

APPENDIX L – 2018 RTP/SCS GOALS, PERFORMANCE MEASURES, AND RESULTS

This memorandum describes the goals and objectives for the draft 2018 STANCOG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Methodology

The California Transportation Commission published the *2017 Regional Transportation Guidelines for Metropolitan Planning Organizations* (Guidelines) which provides guidance for preparing an RTP/SCS. Chapter 7 of the Guidelines, "Transportation Performance Management," outlines goals and objectives that should be considered for incorporation into an RTP/SCS. The following items are federal and State goals presented in the Guidelines. The federal goals are mandated, whereas the State goals are advisory. There is considerable overlap between the two sets of goals.

Federal Goals:

- *Safety* - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- *Infrastructure Condition* - To maintain the highway infrastructure asset system in a state of good repair.
- *Congestion Reduction* - To achieve a significant reduction in congestion on the National Highway System.
- *System Reliability* - To improve the efficiency of the surface transportation system
- *Freight Movement and Economic Vitality* - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- *Environmental Sustainability* - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- *Reduced Project Delivery Delays* - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

California Goals:

- Achieve SB 375 GHG goals
- Preserve transportation infrastructure
- Improve mobility and accessibility
- Reduce GHG and improve air quality
- Improve public health, e.g., increase physical activity
- Conserve land and natural resources
- Encourage sustainable land use patterns
- Increase supply of affordable housing
- Improve jobs and housing balance
- Improve mobility and accessibility for low-income and disadvantaged communities
- Support economic development
- Increase safety and security of the transportation system for motorized and non-motorized users

Based on a review of the Guidelines and other relevant State and federal initiatives, the following goals and objectives were included in the draft 2018 RTP/SCS.

StanCOG 2018 RTP/SCS Goals

Goal 1. Mobility and Accessibility

Improve the ability of people and goods to move between desired locations, and provide a variety of modal and mobility options.

Goal 2. Social Equity

Promote equitable access to opportunities by ensuring all populations share in the benefits of transportation improvements and are provided a range of transportation and housing choices.

Goal 3. Economic and Community Vitality

Facilitate economic development and opportunities through infrastructure investments that support goods movement within and through the region, including, but not limited to, the County's strategic freight corridors.

Goal 4. Sustainable Development Pattern

Provide a mix of land uses and compact development patterns, and direct development toward existing infrastructure, which will preserve agricultural land, open space, and natural resources.

Goal 5. Environmental Quality

Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.

Goal 6. Health and Safety

Operate and maintain the transportation system to ensure public safety and security, and improve the health of residents by improving air quality and providing more transportation options.

Goal 7. System Preservation

Maintain the transportation system in a state of good repair, and protect the region's transportation investments by maximizing the use of existing facilities.

Goal 8. Smart Infrastructure

Coordinate, monitor, and integrate planning and programming for intelligent transportation systems (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.

Goal 9. Reliability & Congestion

Maintain or improve reliability of the transportation network and maintain or reduce congestion.

Goal 10. Project Delivery

Efficiently use available transportation funding to expedite project delivery of transportation improvements within the region for the benefit of Stanislaus County residents and the traveling public in general.

The 2018 RTP/SCS Goals are supported and informed through the following performance measures. These performance measures were used to evaluate the various project scenarios (as discussed in Appendix N). Ultimately, the Scenario 2 was chosen as the Preferred Scenario for the 2018 RTP/SCS. The Preferred Scenario was further evaluated against Scenario 1. Scenario 1 (or Business as Usual) reflects the General Plan Tend for land use growth and transportation improvements within Stanislaus County. Further explanation of these scenarios is provided in Appendix N.

Goal 1. Mobility and Accessibility

- New project trip generation (vehicle trips)
- New project VMT: reflects the VMT delta associated with new development
- Percent of new households within walking distance (0.5 miles) of a transit stop
- Percent of new Environmental Justice (EJ) households (income/race combined) within walking distance (0.5 miles) of a transit stop
- Percent of new EJ households (income-based only) within walking distance (0.5 miles) of a transit stop
- Percent of new EJ households (race-based only) within walking distance (0.5 miles) of a transit stop
- VMT growth by scenario (2015-2035)
- Total vehicle miles travelled (VMT): reflects the VMT delta associated with the interaction of new development with the existing/built environment
- Average trip length – vehicle trips
- Average trip length – commuter vehicle trips
- Pedestrian/bike daily mode share percentage

Goal 2. Social Equity

- Housing mix by type for new development
 - Multifamily/Townhome
 - Small lot single family
 - Large lot single family
- Average household income required to afford new single-family housing
- Average household income required to afford new multi-family housing
- Total households
 - Environmental Justice Representation
- Total households within 0.5 miles of transit
 - Environmental Justice Representation
- Total households within 0.5 miles of two or more buses per hour
 - Environmental Justice Representation

Goal 3. Economic and Community Vitality

- Housing mix by type for new development
- Overall residential density of new development
- Total households

Goal 4. Sustainable Development Pattern

- Total acres of new development
- Acres of farmland converted
- Overall residential density of new development

Goal 5. Environmental Quality

- CO2 emission per household of new development (tons/year)

