

# **APPENDIX L – 2022 RTP/SCS GOALS, PERFORMANCE MEASURES, AND RESULTS**

Stanislaus Council of Governments  
2022 Regional Transportation Plan/Sustainable Communities Strategy

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

This memorandum describes the goals and objectives for the 2022 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. The Performance Measures are also informed by the Infrastructure Investment and Jobs Act (IIJA) and SB 375.

### *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.
- *More Reliable Transportation* – To mitigate non-recurring congestion allowing more predictable travel times.
- *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
- Reduce vehicle miles traveled
- 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 approved by the Valley Vision Stanislaus Policy Board and are included in the 2022 RTP/SCS.

**StanCOG 2022 RTP/SCS Goals**

<b>Goals and Objectives</b>	
<b>Goal</b>	<b>Objective</b>
Mobility & Accessibility	Improve the ability of people and goods to move between desired locations; and provide a variety of modal and mobility options.
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.
Economic & Community Vitality	Foster job creation, business attraction, retention, and expansion by improving quality of life. 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.
Sustainable Development Pattern	Provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources.
Environmental Quality	Consider environmental impacts when making transportation investments and minimize impacts on clean air and natural resources. Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.
Safety & Health	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.
System Preservation	Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities.
Smart Infrastructure	Coordinate, monitor, and integrate planning and programming for intelligent transportation system (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.
Resiliency and Reliability	Harden infrastructure to resist, absorb, recover from, or successfully adapt to adversity or a change in conditions including climate change.
Congestion Management	Maintain or reduce congestion as compared to current levels.
Project Delivery	Efficiently use available transportation funding to expedite project delivery of transportation improvements within the region for the benefit of residents of Stanislaus County and the traveling public in general.

The 2022 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, Scenario D (Neighborhood Infill) was chosen as the Preferred Scenario for the 2022 RTP/SCS. The Preferred Scenario was further evaluated against Scenario A (Stay the Course). Scenario A reflects continuation of the 2018 RTP/SCS for land use growth and transportation improvements within Stanislaus County. Further explanation of these scenarios is provided in Appendix N.

<b>RTP/SCS</b>		
Metric	Tool/Source	Technical Notes
<b>Mobility &amp; Accessibility</b>		
<i>Improve the ability of people and goods to move between desired locations; and provide a variety of modal and mobility options.</i>		
Average trip length	Travel Demand Model	Based on VMT/Trips by Trip Purpose (scripted)
Percentage of transit/bike/walk trips per day (Also Environmental Quality and Safety & Health)	Travel Demand Model	Trips by Mode (scripted)
Daily hours of congestion	Travel Demand Model	VHT Unconstrained Assignment - VHT Capacity Constrained Assignment
Peak period transit headways at major transportation hubs	Travel Demand Model Assumptions/ Operator Inputs	
<b>Social Equity</b>		
<i>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.</i>		
Percentage of housing/population within 1/2 mile of transit	Transit Coverage GIS Tool	
Percent of low/medium/high income population using improved roadways	Travel Demand Model	Select Link Analysis on Major Capacity Increasing Projects (scripted)
Percent of low/medium/high population served within 1/2 mile by LOS D or better transit frequency	Transit Coverage GIS Tool	
Housing-type stock	Envision Tomorrow - GIS Spreadsheet Tool with GIS	The percent shares of different housing types
Percent of dwelling unit growth at densities of at least 20 units per acre	Envision Tomorrow - GIS Spreadsheet Tool with GIS	
Share of growth in quality transit areas (headways less than 30 minutes)	Envision Tomorrow - GIS Spreadsheet Tool with GIS	
Median housing price	American Community Survey (US Census)	

