



Evaluating and Enhancing Sustainable Transportation in Monterey County



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Transportation Agency for Monterey County

August 2016

System Planning (INVEST Version 1.2)



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Executive Summary

Highlighting the Transportation Agency for Monterey County's strong commitment to sustainability principles that improve the social, economic, and environmental outcomes of the regional planning process, the Agency received the highest Platinum rating from the Federal Highways Administration's INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) evaluation.

As the designated Regional Transportation Planning Agency for Monterey County, the Transportation Agency for Monterey County is responsible for developing and updating a long-range vision of the regional transportation system. As part of that process, the Transportation Agency strives to advance strategies that are environmentally sustainable, socially equitable, financially sound, and also meet the mobility and accessibility needs of its residents.

With the passage of California Senate Bill 375, the Transportation Agency worked with our tri-county partner agencies (Santa Cruz County Regional Transportation Commission, San Benito Council of Governments, and Association of Monterey Bay Area Governments) to develop our region's Sustainable Communities Strategy as well as Monterey County's 2014 Regional Transportation Plan. These documents pave the way for linking sustainable land use decisions with transportation planning and policy-making to help ensure that our region meets its greenhouse gas reduction targets. Using the goals and objectives laid out in the 2014 Regional Transportation Plan, the Transportation Agency has created a foundation on which other planning activities can expand and implement programs that promote the regional economy, protect the environment, and provide equity among local communities.

In seeking to assess how well-defined and comprehensive the Transportation Agency's sustainability efforts have been, and identify areas for improvement, TAMC utilized the Federal Highway Administration's INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) to review a broad spectrum of the agency's planning activities. INVEST is a web-based self-evaluation tool comprised of voluntary sustainability best practices, which cover the full lifecycle of transportation services, including system planning, project planning, design, and construction, and continuing through operations and maintenance. The FHWA developed INVEST for voluntary use by transportation agencies to assess and enhance the sustainability of their projects and programs. INVEST is intended to provide guidance for practitioners to evaluate the sustainability of their transportation projects and programs and to encourage sustainability progress within the field of transportation.

To conduct the INVEST assessment, the Transportation Agency utilized INVEST’s System Planning module, where an agency’s system-wide network is analyzed and assessed to identify projects that will improve the safety, capacity, access, operations or other key features of the system. The System Planning modules focus on performing system-level analyses in a manner that contributes to the overall sustainability of the network and the individual projects programmed in this phase of the lifecycle. The criteria are primarily written for the scoring of an agency’s fiscally-constrained regional transportation plan (RTP), which is considered to include the agency’s transportation planning process, project selection criteria, the Regional Transportation Improvement Program, and project programming.

As part of the INVEST assessment, the Transportation Agency evaluated The 2014 Regional Transportation Plan, as well as the following list of plans, policies, projects, and programs:

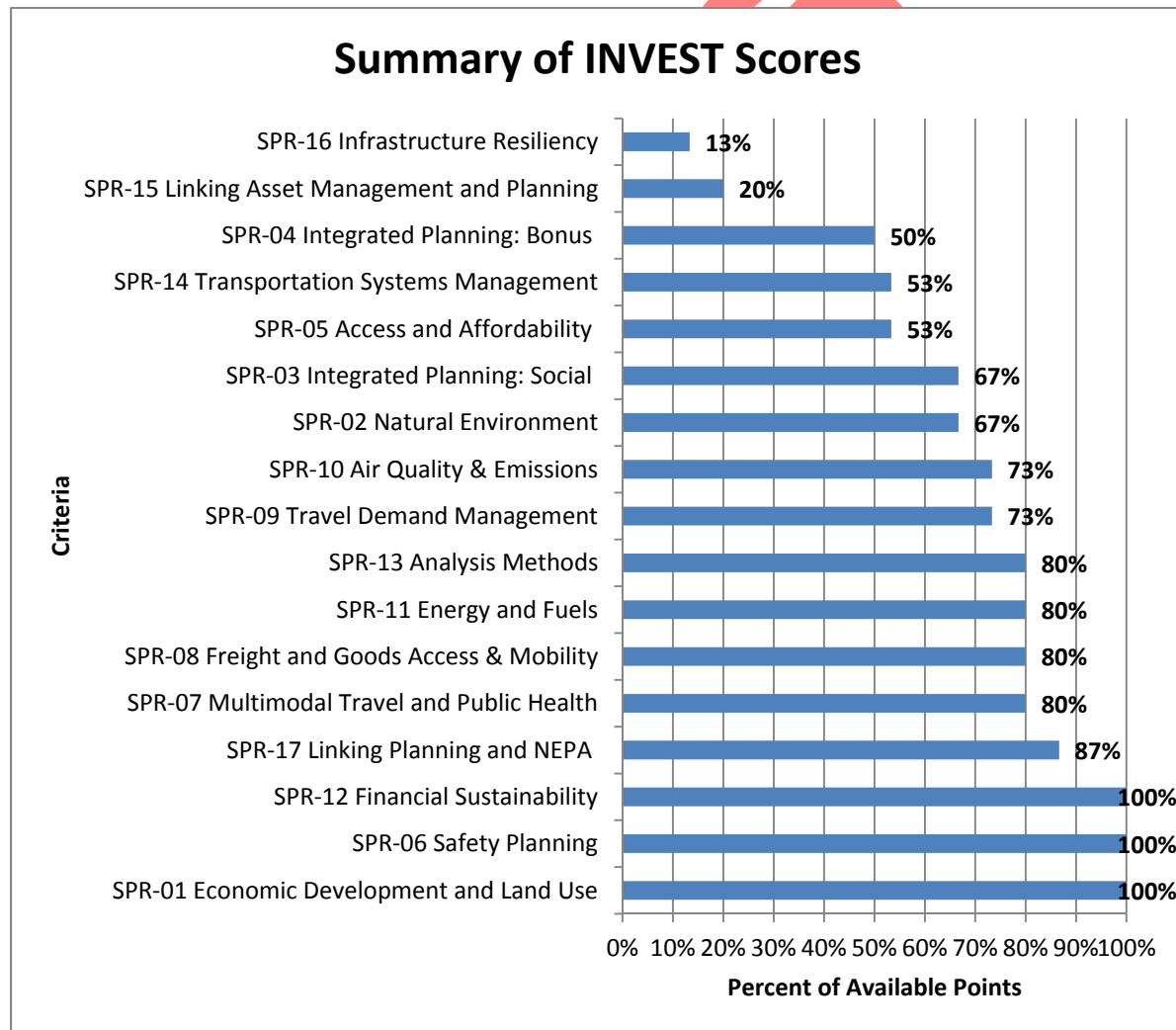
Table 1: List of Documents Review for INVEST

Bicycle & Pedestrian Master Plan	Regional Development Impact Fees
Bike Week Educational Activities	Regional Freight Study
Board of Director and Committee Bylaws	Regional Roundabout Study
Central Coast Strategic Deployment Plan	Regional Surface Transportation Program
Complete Streets Guidebook	Regional Transportation Improvement Program
Electric Vehicle Charging Stations	Regional Transportation Plan Mitigation Monitoring Program
Inter-Agency Team Meetings	Transportation-Related Principles for Community Development
Marina-Salinas Multimodal Corridor Plan	Transportation Safety & Investment Plan
Metropolitan Transportation Plan / Sustainable Communities Strategies	Unmet Transit Needs
Overall Work Program	Via Salinas Valley
Public Outreach Plan	Wayfinding Plan
Regional Travel Demand Model & Model Improvement Plan	

By completing the assessment, the INVEST tool provided a means by which the regional planning activities of the Transportation Agency for Monterey County could be evaluated to identify both strengths and weaknesses from a sustainability perspective. The 17 criteria of the System Planning module aided the Transportation Agency in answering the questions of “What are we doing right?”, “Where is there room for improvement?”, and “Where do we go from here?” This report provides more detailed discussions to address these questions with an overview of the Agency’s strengths, areas where improvements can be made, and recommendations for future action.

Out of 250 total points, **TAMC scored a total of 174** which puts the Agency in the highest Platinum level (out of four levels: bronze, silver, gold and platinum). Figure 1 shows the scores earned per criteria, ranked from lowest to highest.