Goal 6. Health and Safety

- Percent of new households within walking distance (0.5 miles) of a park
- Percent of a new low-income EJ households within walking distance (0.5 miles) of a park
- EJ households as a percentage of total households within 500 feet of a major roadway
- Meets federal health-based emission budgets

Goal 7. System Preservation

- Total new local roadway lane miles (lane miles)

Goal 8. Smart Infrastructure (To be developed along with the implementation of this Plan)

StanCOG will be examining various performance metrics as part of its implementation of the 2018 RTP/SCS. Specifically, StanCOG has included potential regional studies to address Smart Infrastructure implementation. These studies include a Transportation Technology Strategy for Stanislaus County and an Electric Infrastructure Implementation Study in the 2018 RTP/SCS Tier I Project List. It is anticipated that these studies will yield appropriate performance measures for future tracking of Smart Infrastructure development in Stanislaus County. Projects include Transportation Technology Strategy and Electric Infrastructure Implementation Study for Stanislaus County.

Goal 9. Reliability and Congestion

- Congested lane miles.
- Congestion Management Program (CMP) roadway network level of service Level of Congestion (Avg. Speed < 60% of free-flow speed). For baseline conditions only.
- Level of Travel Time Reliability (LOTTTR) (80th percentile travel time more than 1.5 times longer than the 50th percentile travel time). For baseline conditions only.

Goal 10. Project Delivery (To be developed along with the implementation of this Plan)

With the passage of Measure L and Senate Bill 1 (SB-1), greater emphasis will be placed on expedited project delivery. StanCOG, acting as the Local Transportation Authority for the administration of Measure L funds, is required to annually report on the expenditure of Measure L funds. In addition, StanCOG is the lead agency for development of the Federal Transportation Improvement Program, which establishes the programming of State and federal transportation funds in Stanislaus County. Potential performance measures to evaluate project delivery include:

- Complete analysis of maintenance backlog within the County
- Importance of local development financing and self-help (sales tax) measures such as Measure L

The following table provides a summary of performance measure 2035 results for Scenario 1 (referred to as the General Plan Trend/Business as Usual) and Scenario 2 (referred to as the Preferred Scenario/Infill and Redevelopment).

Table 1 – Performance Measure Results

2018 RTP/SCS Goals & Performance Measures	Scenario 1 - General Plan Trend / Business As Usual	Scenario 2 - Preferred Scenario / Infill and Redevelopment
Goal 1. Mobility & Accessibility		
- New project trip generation (vehicle trips)	811,334	806,897
- New project VMT	2,318,267	2,295,111
- Percent of new households within walking distance (0.5 miles) of a transit stop	25.2%	32.4%
- Percent of new EJ households (income/race combined) within walking distance (0.5 miles) of a transit stop	9.9%	15.2%
- Percent of new EJ households (income-based only) within walking distance (0.5 miles) of a transit stop	4.1%	8.6%
- Percent of new EJ households (race-based only) within walking distance (0.5 miles) of a transit stop	8.6%	11.9%
- VMT growth by scenario (2015-2035)	2,274,286	2,223,627
- Total vehicle miles travelled (VMT)	14,178,336	14,161,481
- Average trip length – vehicle trips	13.72	13.78
- Average trip length – commuter vehicle trips	17.71	17.41
- Drive alone daily mode share percentage	34.9%	34.6%
- Ped/bike daily mode share percentage	7.78%	7.70%
Goal 2. Social Equity		
- Housing mix by type for new development		
Multifamily/Townhome	44.0%	62.0%
Small lot single family	39.0%	30.0%
Large lot single family	17.0%	8.0%
- Average household income required to afford new single-family housing	\$80,813	\$77,721
- Average household income required to afford new multi-family housing	\$51,799	\$46,659
- Total households	217,477	217,469
Environmental Justice Representation	46.1%	47.4%
- Total households within 0.5 miles of transit	125,823	128,961
Environmental Justice Representation	64.0%	64.8%
- Total households within 0.5 miles of two or more buses per hour	94,487	109,009
Environmental Justice Representation	45.6%	52.1%
Goal 3. Economic and Community Vitality		
- Housing mix by type for new development	See Social Equity.	
- Overall residential density of new development	12.0	15.9
- Total households	217,477	217,469
Goal 4. Sustainable Development Pattern		
- Total acres of new development	9,312	7,540
- Acres of farmland converted	8,500	6,000
- Overall residential density of new development	12.0	15.9
Goal 5. Environmental Quality		
- CO2 Emission per household of new development (tons/year)	6.6	5.7
Goal 6. Health & Safety		
- Percent of new households within walking distance (0.5 miles) of a park	15.6%	20.8%
- Percent of a new low-income EJ households within walking distance (0.5 miles) of a park	5.9%	10.4%
- EJ households as a percent of total households within 500 ft of a major roadway	58.1%	59.0%
- Meets Federal health based emission budgets	YES	YES
Goal 7. System Preservation		
- Total new local roadway lane miles (lane miles)	530	428
Goal 8. Smart Infrastructure		
- <i>To be developed.</i>		
Goal 9. Reliability & Congestion		
- Congested lane miles	1,619,597	2,341,366
Goal 10. Project Delivery		
- <i>To be developed.</i>		