people's quality of life and financial sustainability.	2.1 Percentage of renter units and owner units affordable to households earning 80% of HUD area median family income
Equity	**Equitable Development:** New growth and development should extend benefits to all community members. This includes creating more economic opportunities for low income residents as well as proactively addressing the potential for the displacement of low-income households that can result from neighborhood revitalization efforts.	3.1. H+T Affordability: Proportion of household income spent on housing and transportation costs 3.2 Access to healthy food choices: Percent of total population that reside in a low income census tract AND reside more than one mile from a supermarket/large grocery store (for rural census tracts, the distance is more than 10 miles) 3.3 Access to open space: Percent of population that reside within 1 mile of a park or open space for rural or ½ mile for urban
Economy	**Economic Resilience:** A community's ability to weather economic shocks depends on the stability, efficiency, and diversity of its economy. Regions can become more resilient by diversifying industry and employment bases and increasing economic productivity per unit of energy consumption, which makes them more economically competitive and resilient to energy prices rises.	4.1 Economic Diversification Index 4.2 General local government debt to revenue ratio
Growth & Development	**Growth through Reinvestment:** Focusing new housing and commercial growth in areas that have already been urbanized helps to "recycle" vacant or underutilized land while increasing the vitality of existing communities and safeguarding rural landscapes. It also makes better use of existing public infrastructure while avoiding the expense of expanding infrastructure to new areas.	5.1 Net acres of agricultural and natural resource land lost annually to development per new resident