Figure 1: Summary of INVEST Scores



Strengths

The results reveal several strengths in the Transportation Agency's current transportation planning processes. Out of a total of 17 INVEST criteria, the Transportation Agency earned scores of 80% or higher in eight criteria, with three of those reaching 100% of the possible points. The Transportation Agency's success can be attributed to a number of key factors:

- **Stakeholder Engagement**: Senate Bill 375 played a large role in supporting the Transportation Agency's efforts to broaden engagement with regional stakeholders and work more closely with them with a focus on sustainable transportation investments. Through public workshops and coordination with the Association of Monterey Bay Area Governments and local jurisdictions, the Agency assisted in the development of alternative scenarios to evaluate the impact of transportation investments on reducing greenhouse gas emissions.
- **Institutional Knowledge**: The Transportation Agency's INVEST results also demonstrate the Agency's high-level of institutional knowledge, as many of the high-scoring criteria reflect areas of staff expertise and leadership. These activities include strong coordination and communication between staff working on separate but related planning activities, and the support of management for continuing education. Examples of areas that the Transportation Agency scored well include Integrated Planning: Economic Development & Land Use (SPR-01), Financial Sustainability (SPR-12), and Safety Planning (SPR-06).
- **Multimodal Planning & Financing**: The eight criteria that the Transportation Agency earned high scores in fall within very different areas of the planning spectrum (for example, "Analysis Methods", "Freight and Goods", and "Financial Sustainability"). These scores serve as an indicator of the Transportation Agency's broad spectrum of expertise in various travel modes and the agency's approach to planning a balanced regional transportation network that serves the needs of a diverse community.

Areas for Improvement

INVEST also revealed areas for improvement in the Transportation Agency's regional planning process. The following explains where the Transportation Agency earned lower scores:

- **SPR-16 Infrastructure Resiliency**: The goal of this criteria is to assess the Agency's efforts to anticipate, assess, and plan to respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure multi-modal transportation system reliability and resiliency. The Transportation Agency

does regularly coordinate with partner agencies within its jurisdiction to reduce barriers and further the prospects for implementation of strategies to address infrastructure resiliency. An example of this is the effort to coordinate with stakeholders on the Holman Highway 68 Roundabout and the Highway 68 Corridor Study. Separate inter-agency task forces have been set up for these planning and construction efforts to ensure coordination between agencies. For the agency to score higher, resiliency performance measures would need to be included in the Regional Transportation Plan's evaluation of projects, as well as the development of strategies to respond to hazard events, such as tsunamis or major storms. Strategies may include: planning for redundancy, relocating assets, changing operations and maintenance, and adjusting existing systems and procedures to integrate climate change risk (see MTC's Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area Pilot Project for examples).

- SPR-15 Linking Asset Management and Planning: This criterion evaluates how the agency leverages transportation asset management data and methods within the transportation planning process to make informed, cost-effective program decisions to better use existing transportation assets. While the Transportation Agency has been utilizing benefit/cost analysis and life-cycle cost assessments more in the planning process, these efforts are just beginning. Examples of how the Agency utilized these analyses include the 2016 Regional Transportation Improvement Program, the Regional Roundabout Study, and the 2016 Active Transportation Program grant applications. To receive more points in this area, the Agency should further develop its skills in conducting asset management analyses, and link these analyses with investment decisions.
- SPR-14 Transportation Systems Management and Operations: This criterion rates how the Agency optimizes the efficiency of the existing transportation system. The Transportation Agency supports the use of a variety of Transportation Systems Management & Operations strategies in the Regional Transportation Plan in its transportation investments. These strategies include the Monterey County 511 Traveler Information Program, the Rideshare Program, Safety Programs, and Intelligent Transportation Systems. While the Agency scored 53% on this criterion, to capture the remainder of the points, the Agency should continue with the implementation of the Rideshare and 511 programs, and track their annual performance.

Conclusion

The Transportation Agency's use of the INVEST tool has been enlightening by allowing the Agency to gauge its regional transportation planning efforts against national sustainability standards. While earning a Platinum rating, the Agency has found it beneficial to discover areas for continued improvement. With the implementation of the Rideshare and 511 programs, and the continued integration of benefit/cost analysis into the planning process, the Transportation Agency can help to deliver a more sustainable transportation system to Monterey County.

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Evaluation Criteria

To conduct the sustainability assessment of its regional planning activities, the Transportation Agency for Monterey County utilized the Federal Highway Administration's INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) System Planning for Regions module.

System Planning is the first step in the lifecycle of a transportation project. This is where an agency's system-wide network is analyzed and assessed to identify projects that will improve the safety, capacity, access, operations or other key features of the system. The System Planning for Regions module is geared towards Metropolitan Planning Organizations, Council of Governments, or Regional Transportation Planning agencies that perform landscape-scale planning for a metropolitan or regional area and that typically does not own the infrastructure. The Transportation Agency for Monterey County falls into this category.

This section of the report contains a thorough analysis of each of the 17 criterion in the System Planning for Regions assessment. Each module contains a score, a purpose of the criterion, highlights of strengths, areas to improve, and a summary of recommended actions in moving forward. The criteria evaluated in this section include:

- SPR-01 Integrated Planning: Economic Development and Land Use
- SPR-02 Integrated Planning: Natural Environment
- SPR-03 Integrated Planning: Social
- SPR-04 Integrated Planning: Bonus
- SPR-05 Access and Affordability
- SPR-06 Safety Planning
- SPR-07 Multimodal Travel and Public Health
- SPR-08 Freight and Goods Access & Mobility
- SPR-09 Travel Demand Management
- SPR-10 Air Quality & Emissions
- SPR-11 Energy and Fuels
- SPR-12 Financial Sustainability
- SPR-13 Analysis Methods
- SPR-14 Transportation Systems Management
- SPR-15 Linking Asset Management and Planning
- SPR-16 Infrastructure Resiliency
- SPR-17 Linking Planning and NEPA

SP-01 Integrated Planning: Economic Development and Land Use

Points: 15/15 - 100%

INVEST Goal

The goal of this criterion is to determine how well the agency's Regional Transportation Plan (RTP) integrates state and local land use plans with economic development plans. Integrating both land use and economic development strategies allows for greater opportunities in improving the social, economic, and environmental qualities of public and private projects. This integration also provides the ability to plan for greater mobility and access throughout transportation projects.

Strengths

The Transportation Agency received 15 out of 15 points in this category, which is reflective of TAMC's commitment to supporting land use patterns that will maximize the person carrying-capacity of the existing transportation network. With the Agency's Community Development Principles, Land Use, Street Network Design, Site Design, and Transportation Demand Management are taken into account to align with TAMC's mission to develop a multimodal transportation system to enhance mobility, safety, access, environmental quality, and economic activities in Monterey County.

- **Land Use**: Land use patterns are encouraged, such as mixed use developments to decrease vehicular trips and growth within areas where transportation infrastructure already exists. As part of this, the Regional Development Impact Fee mitigates the negative effects of urban growth on the local transportation system related to new developments.
- **Street Network Design**: Multimodal transportation is a focus for the Transportation Agency and the design of the streets and roadways are factors in accommodating non-auto modes. Therefore working to incorporate sidewalks and bicycle lanes and transit routes into new developments as well as transit stops and other important transit amenities aligned with Monterey-Salinas Transit's Designing for Transit Handbook is a key recommendation of the Community Development Principles.
- **Site Design**: Site designs are vital to the community's accessibility to local businesses, health care, and educational opportunities. TAMC recommends increasing vibrancy and mobility for non-auto modes by considering bicycle storage facilities into site plans to accommodate cyclists, and that on-site vehicular parking should be provided behind structures or underground to facilitate pedestrian access from building frontages.

- **Transportation Demand Management:** Traffic congestion relief is encouraged through telecommuting, rideshare programs, providing carpool and vanpool parking in non-residential developments (mentioned in SP-14 Transportation Systems Management & Operations). Another way to decrease congestion in the transportation system is to encourage large employers to offer child care facilities, or provide information on nearby child care resources. All of these efforts combined can help to reduce the number of trips made by vehicle.