<b>Economic &amp; Community Vitality</b>		
<i>Foster job creation, business attraction, retention, and expansion by improving quality of life. 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.</i>		
Jobs-housing balance in region	GIS / Land Use Data	
Vehicle hours of travel (VHT) of heavy vehicles on major goods movement corridors	Travel Demand Model	Compute VHT on CMP Network Links (scripted)
Vehicle miles of travel (VMT) of heavy vehicles on major goods movement corridors	Travel Demand Model	Compute VMT on CMP Network Links (scripted)
<b>Sustainable Development Pattern</b>		
<i>Provide a mix of land uses and compact development patterns and encourage infill development to preserve agricultural land and natural resources.</i>		
Acres of land consumed per capita	Envision Tomorrow - GIS Spreadsheet Tool	
Percentage of new development as infill	Envision Tomorrow - GIS Spreadsheet Tool	
Overall residential density	Envision Tomorrow - GIS Spreadsheet Tool	
Total acres of land consumed	Envision Tomorrow - GIS Spreadsheet Tool	
<b>Environmental Quality</b>		
<i>Consider environmental impacts when making transportation investments and minimize impacts on clean air and natural resources. Support infrastructure investments that facilitate vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.</i>		
Greenhouse gas emissions (GHG) by 5% in 2020 <sup>1</sup> and 16% in 2035 based on 2005 numbers	Travel Demand Model/EMFAC	
Total centerline miles of Class I, II and III bike facilities (Also Safety and Health)	GIS/CIP Lists	
Percentage of transit/bike/walk trips per day (Also Safety & Health)	Travel Demand Model	Trips by Mode (scripted)
Meet countywide emission budgets established for criteria pollutants	Travel Demand Model/EMFAC	
<b>Safety &amp; Health</b>		

<i>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.</i>		
Percentage of transit and bike/walk trips per day (Also Environmental Quality)	Travel Demand Model/GIS	Trips by Mode (scripted)
Percent of Population/Housing within ½ mile from Parks and Open Space	GIS / Land Use Data	
Percentage of households within 500' of major transportation corridor (> 100,000 ADT)	GIS / Land Use Data	
Accident rate per 100,000 vehicle miles traveled	Travel Demand Model	Statewide Accident Rates * VMT/Safety Benefit of Roadway Projects
Percent of workers taking active commute to work	Stanislaus County Health Service Assessment 2020	
Percent of population classified as overweight	Stanislaus County Health Service Assessment 2020	
Percent of population classified as obese	Stanislaus County Health Service Assessment 2020	
Percent of population with poor general health	Stanislaus County Health Service Assessment 2020	
System Preservation		
<i>Maintain transportation system in a state of good repair; and protect investment by maximizing use of existing transportation facilities.</i>		
Lane miles in need of rehabilitation	Local Agency PMS / GIS	
Smart Infrastructure		
<i>Coordinate, monitor, and integrate planning and programming for intelligent transportation system (ITS), smart infrastructure, demand-responsive transportation, and automated vehicles.</i>		
Regional investment for Smart Infrastructure	Dollars spent on Smart Infrastructure	
Resiliency and Reliability		
<i>The ability to resist, absorb, recover from, or successfully adapt to adversity or a change in conditions including Climate Change.</i>		
Investment in planning/education for resiliency	Dollars spent on planning/education for resiliency	
Congestion Management		
<i>Maintain or reduce congestion at current levels.</i>		
Congestion – level of service	Travel Demand Model	Segment LOS Results (% of lane miles at LOS E or worse) – or v/c > 0.85
Congestion (Federal Performance Rule) – speed	NPMRSD Data Processing	Congested speed 60% or less of Free Flow Speed
Level of travel time reliability	NPMRSD Data Processing	Buffer Time Index

Project Delivery		
<i>Efficiently use available transportation funding to expedite project delivery of transportation improvements within the region for the benefit of residents of Stanislaus County and the traveling public in general.</i>		
FTIP project funding obligation status	FTIP Documentation	

Exec Summary PM	2022 RTP/SCS Goals & Performance Measures	2046	
		Without Project (Scenario A)	With Project (Scenario D)
<b>Goal 1. Mobility &amp; Accessibility</b>			
Average Trip Length	Average vehicle trip length (miles)	9.42	9.29
	Average vehicle trip length (commute)	13.9	13.6
Percentage of transit/bike/walk trips per day	Mode Share (Whole Day)		
	SOV (% of trips)	36.14%	37.0%
	HOV (% of trips)	57.79%	57.4%
	Transit (% of trips)	0.26%	0.3%
	Non-motorized (% of trips)	5.82%	5.4%
Peak period transit headways at major transportation hubs		10-15 minutes	
Extras (some previously listed)	New Project trip generation (vehicles)	626,610	604,219
	Residential Trips	296,493	287,567
	Retail Trips	118,892	111,685
	Work Trips	61,565	58,725
	Other Trips	149,660	146,241
	New Project VMT	2,833,982	2,516,838
	Residential Trips	2,187,590	1,954,753
	Retail Trips	531,974	407,553
	Work Trips	1,036,732	871,327
	Other Trips	646,392	562,085
	% of new households within 1/2 mile of transit	33.7%	65.5%
	% of new households within 1/2 mile of transit that are minority	36.5%	69.6%
	% of new households within 1/2-mile of transit that are low-income	46.0%	72.0%
	% VMT growth by scenario (2019 - 2046)	27%	24%
	Total vehicle miles traveled (VMT)	13,236,571	12,919,427
	Mode Share (Peak Period)		
	SOV (% of trips)	36.45%	37.3%
HOV (% of trips)	58.29%	57.9%	

