STARS-Plan Framework (Credits, Goals, Objectives, and Measures)

Triple Bottom Line	Credit Category	Goal	Objectives	Measure	Target
People	Access & Mobility	Improve people's ability to meet most their daily needs without having to drive	To improve practical and convenient access to work, school, goods, and other key destinations by walking, bicycling, and transit	% of population with a 30-minute trip **VMT**	
		Improve the convenience and quality of trips, especially walk, bicycle, transit, car/vanpool, and freight trips	To improve travel time and/or travel time reliability for pedestrian and bicycle trips between key origins and destinations To improve travel time reliability and speed consistency for transit, car/vanpool, and freight trips between key origins and destinations To improve the quality of walk, bicycle, transit, and car/vanpool trips	**Travel time reliability** **Speed consistency** Travel time MMLOS grade Address user survey	
	Safety & Health	Improve multimodal safety, especially for the most vulnerable users	To decrease fatalities and injuries for all travel modes Pedestrian and bicyclist fatalities and injuries will not be higher than their proportion of total trips	Specific safety improvements in areas with fatalities and injuries	
		Improve health by increasing physical activity as part of the transportation system	To increase the percentage of bike, walk, and transit trips	Mode share	
		Improve air quality	To decrease the quantities of harmful airborne pollutants	Criteria pollutants	
	Equity	Reduce disparities in healthy, safe access to key destinations for choice-constrained populations	Demonstrate that planned investments reduce or eliminate disparities in Access & Mobility, Economic Benefit, Safety & Health between choice-constrained and non choice-constrained populations	Locations of projects and programs in areas of key origins and destinations for transportation-disadvantaged populations	
		Demonstrate that planned investments do not disproportionately impact choice-constrained populations	To demonstrate that transportation-disadvantaged communities do not experience disproportionate impacts from transportation construction or operations, taking into account accumulated impacts	Construction-related criteria pollutants Traffic noise exposure	
Prosperity	Economic Benefit	To re-invest in the local economy	To re-invest in the local economy through reducing expenditures on fuel and related vehicle use	**VMT** **Speed consistency**	
		Improve economic access	To increase access to employment centers within a 30-minute trip by multiple modes	% of population within a 30-minute trip	
		Improve travel time reliability and consistency for high-value trips	To improve travel time reliability and speed consistency for freight between representative origins and destinations.	**Travel time reliability** **Speed consistency**	

Bold measures are primary measures

Triple Bottom Line	Credit Category	Goal	Objectives	Measure	Target
Prosperity	**Cost Effectiveness**	Optimize benefits and costs over the life-cycle of the project	To optimize benefits relative to public, private and social costs over the plan's time horizon.	Compare benefits (e.g. reduced VMT, improved travel time reliability) to costs	
		To prioritize the enhancement and maintenance of the existing system over system expansion.	To maintain pavement condition on roadways to 75% and demonstrate the cost of routine maintenance vs. deferred maintenance (streets)	Pavement condition Routine maintenance costs Deferred maintenance costs	
			To maintain average asset age no more than 50% of the useful life and to maintain service calls to an average of 8,000 miles (transit)	Average asset age Service calls	
Planet	**Climate and Energy**	Reduce greenhouse gas emissions and fossil fuel consumption	To reduce vehicle miles traveled	**VMT**	
			To improve speed consistency between origins and destinations, by multiple modes	**Speed consistency**	
			To reduce fossil fuel use for operations	Fuel consumption	
	Ecological Function	Improve or avoid habitat	To avoid or minimize impacts to local, state, and federally defined sensitive areas	Sq. ft. of defined areas	
			To improve habitat in or adjacent to the right-of-way	Amount and quality of habitat improved in or adjacent to the right-of-way	
			To increase the percentage of tree canopy in rights-of-way	Tree canopy	
	Community Context	Improve water quality and stream flows	To manage and treat stormwater volumes and flow on-site through LID practices	Post-development conditions relative to pre-development conditions	
		TBD by the local community			

Bold measures are primary measures