In addition to the Community Development Principles, the Regional Transportation Plan includes a Policy Element that is derived from the Smart Mobility Framework developed by Caltrans, and is consistent with AMBAG's Monterey Bay 2035: Moving Forward. The Policy Element includes goals related to Economic Development in order to invest in operational improvements that re-invest in the Monterey County economy. By doing so, the Transportation Agency promotes sustainable land use decisions, street network design, and development site design through various programs and outreach efforts. Land use principles include encouraging mixed use developments; encouraging growth in areas that are easily connected to the existing transportation infrastructure, or near transit stops; encouraging a balance of employment and housing to reduce commute demands; and requiring new developments to pay for its proportional impact to the transportation system. In addition, the agency supports non-auto travel by promoting complete streets (Complete Streets Guidebook) and safer roadways with roundabouts (Regional Roundabout Study).

Areas of Improvement

Continue with current activities.

Recommended TAMC Action

Evaluate the region's progress towards sustainability-related goals with the development of the 2018 Regional Transportation Plan, and continue implementation of the Rideshare and 511 Monterey programs.

SP-02 Integrated Planning: Natural Environment

Points: 10/15 - 67%

INVEST Goal

The “Natural Planning” criterion is used to assess the agency’s ecological considerations in the transportation planning process. Ecological functionality is crucial in developing a long-term, environmentally sustainable transportation system and local community.

Strengths

The Transportation Agency has developed environmental goals and objectives in the 2014 Regional Transportation Plan that include protecting the County's natural environment and reducing the transportation system's emissions of greenhouse gases. Policy objectives include reducing greenhouse gases to regional targets, avoiding or minimizing impacts to local, state, and federally defined sensitive areas, and conserving farmland resources. The Transportation Agency also reviews environmental documents to identify traffic impacts caused by new developments and provides comments on appropriate mitigations.

The Agency applies system or landscape-scale evaluation techniques using natural resource data to (1) assess ecological conditions throughout the system, (2) identify opportunities to avoid and/or minimize potential impacts of planned transportation projects to the natural environment (such as participating in mitigation banking), and (3) identify opportunities to support and enhance long-term ecological function through planned transportation investments. The Transportation Agency assesses the ecological conditions of the transportation system and identifies opportunities for minimal impact of planned transportation projects. As an example, as part of the Scenic Highway 68 Wildlife Study and Highway 68 Corridor Study, TAMC is identifying opportunities to support and enhance long-term ecological functions while analyzing potential transportation improvements.

Areas of Improvement

The Transportation Agency was not able to claim a portion of points related to a lack of defined performance measures specifically relating to ecological functions. These measures could include maintaining ecosystem processes and functions, maintaining habitat connectivity, programming projects that maintain and improve aquatic ecosystems, and ensuring that environmental and ecological systems are free of contaminants and pollutants.

Recommended TAMC Action

The Agency should consider the development of a region-wide Habitat Management Plan.

SP-03 Integrated Planning: Social

Points: 10/15 - 67%

INVEST Goal

This criterion assesses the Regional Transportation Plan's alignment with the visions and goals of local jurisdictions. The purpose of integrating the transportation planning process with the vision of the local community is to ensure investments are fair and meaningful to local residents and stakeholders.

Strengths

The Transportation Agency scored a 10 out of possible 15 points in the "Integrated Planning: Social" criterion as a result of the Agency's active involvement with public outreach, as well as the collection of feedback from a wide range of stakeholders. The Transportation Agency works with local communities to reduce congestion by enhancing access to public transit and improving bike and pedestrian facilities. Public meetings are held with the Transportation Agency Board of Directors, Executive Committee, Technical Advisory Committee, Bicycle & Pedestrian Facilities Advisory Committee, and Rail Policy Committee.

In addition to this, the Transportation Agency works diligently in including low-income, minority, disabled, and linguistically isolated populations in the transportation planning process by holding public workshops in diverse areas of the county. As part of this process, a range of stakeholders were identified in the public participation process of the Regional Transportation Plan, which included citizens, public-interest agencies such as California Rural Legal Assistance Foundation, South County Outreach Effort, and Building Healthy Communities. Public participants also included freight shippers, and representatives of disadvantaged communities.

Going further in these outreach efforts, TAMC regularly holds community meetings and workshops to kick-off new planning projects to engage key stakeholders and keep them informed throughout the process. An example of this process was the development of the Transportation Safety & Investment Plan. The Agency convened a community leaders group of diverse stakeholders to receive their feedback on the plan. Follow-up meetings were held with the group to show how their input was affecting the final document and maintain their support.

Areas of Improvement

TAMC may consider searching for other ways to interact with disadvantaged and isolated communities through web-based surveys (continued outreach with MySidewalk), social media, and public meetings coordinated with transit schedules.

Recommended TAMC Action

The Agency should consider including performance measures in the Regional Transportation Plan related to public involvement, such as access to information and participation opportunities by persons with disabilities, geographic dispersion of involvement opportunities, convenience of meetings and events to public transportation, and diversity of participants in public involvement events.

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SP-04 Integrated Planning: Bonus

Points: 5/10 - 50%

INVEST Goal

The purpose of this criterion is to combine the previous three modules considering Economic, Environmental, and Social values as part of a balanced and sustainable transportation planning process. These three core sustainability goals are met through gathering feedback and input from various community members. When transportation planning considers these long-run objectives, it provides opportunities to develop equitable and sustainable infrastructure.

Strengths

The Agency is making progress toward conducting its transportation planning within an interdisciplinary planning process; however, the three sustainability principles have not yet been fully integrated into all transportation planning documents. As the Agency shifts to more performance-based planning efforts, sustainability outcomes will be better considered through continued use of benefit-cost calculations, life-cycle cost assessments, and the tracking of performance metrics.

Areas of Improvement

In order to claim the Integrated Planning: Bonus criterion, the Transportation Agency expand the use of natural resource data in regional planning activities, such as evaluating ecological systems of the region, detecting chances to minimize or avoid possible impacts of transportation projects to the environment, and recognizing opportunities to maintain long-term ecological function through planned transportation investments. The Agency is beginning this work as part of the Highway 68 Wildlife Study, and the lessons learned from this effort can be incorporated into other areas of planning.

Recommended TAMC Action

The Agency should consider the development of a regional Habitat Management Plan, which is included in the Transportation Safety & Investment Plan. In addition, as the Agency shifts to more performance-based planning efforts, sustainability outcomes will be considered through expanded use of benefit-cost calculations and life-cycle cost assessments.

SP-05 Access and Affordability

Points: 8/15 - 53%

INVEST Goal

This criterion checks that the agency is striving to provide accessibility and affordability of a diverse transportation system to all demographics of the local community. This effort relates to the social and economic sustainability principles by removing transportation barriers that can lead to greater opportunities for employment and increased social interactions.

Strengths

Accessibility to transportation is split into three dimensions: physical access, access and equity, and affordability. The 2014 Regional Transportation Plan provides objectives such as improving safe routes to school; travel to work by non-auto modes; improving the travel time reliability and speed consistency for public transit and rideshare programs; and improving the quality of trips made by walking, bicycle, vanpool, and transit. Through active collaboration with Monterey-Salinas Transit via the Unmet Transit Needs process, the Transportation Agency attempts to accommodate a wide variety of populations in order to ensure a fair and just public transportation system to all local residents.

The Regional Transportation Plan also includes performance measures such as average work trip travel time and percentage of work trips that are 30 minutes or less by mode, and equitable transit access for low income and minority populations within 1/2 mile. A specific goal of the Regional Transportation Plan is to also demonstrate that planned investments reduce or eliminate disparities in Access & Mobility, Economic Benefit, and Safety & Health objectives between disadvantaged and non-disadvantaged populations. However, there is not currently a performance measure that directly tracks affordability.

Areas of Improvement

The Agency should consider including in the Regional Transportation Plan an analysis of affordability and identify specific population groups or areas where this is an issue. The analysis should include a discussion of time and cost barriers, as well as their consequences and specific, planned programs or improvements that address access issues.

Recommended TAMC Action

The Agency should consider including performance measures in the Regional Transportation Plan to analyze affordability.