	Transit (% of trips)	0.23%	0.2%
	Non-motorized (% of trips)	5.04%	4.6%
<b>Goal 2. Social Equity</b>			
Percent of households within 1/2 mile of transit	Total Households	241812	241715
	# of households within 1/2 mile of transit	135068	153868
	% of households within 1/2 mile of transit	55.9%	63.7%
	% of households within 1/2 mile of transit that are minorities	62.5%	62.3%
	% of households within 1/2-mile of transit that are low-income	38.5%	39.2%
	EJ Score of households within 1/2 mile of transit	50.5%	50.7%
	# of households within 1/2 mile of transit (2 or more buses per hour)	104143	119752
	% of households within 1/2 mile of transit that are minorities (2 or more buses per hour)	61.4%	61.0%
	% of households within 1/2-mile of transit that are low-income (2 or more buses per hour)	39.8%	40.4%
	EJ Score of households within 1/2 mile of transit (2 or more buses per hour)	50.6%	50.7%
% households using improved roadways		100%	100%
Housing-Type Stock	Overall Housing Mix		
	Single-Family Housing #	181,156	173,367
	% single-family housing units	75.0%	72.0%
	Total multi-family housing units #	59,898	67,369
	% multi-family housing units	25.0%	28.0%
Percent of dwelling unit growth at densities of at least 20 units per acre		42%	68%
New Housing Mix	Single-Family Housing #	39,372	31,943
	% single-family housing units	68%	55%
	Total multi-family housing units #	19,085	26,556
	% multi-family housing units	32%	45%
<b>Goal 3. Economic &amp; Community Vitality</b>			
Vehicle hours of travel (VH) of heavy vehicles on major goods movement corridors		400,817	392,621
% of Households in Job-Rich Areas		32%	51%
<b>Goal 4. Sustainable Development Pattern</b>			
Aces of land consumed	Acres of farmland converted	2,988	1,004
Percentage of new development as infill		29%	84%
Overall residential density of new development		42%	68%
<b>Goal 5. Environmental Quality</b>			
GHG reduction of 12% per capita by 2020 and 16% by 2035 (to 2005)	GHG reduction of 12% per capita by 2020 (compared to 2005)	-10.8%	-10.8%
	GHG reduction of 16% per capita by 2035 (compared to 2005)	-10.1%	-11.7%



Total centerline miles of Class I, II and III bike facilities (Also Safety and Health)		433.4 miles	
CO2 Emissions per weekday for Passenger Vehicles		3,886	3,817
Extras (some previously listed)	Percentage of transit/bike/walk trips per day		
	Transit (% of trips)	0.3%	0.3%
	Non-motorized (% of trips)	5.8%	5.4%
<b>Goal 6. Safety and Health</b>			
Percentage of transit/bike/walk trips per day	Percentage of transit/bike/walk trips per day		
	Transit (% of trips)	0.3%	0.3%
	Non-motorized (% of trips)	5.8%	5.4%
Percentage of households within 500' of major transportation corridor (SHN)		5.4%	17.2%
<b>Goal 7. System Preservation</b>			
Total new local roadway lane miles		127	
<b>Goal 8. Smart Infrastructure</b>			
Regional investment in Smart Infrastructure		\$157,655,625*	
<b>Goal 9. Resiliency and Reliability</b>			
Investment in planning/education for resiliency		\$626,810**	

\*projects include PIDs: C20, C27, C28, C31, CA08, M20, S121, T23, T30, N30, N31, N32, M96, T53, T55, T57, and RE20

\*\*project includes PID RE24