SP-06 Safety Planning

Points: 15/15 - 100%

INVEST Goal

The “SP-06 Safety Planning” criterion checks that safety considerations are always discussed in the transportation planning process. By reducing the chance of accidents and injuries while commuting, the Agency’s regional planning efforts can reflect the social and economic principles of sustainability.

Strengths

In addition to participating in the development of the State Highway Safety Plan (SHSP), the Transportation Agency has integrated safety performance measures into the transportation planning process. Safety policy objectives in the Regional Transportation Plan include decreasing fatalities and injuries for all travel modes, increasing percentage of trips made by bicycle, walking, and transit, and decreasing the quantities of harmful airborne pollutants. Quantitative safety performance measures included in the Regional Transportation Plan include number of fatalities and injuries per capita, bicycle, pedestrian, and transit mode share, congested vehicle miles of travel, and harmful airborne pollutants. The Transportation Agency integrates quantitative safety considerations into the selection of strategies for different travel modes by analyzing safety data when prioritizing projects for funding. An example of this effort was the development of the regional project list for the Transportation Safety & Investment Plan, which proposes improvements for most of the top 10 crash locations in Monterey County.

In addition, safety data in Geographic Information Systems format is collected from various local jurisdictions by AMBAG, and is stored on an internal server. This information is available to the public through an online portal (*AMBAG LiveMaps*), and includes Transportation, Land Use, Planning, and Natural Resources data layers. The Transportation Agency also works internally to compile and map regional safety and crash data. Using this information, the Agency selects strategies that have proven effective in reducing fatalities and serious injuries. These include promoting complete streets with safe bicycle and pedestrian facilities (e.g. cycle tracks) and working with jurisdictions to study the effects of roundabouts.

Areas of Improvement

Although there are performance measures in the Regional Transportation Plan to reduce serious injuries and fatalities, the Agency should continue to incorporate the Toward Zero Death (TZD) vision and implement TZD as part of planning activities (i.e., use multi-disciplinary and integrated approaches to reduce fatalities and serious injuries in crashes).

Recommended TAMC Action

The Agency should consider coordinating data and using tools that rely on macro-level predictive models to provide a quantitative and statistically reliable forecast of crashes for a given future travel demand (using output from travel demand models). Some of this work is being initiated in the Highway 68 Corridor Study, and the lessons learned from this effort could be expanded to other planning activities.

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SP-07 Multimodal Transportation and Public Health

Points: 12/15 - 80%

INVEST Goal

The “SP-07 Multimodal Transportation and Public Health” criterion tests that the agency is continuously expanding travel choices and options by pushing the development of multimodal infrastructure. This in turn supports the economic and social sustainability principles by improving public health while decreasing traffic congestion and greenhouse gas emissions.

Strengths

The Transportation Agency’s 2014 Regional Transportation Plan includes goals for enhancing the extent and connectivity of multimodal infrastructure. The objectives set by the Agency to achieve these goals are to improve health by increasing the percentage of trips made by active modes and to decrease the quantities of harmful airborne pollutants.

For example, the Transportation Agency and the Monterey County Health Department have collaborated on the “Via Salinas Valley: Pathway to Health” project, which is funded through an Active Transportation Program State grant. The project is designed to provide additional healthy transportation choices for residents of the cities of Gonzales, Greenfield, King City, Soledad, and Salinas.

The construction of new infrastructure in these communities will make safety improvements that will result in safe places to walk and bike, reduce automobile speeds and traffic volumes, and improve access to schools, parks, and other key destinations. The key benefit of the project is to provide support for more active lifestyle choices that can lead to healthier families and healthier communities in the Salinas Valley.

Areas of Improvement

The Agency should explore opportunities to continue collaborating with public health stakeholders. For example, the Centers for Disease Control conducted a Health Impact Assessment pilot project in coordination with the Nashville area Metropolitan Planning Organization to intercept and alter health outcomes such as obesity, physical inactivity, asthma, injuries, and social equity in conjunction with the Northeast Corridor Study proposed Transit Oriented Development (TOD) sites.

Recommended TAMC Action

The Agency should continue to actively engage public health stakeholders in projects relating to active transportation, such as the Marina-Salinas Multimodal Corridor Plan and in the creation of the 2018 Regional Transportation Plan and the 2016 Active Transportation Plan.

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SP-08 Freight and Goods Movement

Points: 12/15 - 80%

INVEST Goal

The goal of this criterion is to create or improve upon existing infrastructure to reduce fuel consumption and GHG emissions, improve efficiency and reliability of freight, and reduce the negative effects of freight on local communities.

Strengths

The Association of Monterey Bay Area Governments (AMBAG) was recently awarded \$240,000 from a Caltrans Planning Grant in order to study and create a plan with the Transportation Agency and other local transportation entities to improve the freight infrastructure in Monterey County. The *US Highway 101 Central Coast California Freight Plan* studies the U.S. 101 corridor, which runs through one of the most agriculturally important areas in the country, attributing to a high volume of goods movement-dependent industries. In the study, AMBAG set specific goals for maintaining freight reliability, improving connectivity, and enhancing the sustainability of the freight network. The strategies to reach these goals include increasing truck parking spaces along the corridor; increasing the use and coordination of Intelligent Transportation Systems technologies; reducing GHG emissions from trucks by promoting the use of clean fuel technology; and improving freight routes access with parallel rail connectivity.

In addition, engaging stakeholders in the freight planning process was vital to this program's success. In creating the Regional Freight Plan, input was sought from communities, businesses, and other stakeholders along U.S. 101 corridor. The comments received were critical during the goal identification and strategy evaluation process, and were incorporated into the final report.

The performance measures outlined in the Regional Freight Plan are used to facilitate public knowledge of the agency's progress towards improving the transportation system, which helps build the support for future transportation investments. The Regional Freight Plan includes sustainability-related mobility performance measures such as truck delay, travel time reliability, truck parking, and truck routes. The Transportation Agency's role in supporting the freight network includes planning, evaluating, maintaining, and improving intermodal freight connectors and linkages to freight generators at all levels (interstate, state, and local).

Areas of Improvement

The Agency would have captured all of the points in this criterion if freight stakeholders are included on decision-making bodies or advisory committees where freight issues are concerned and if the performance measures included in the Regional Freight Plan are monitored on an annual basis.

Recommended TAMC Action

The Agency should monitor progress towards goals for at least one year to show measurable progress, and continue outreach with freight providers as necessary.

Draft

SP-09 Travel Demand Management

Points: 11/15 - 73%

INVEST Goal

Travel Demand Management (TDM) refers to reducing vehicle travel demand throughout the transportation infrastructure system. The environmental, economic, and social principles of sustainability are all supported by TDM activities that reduce energy and fossil fuel consumption, lowers the costs of travel, and improves the availability of alternative modes of transportation.

Strengths

The 2014 Regional Transportation Plan and 2035 Metropolitan Transportation Plan / Sustainable Community Strategy have similar Travel Demand Management goals for reducing travel demand and promoting access and mobility. These include coordinating with employers to promote telecommuting and vanpool programs, working with jurisdictions to construct complete streets improvements that increase connectivity, and expanding traveler information systems. Specific quantifiable TDM measures in the 2014 Regional Transportation Plan include measuring the percentage of work trips that are less than 30 minutes and the average work trip travel time.

The Transportation Agency is implementing Travel Demand Management strategies that include public outreach programs with traveler information distributed via different channels (social media, website, and email distribution), rideshare programs, land use policies that promote mixed-use developments, and employer trip reduction programs. The Transportation Agency also tracks quantifiable travel demand management performance measures such as decreasing congested vehicle miles of travel and increasing bicycle, pedestrian, and transit mode share.

Areas of Improvement

The Transportation Agency is able to document that the transportation sector has made measurable progress toward meeting their transportation demand management goals. However the established goals have not been fully achieved.

Recommended TAMC Action

The Agency should continue working to establish a countywide ridesharing program and employer trip reduction programs (e.g., transit benefits, trip end facilities, parking cash-out programs, teleworking, etc.).

SP-10 Air Quality

Points: 11/15 - 73%

INVEST Goal

The goal of the “SP-10 Air Quality” criterion is to develop and monitor alternative transportation strategies to reduce greenhouse gas emissions and to quantify those reductions. This relates the environmental sustainability principle by reducing greenhouse gas emissions and harmful pollutants, improving air quality, and enhancing quality of life.

Strengths

For the Sustainable Communities Strategy, the Association of Monterey Bay Area Governments completed a quantitative emission analysis, which demonstrated that in order to reach its regional greenhouse gas emissions targets of a five percent reduction per capita by 2035, the transportation system in Monterey County must provide residents, workers, and visitors with diverse travel options and efficient operations. As part of this, the Transportation Agency has developed goals and objectives to reduce/minimize harmful pollutants (ozone, volatile organic compounds, nitrogen oxides, carbon monoxides, particulates); provide for a variety of projects or programs that positively impact air quality; or educate the public about air quality issues and transportation options. To meet these goals, the Transportation Agency is implementing various transportation demand management strategies such as supporting mixed-use developments, developing a countywide Rideshare program, improving transit services, and funding bicycle and pedestrian projects such as the Wayfinding Plan.

In addition, the Transportation Agency frequently engages with the Monterey Bay Air Resources District in the transportation planning process, and also provides them with representation on our committees and Board of Directors. For example, the Transportation Agency has been successful in receiving grants from MBARD for local and regional transportation projects, which have supplied funding to roundabout, bicycle and pedestrian, and electric vehicle projects that help to reduce GHG emissions and vehicle-related pollutants.

Areas of Improvement

Since the Agency has not performed a quantifiable emissions analysis on all of its projects and programs, four of the points in this criterion were not scored.

Recommended TAMC Action

The Agency should consider coordinating with the Monterey Bay Air Resources District and the Central Coast Coalition for a network of fast electric vehicle charging stations along US 101.

SP-11 Energy and Fuels

Points: 12/15 - 80%

INVEST Goal

The goal of “SP-11 Energy and Fuels” is to reduce the transportation sector’s reliance on fossil fuel energy consumption, and to quantify the reduction in the transportation planning process. This criterion supports all environmental, economic, and social sustainability principles by reducing the amount of money spent on fuel, reducing greenhouse gas emissions, and increasing the local communities’ independence from fossil fuel energy sources.

Strengths

The Transportation Agency scored a 12 out of 15 possible points on Energy and Fuels, based in part on the goals outlined in the 2014 Regional Transportation Plan and 2035 Metropolitan Transportation Plan / Sustainable Communities Strategies (MTP/SCS). Reducing the transportation sector’s greenhouse gas emissions and increasing the convenience and quality of walking, biking, and transit trips are priority goals of the 2014 RTP. Taken collectively, these goals will help to reduce the amount of fossil fuels consumed and reduce the overall energy use in the transportation system.

The Agency also supports various programs that will result in a reduction in fossil fuel consumption, such as complete streets (which promote bicycle, pedestrian, and transit usage), and roundabouts (which result in less vehicle idling time). Performance measures for the 2014 Regional Transportation Plan include reducing greenhouse gas emissions and harmful airborne pollutants; decreasing congested vehicle miles travelled; and increasing bicycle, pedestrian, and transit mode share. The Agency’s progress in meeting these goals are tracked via the Mitigation Monitoring and Reporting Program that was adopted as part of the 2014 Regional Transportation Plan Environmental Impact Report in compliance with California Environmental Quality Act requirements.

Areas of Improvement

The Agency would have scored full points in this category if the regional greenhouse gas inventories were calculated on an annual basis.

Recommended TAMC Action

The Agency should consider working with the Association of Monterey Bay Area Governments to update the greenhouse gas emissions inventory annually, as necessary.

SP-12 Finance Sustainability

Points: 15/15 - 100%

INVEST Goal

The Finance Sustainability criterion reviews whether the agency evaluates and documents that financial commitments made across transportation system plans are reasonable and affordable. Financial sustainability supports the economic principle of sustainability by improving economic prosperity for current and future generations, and ensuring that there are sufficient financial resources to advance the goals of the local community.

Strengths

The Transportation Agency collaborated with the Association of Monterey Bay Area Governments and the Regional Transportation Planning Agencies of the Monterey Bay area in order to develop a 20-year fund estimate of local, state, and federal transportation revenues in the 2014 Regional Transportation Plan. Along with traditional sources of funding, such as the State Transportation Improvement Program and the Regional Surface Transportation Program, the plan assumes that new sources of funding will be established in order to fully fund the transportation priorities identified for the financially-constrained list. The Transportation Safety & Investment Plan is a prominent source of new revenue for regional safety and mobility projects and local road maintenance that is included in the plan. It's inclusion as a revenue source in the Regional Transportation Plan is supported by strong and consistently favorable polling and the Agency's public outreach and education efforts.

The development of the financial element for the Regional Transportation Plan demonstrates the Agency's rigorous fiscal discipline as it includes coordination with state budget developments to mirror respective fiscal constraints; uses a committee of the Monterey Bay area's Regional Transportation Planning Agencies to establish consensus regarding the revenue forecast; and evaluates past revenue forecasts to establish reasonable future expectations.

The Agency also completes systematic cost updates regularly, including cost estimates for its ongoing system operations, and maintains changes to costs as projects develop. Cumulative or major changes in project costs are reflected in updated financial plans for corridor plans, Transportation Improvement Programs, and Regional Transportation Plans. Evidence of the use of advanced cost estimating practices include: Leadership's emphasis and commitment on fiscal discipline; Coordination between preconstruction and construction personnel in preparation of cost estimates; Evaluation of the completed project cost estimation process, and feedback loops from lessons learned during construction for future cost estimating practices; and

Practices for tracking changes in project scopes and subsequent relationship to cost estimating and revenue forecasts.

Areas of Improvement

Although the Transportation Agency transparently shares information regarding changes in revenue forecasts, typically via the Executive Committee and Board of Directors, there is currently no formal process outlining the presentation of altered revenue forecasts to the public and decision-makers.

Recommended TAMC Action

The Agency should consider developing a formal process to educate and engage stakeholders about the implications of changes to revenue forecasts.

Draft

SP-13 Analysis Methods

Points: 12/15 - 80%

INVEST Goal

The purpose of this criterion is that the Agency supports and encourages best practices for analyzing land use, socioeconomic issues, and the transportation system. The agency is considered to be using best practices if it is able to quantify its progress towards meeting its sustainability goals, and translate the outcomes of these goals towards establishing transportation policies, services, and infrastructure.

Strengths

The development of the Travel Demand Model demonstrates the Agency's strong foundation in observed data to develop tools to model land use, socioeconomic issues, transportation, and environmental systems. The Transportation Agency and the Association of Monterey Bay Area Governments worked with an economic firm to study employment growth and predict population change, based off the 2010 Census data. This analysis also included local land use policies derived from the input of local planners, elected officials, and the public. These sources of data were then integrated to develop the latest version of the Regional Travel Demand Model.

To support further development and refinement of the regional model, the Agency provides AMBAG with updated traffic count information on an annual basis for inclusion in the model. In addition, census data and changes to land use via General Plan updates are also periodically updated. Finally, the Agency provides staff support to these efforts and has identified resources of experienced technical staff, which is included in the Overall Work Program and is approved by the Board of Directors.

Areas of Improvement

The Agency should continue engagement with AMBAG on the development and improvement of the Regional Travel Demand Model.

Recommended TAMC Action

The Agency's should consider the development of the Habitat Management Plan, which would be a source of environmental and land use data for the Regional Travel Demand Model.

SP-14 Transportation Systems Management and Operations

Points: 8/15 - 53%

INVEST Goal

The goal of this criterion is to evaluate efficiency within the existing transportation system. Efficiency relates to all three of the sustainability principles (economic, environmental, and social) by improving mobility, reducing the need for large funded projects, relieving traffic congestion, and decreasing energy and fuel consumption.

Strengths

The Regional Transportation Plan includes Transportation System Management strategies such as the Monterey County 511 Program, Rideshare programs, safety programs, and Intelligent Transportation Systems. These work efforts include:

- 511 Traveler System: Currently, a wide set of information is available to the public to make informed decisions on their travel options. Currently, information such as vehicle travel times, transit schedules, rideshare and carpool information, and weather are all available through different sources. The Monterey Bay Area 511 System seeks to address this issue by consolidating traveler information in a single location and making the information available via the Internet.
- Rideshare Programs: The Transportation Agency will begin implementing an integrated rideshare program intended to promote carpooling and alternative forms of transportation for commuters. Some of these programs includes: Direct outreach to employers and offering financial incentives to participants; A Guaranteed Ride Home Program that ensures employees will be reimbursed for taxi fares or rental car costs if the employee is stranded at work because of the carpool program; A Commuter Choice Programs that coordinates with the IRS to offer tax benefits to commuters; and Park & Ride Lots that are designated as pick-up/drop-off areas for carpools, vanpools, or buses.
- State Highway Safety Programs: The Service Authority for Freeways and Expressways (SAFE) is a countywide program to assist motorists that is funded through a small vehicle registration fee. The Transportation Agency is involved with several programs to increase the safety of regional infrastructure, such as the SAFE Call Box Program and Freeway Service Patrol. Call boxes are used in times of emergency to call for help if there are no cars nearby or lack of cellular devices. The call boxes are strategically located and ensured to be in areas of historically noted for accidents and fires, with minimal cell phone reception. The call boxes are also fully accessible for those that are

mobility and hearing impaired. The Freeway Service Patrol reduces traffic jams by providing quick response to stalls, helps stranded motorists, and saves fuel and air-polluting emissions by reducing stop and go traffic. Monterey County's FSP program includes two beats, Highway 101 between Airport Blvd and the Highway 101/156 Interchange and Highway 1 between the junction of Highway 68 West at Carpenter Road and Reservation Road in City of Marina.

- **Intelligent Transportation Systems:** Intelligent Transportation Systems are designed to ease the flow of traffic and spread information to the public to ensure knowledge of travel options through the application of advanced sensor, computer, and communication technologies. Strategies to facilitate these objectives include providing traffic conditions, transit schedule, and hazard and delays information to travelers; assisting drivers with enhanced pathfinding navigation systems; reducing and clearing traffic accidents quickly; and technology improvements to freight movements to ensure traffic flow. The Central Coast Strategic Deployment Plan was developed by the Association of Monterey Bay Area Governments, Caltrans, and the transportation planning agencies of Monterey, San Benito, Santa Cruz, San Luis Obispo, and Santa Barbara Counties. This plan discusses the implementation of technology-based transportation strategies, which requires close coordination between these agencies. Also, Monterey-Salinas Transit (MST), the regional public bus service of Monterey County, has incorporated signal priority equipment to give priority to buses during commute hours. They have also installed Advance Communication System in order to provide more information to travelers using Global Positioning Satellites (GPS).

Areas of Improvement

Continue with current activities.

Recommended TAMC Action

The Transportation Agency is implementing a variety of regional programs in Transportation Systems Management and Operations. However, the Regional Transportation Plan does not currently include performance measures related to the efficiency of these programs. The Transportation Agency should strive to work more closely with the implementing agencies to develop, implement, and monitor the performance of Transportation Systems Management and Operations performance measures.

SP-15 Linking Asset Management and Planning

Points: 3/15 - 20%

INVEST Goal

The “SP-15 Linking Asset Management and Planning” criterion checks that the Agency’s transportation planning process includes transportation asset management data in order to make cost-effective and informed project decisions. By utilizing transportation asset management data and economic analysis methods during the transportation planning process, environmental and economic sustainability are addressed by increasing the lifespan of infrastructure and reducing the demand to use more resources.

Strengths

With the Regional Roundabout Study, the Transportation Agency assessed the benefit/cost ratio of roundabouts at high priority signalized intersections, provided conceptual intersection layouts and operations systems, identified cost effective improvements that could be eligible for grant funding, and provided tools for local jurisdictions to prioritize investment decisions. As part of this analysis, life-cycle cost assessments were performed on 25 intersections selected by the jurisdictions to analyze trade-offs in long range sustainable transportation planning. The results of the study were based, in part, on the life-cycle costs of operating and maintaining either a roundabout or signalized intersection at the subject location. The results of the study demonstrated that roundabouts provide major cost saving benefits in terms of pavement maintenance and electricity for lighting, along with the overall safety and air quality benefits.

In addition, the Transportation Safety & Investment Plan prioritizes maintenance and repair of existing transportation assets by allocating 60% of the incoming revenue to Local Road Maintenance, Pothole Repairs, and Safety. A component of the plan is a requirement for jurisdictions to implement a pavement management plan to prioritize investments. If a city does not currently have, or elects to not establish, a pavement management plan, the Transportation Agency will develop a regional pavement management plan to track the pavement condition for these localities.

Areas of Improvement

Where the Agency missed points in this category is the extent to which benefit/cost analysis, life-cycle cost assessments, and pavement management systems are utilized to prioritize transportation investments. The Agency is beginning to use these analysis tools more in the planning process, but has yet to develop methods for project prioritization based on the results.

Recommended TAMC Action

The Agency should continue developing staff skills with performing benefit/cost analysis and life-cycle cost assessments, and work with the local jurisdictions to implement a regional pavement management plan to prioritize maintenance investments based on road conditions, as part of the Transportation Safety & Investment Plan.

Draft

SP-16 Infrastructure Resiliency

Points: 2/15 - 13%

INVEST Goal

The goal of this criterion is to assess the agency's ability to react to vulnerabilities in current and future transportation infrastructure, and to ensure a strong and reliable multi-modal transportation system. Planning for future vulnerabilities meets the environmental, economic, and social sustainability principles by reducing spending on infrastructure repairs, improving the safety of multi-modal users, and providing energy savings from long run investments.

Strengths

The Transportation Agency regularly coordinates with partner agencies and jurisdictions to reduce communication barriers between federal, State, and local agencies and to coordinate the construction of transportation projects. An example of this would be the on the Holman Highway 68 Roundabout project. An inter-agency task force has been set up to plan the construction efforts to ensure coordination between agencies. These meetings are held throughout the construction process help to facilitate feedback between agencies and further the prospects for implementation of strategies to address infrastructure resiliency.

Areas of Improvement

The Agency was not able to claim points in this category for not having clearly defined goals and policies related to infrastructure resiliency. The Agency should consider coordinating with partner agencies to develop strategies in accordance to hazard events like tsunamis or precipitation events. Strategies may include: planning for redundancy, relocating assets, changing operations and maintenance, and adjusting existing systems and procedures to integrate climate change risk. See the Metropolitan Transportation Commission's *Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area Pilot Project* for examples of how to implement potential strategies.

Recommended TAMC Action

The agency should consider incorporating infrastructure resiliency performance measures into its transportation planning documents. In addition to the Metropolitan Transportation Commission's pilot project, further examples of performance measures can be found in the National Cooperative Highway Research Program (NCHRP) Report 708: A Guidebook for Sustainability Performance Measurement for Transportation Agencies.

SP-17 Linking Planning and NEPA

Points: 13/15 - 87%

INVEST Goal

This criterion evaluates how well the agency integrates system planning process information, analysis, and decisions with the project-level environmental review process, and references it in National Environmental Policy Act documentation. The NEPA process encompasses all of the triple bottom line principles, typically at the project level. This criterion ensures that information and decisions made in the system planning process generate useful information regarding sustainability impacts, and that data and those sources are consistent between system-level and project-level planning.

Strengths

The Transportation Agency seeks to ensure that transportation planning conducted at the system and programmatic level informs project-level analysis, particularly during the environmental review process. Because system-level planning leads to the programming of various projects, systems-level information should be consistent with the needs of project-level California Environmental Quality Act and National Environmental Policy Act analysis, and integrate without rework or with minimal updating. The Agency develops system planning documents, such as corridor, subarea, or metropolitan plans, in a manner to inform the environmental analysis conducted during project development. This prevents duplication of work, unnecessary expense, delays, and confusion for the public and policymakers. An example of this is using the environmental document for the 2014 Regional Transportation Plan to also cover the Transportation Safety & Investment Plan, since the latter funds a project list that is a subset of the former.

Areas of Improvement

The one area that the Agency lost points was whether planning and policy documents include federal Planning and Environmental Linkage implementation performance measures.

Recommended TAMC Action

The Agency should consider including Planning and Environmental Linkages performance measures in planning and policy documents. Examples of such measures are: Utilizing Champions and working groups; Consider Context Sensitive Solutions; Communicate with stakeholders; and Document existing geographic data.

Appendix

The appendix includes a listing of all of the questions required of INVEST with the Transportation Agency's answers, cross-referenced with the document or program that contains the supporting information for the answer.

Draft

INVEST Question and Answer Sheet

Total Points	Our Score
250	174

SPR-01 Integrated Planning: Economic Development and Land Use					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-01.1a Has the agency developed goals and objectives for the integration of metropolitan and/or statewide transportation planning with economic development and land use planning above and beyond current requirements?	Yes	Page 13, 2014 Monterey County RTP	TAMC has developed goals aligned with the Smart Mobility Framework from Caltrans, which addresses sustainability planning requirements. The goal is to invest in transportation improvements that in turn invest in the Monterey County economy and improve travel time reliability and speed consistency while optimizing cost-effectiveness on all transportation improvements.	1	1
SP-01.1b Are the goals and objectives consistent with applicable economic development and land use plans above and beyond current requirements?	Yes	Page 13, Monterey County RTP	The economic goals and objectives of the RTP go above and beyond the requirements of the Agency by supporting development of healthy communities, preserving the environment, and ensuring the equitable distribution of transportation investments. These policy objectives include seeking sustainable and flexible funding to maintain and improve the system. Funding sources include grant programs, developing long term transportation fund sources, and implementing road pricing strategies while considering equity impacts.	1	1
SP-01.2a Does the agency regularly engage land use and economic development agencies in its jurisdiction throughout the transportation planning process?	Yes	Committees and Board bylaws	The agency meets regularly with the local jurisdictions, which oversee land use and economic development decisions, through our Bicycle & Pedestrian Committee, Technical Advisory Committee, Rail Policy Committee, Executive Committee, and Board of Directors.	2	2
SP-01.2b Does the agency utilize institutional mechanisms to facilitate the engagement?	Yes	Page 3-4 Monterey County RTP	TAMC gathers necessary input from stakeholders through public meetings, the Transportation Agency website, the Annual Report, media outreach and outreach materials, transportation forums, ad-hoc committees, targeted presentations, and public outreach coordination.	1	1
SP-01.3 Does the agency use best practice quantitative methods to analyze and evaluate the performance of alternative land use/ transportation scenarios?	Yes	Regional Travel Demand Model & Sustainable Communities Strategies	To evaluate various combinations of transportation and land use strategies that could lead to achieving the GHG targets established by CARB for the tri-county region, AMBAG and TAMC developed and evaluated scenarios that included various land use assumptions and transportation system improvements and investments. Each scenario was analyzed using AMBAG's recently upgraded transportation model and land use modeling software. Outreach with partner agencies, local jurisdictions, key stakeholders, and the public was ongoing throughout the planning process through workshops and meetings, surveys, and interactive tools.	2	2

<p>SP-01.4 Does the agency provide institutional leadership in encouraging transportation planning that is consistent with land use and economic development plans and that supports sustainability principles?</p>	<p>Yes</p>	<p>Complete Streets Guidebook, Regional Roundabout Study, Regional Development Impact Fees and Transportation-Related Principles for Community Development</p>	<p>TAMC promotes sustainable land use decisions, street network design, and development site design through various programs and outreach efforts. Land use principles include encouraging mixed use developments, encouraging growth in areas that is easily connectable to the existing transportation infrastructure, or near transit stops, encouraging a balance of employment and housing to reduce commute demands, and requiring new developments to pay for its proportional impact to the transportation system. In addition, the agency supports non-auto travel by promoting complete streets and safer roadways with roundabouts.</p>	<p>2</p>	<p>2</p>
<p>SP-01.5 Can the agency demonstrate sustainable outcomes?</p>	<p>Yes</p>	<p>Page 13, Monterey County RTP</p>	<p>The RTP is integrated with land use and economic principles, and transportation investments that support sustainability principles. The RTP also includes performance measures for the integration of transportation planning and economic development such as the percentage of jobs near transit areas and the truck delay in hours.</p>	<p>3</p>	<p>3</p>
<p>SP-01.5c Does the agency monitor progress against the performance measures and can the agency demonstrate the achievement of its goals and objectives?</p>	<p>Yes</p>	<p>2014 RTP EIR Mitigation Monitoring Program</p>	<p>As part of the Mitigation Monitoring and Reporting Program, TAMC must submit project level-specific mitigation measuring. The times of measuring include the individual environmental review, prior to issuing a grading permit, during project construction, and following construction.</p>	<p>3</p>	<p>3</p>
				<p>15</p>	<p>15</p>

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SPR-02 Integrated Planning: Natural Environment					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-02.1a Has the agency developed goals and objectives that meet the requirement for the integration of metropolitan and/or statewide transportation planning with applicable environmental plans, policies, and goals?	Yes	Page 13, Monterey County RTP	TAMC has developed environmental goals and objectives in the 2014 RTP that include protecting the County's natural environment and reducing the transportation system's emissions of greenhouse gases. Policy objectives include reducing greenhouse gases to regional targets, avoiding or minimizing impacts to local, state, and federally defined sensitive areas, and conserving farmland resources. TAMC also reviews environmental documents to identify traffic impacts caused by new developments.	1	1
SP-02.1b Are the goals and objectives consistent with or surpass local, metropolitan, and/or statewide environmental plans, policies, and goals?	Yes	Page 13, Monterey County RTP	The policy objectives for Environmental Stewardship align with local, regional, and state goals to integrate environmental considerations at all stages of planning, and include conserving natural, cultural and agricultural resources; reducing GHG emissions; and transforming the transportation system to be cleaner and more energy efficient.	1	1
SP-02.2a Does the agency go above and beyond current consultation requirements by regularly engaging natural resource and regulatory agencies?	Yes	Quarterly Meetings & Inter-Agency Team Meetings	TAMC regularly engages in quarterly meetings with Caltrans, as well as project-specific inter-agency team meetings to ensure positive project-delivery outcomes by addressing cross-jurisdictional issues and facilitating communication between agencies.	2	2
SP-02.2b Does the agency utilize institutional mechanisms to facilitate the engagement?	Yes	Page 3-4 Monterey County RTP	The agency utilizes institutional mechanisms (such as ad hoc or standing technical advisory committees) to facilitate the engagement.	1	1
SPR-02.3 Does the agency apply system or landscape-scale evaluation techniques using natural resource data?	Yes	See Explanation	The agency applies system or landscape-scale evaluation techniques using natural resource data to (1) assess ecological conditions throughout the system, (2) identify opportunities to avoid and/or minimize potential impacts of planned transportation projects to the natural environment (such as participating in mitigation banking, etc.), and (3) identify opportunities to support and enhance long-term ecological function through planned transportation investments. TAMC assesses ecological conditions of the system and identifies opportunities for a minimal potential impact of planned transportation projects. As an example, as part of the Scenic Highway 68 Wildlife Study and Highway 68 Corridor Study, TAMC is identifying opportunities to support and enhance long-term ecological functions while analyzing potential transportation improvements.	4	4
SP-02.4 Can the agency demonstrate sustainable outcomes?	Yes	Page 13, Monterey County RTP	The 2014 RTP includes environmental policies that support and enhance long-term ecological function for avoiding or minimizing impacts to local, state, or federally defined sensitive areas.	3	1

SPR-02.4c Does the agency monitor progress toward goals for at least one year and can demonstrate sustainable outcomes.	No	N/A	N/A	3	0
				15	10

SPR-03 Integrated Planning: Social					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-03.1 Do the metropolitan and/or statewide transportation planning agencies share the community's vision for overall sustainability efforts; are transportation-related goals and objectives are consistent with that vision?	Yes	ES-3 Monterey Bay Moving Forward, Page ii, Monterey County RTP	The MTP/SCS vision and RTP vision stem from SB 375 California's Sustainable Communities and Protection Act, to coordinate transportation investments with land use patterns by making informed decisions about where and how to invest the region's limited resources while reducing greenhouse gases and increasing access and availability of transportation options. As part of this process, the Agency worked with its stakeholders and the broader community to create visions and goals and to determine the role of transportation in helping to achieve sustainability outcomes.	2	2
SPR-03.2 Does the agency successfully identify a diverse range of stakeholders and public participants?	Yes	See follow-up items	N/A		
SP-03.2a Does the agency identify a diverse range of stakeholders and public participants, which include, at a minimum, all interested parties (as defined by current regulations), in addition to all other parties potentially affected by changes to the transportation system?	Yes	Monterey County RTP Appendix A	A diverse range of stakeholders were identified in the public participation process of creating the RTP including citizens, public-interest agencies such as California Rural Legal Assistance Foundation, South County Outreach Effort, and Building Healthy Communities. Public participants also included AMBAG and TAMC Board of Directors, freight shippers, and representatives of disadvantaged communities. The Agency also conducted a telephone survey on the RTP and the SCS.	1	1
SP-03.2b Does the agency give special consideration and attention to the engagement of low-income, minority, disabled, and linguistically isolated populations, and use a diverse and innovative range of public involvement techniques to ensure the engagement process is inclusive?	Yes	Monterey County RTP Appendix A	TAMC ensures the public participation process is accessible in English and Spanish, and during the telephone surveys in 2013, interviews were conducted in English and Spanish.	2	2

SP-03.2c Does the agency include an education component so that stakeholders understand the transportation planning process and are able to better provide informed and meaningful input?	Yes	Public Outreach Plan (http://www.tamcmonterey.org/news-media/public-outreach/)	TAMC regularly holds community meetings and workshops to kick-off new planning projects to engage key stakeholders and keep them informed throughout the process.	1	1
SP-03.3a Does the agency use a transparent process to inform stakeholders how their input will be used and then follow through accordingly?	Yes	N/A	The agency typically uses our website to post meeting notes and maintains an email distribution list to communicate with stakeholders. Drafts of documents will be circulated for review and red-lined versions are made available to show the extent of changes to the documents.	1	1
SP-03.3b Does the agency demonstrate to stakeholders how their input was used to inform and affect transportation planning decisions?	Yes	Transportation Safety & Investment Plan	An example of this process was the development of the Transportation Safety & Investment Plan. The Agency convened a community leaders group of diverse stakeholders to receive their feedback on the plan. Follow-up meetings were held with the group to show how their input was affecting the final document and maintain their support.	2	2
SP-03.4 Can the agency demonstrate sustainable outcomes?	Yes	See follow-up items	N/A		
SP-03.4a Does the agency implement transportation investments that support the community's vision and goals and help achieve sustainability outcomes?	Yes	Transportation Safety & Investment Plan and 2014 RTP Goals & Objectives	The agency is implementing transportation investments that support the community's vision and goals and help achieve sustainability outcomes. A primary example of this is the Transportation Safety & Investment Plan, which incorporates extensive community feedback and supports the goals of the Regional Transportation Plan.	1	1
SP-03.4b Does the LRTP include sustainability-related performance measures to assess the effectiveness of its public involvement process?	No	N/A	N/A	2	0
SPR-03.4c Does the agency monitor progress toward goals for at least one year and can the agency demonstrate measureable advancement toward goals?	No	N/A	N/A	3	0
				15	10

SPR-04 Integrated Planning: Bonus					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-04.1 Does the agency's transportation planning occur within an integrated and collaborative planning process?	Yes	N/A	The agency is making progress toward conducting its transportation planning within an interdisciplinary planning process; however, the three sustainability principles have not yet been fully integrated into all transportation planning documents.	10	5
				10	5

SPR-05 Access and Affordability					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-05.1a Do system planning documents analyze physical access and identify specific population groups or areas where this is an issue?	No	Page 12, Monterey County RTP	The RTP includes goals to improve the ability of Monterey County residents to meet most daily needs without having to drive, and to improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight trips. The SCS identifies communities that are low-income which accounts for issues of physical access and possibly transportation-disadvantaged communities.	1	0
SP-05.1b Do system planning documents analyze access and equity and identify specific populations or areas where this is an issue?	Yes	Page 13, Monterey County RTP	The RTP includes goals to reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged communities, and to demonstrate that planned investments do not adversely impact transportation-disadvantaged populations. Policy objectives of equity and access demonstrate that planned investments bridge gaps between transportation-disadvantaged and non-transportation disadvantaged populations. The SCS identifies social equity boundaries in the community such as Census tracts where 65 percent or more of the population is non-white, and where 20% or more families live below the poverty line.	1	1
SPR-05.1c Do system planning documents analyze affordability and identify specific populations or areas where this is an issue?	No	N/A	The 2014 RTP includes performance measures that track access, social equity, safety and health, and economic benefit. However, the document does not identify specific areas or populations where affordability and access is an issue.	2	0
SPR-05.1d Do system planning documents include documentation of targeted, enhanced outreach or communication that has been used to engage these population groups or areas in the transportation planning process?	Yes	Appendix A, Monterey County RTP; and the Unmet Transit Needs Process	The RTP includes documented telephone survey outreach done in English and Spanish to accommodate the region's diverse population. Also, the Agency conducts an Unmet Transit Needs Process to hold public hearings in disadvantaged areas to receive feedback and requests for increased transit usage.	2	2

SP-05.2a Does the agency use travel model, census, geospatial, and other data to quantitatively evaluate the nature and distribution of accessibility and affordability concerns in its jurisdiction?	Yes	Page 11, Monterey County RTP	In the 2014 RTP, the Agency includes performance measures related to proximity to transit for low-income populations and disadvantaged populations, travel time reliability, and congested vehicle miles of travel.	2	2
SP-05.2b Does the agency analyze how its transportation planning documents address or improves issues?	Yes	Page 11, Monterey County RTP	The agency quantitatively analyzes how its RTP addresses or improves issues such as: access to commercial centers, jobs, hospitals, schools, and other civic institutions and social and emergency services; the equitable cost of access; and the affordability of travel choices.	3	3
SP-05.3a Does the LRTP include sustainability-related performance measures that can be used to monitor the effects of plan implementation on transportation accessibility and affordability?	No	Page 11, Monterey County RTP	The RTP includes performance measures such as average work trip travel time and percentage of work trips that are 30 minutes or less by mode, equitable transit access for low income and minority populations within 1/2 mile. One goal of the RTP is to also demonstrate that planned investments reduce or eliminate disparities in Access & Mobility, Economic Benefit, and Safety & Health objectives between transportation-disadvantaged and non-transportation disadvantaged populations. However, there is not currently a performance measure that directly tracks affordability.	2	0
SP-05.3b Is the agency monitoring progress against the performance measures and adjusting its efforts as necessary to meet its goals?	No	N/A	N/A	2	0
				15	8

SPR-06 Safety Planning					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-06.1 Does the agency collaborate and participate in the development and implementation of the State Strategic Highway Safety Plan?	Yes	Regional Transportation Plan; and the Bike & Pedestrian Master Plan	Yes, TAMC participates in the development of the SHSP by providing comments and incorporating recommendations into the RTP. The RTP incorporates various strategies to address the 15 Challenge Areas identified by Caltrans such as coordinated traffic incident management; accelerated deployment of innovative solutions that have been proven to be cost effective and efficient; development of safe, direct, and connected routes for bicycling; and improved safety of pedestrian crossings by using proven effective countermeasures.	2	2
SP-06.2a Has the agency incorporated the Toward Zero Death (TZD) vision and implementing TZD as part of its transportation planning activities?	Yes	Page 11, Monterey County RTP	In 2009, multiple traffic safety stakeholders concluded that the elimination of highway deaths is the appropriate goal, as even one death is unacceptable - the name of this effort became "Toward Zero Deaths: A National Strategy on Highway Safety." The Caltrans Strategic Management Plan 2015-2020 includes a priority goal to "Reduce user fatalities and injuries by adopting a "Toward Zero Deaths" practice." To meet this goal, they are targeting to "Maintain 0.5 or less fatalities per 100 million vehicle miles traveled on the State Highway System every year" and a "10% reduction in number of fatalities in a calendar year in each of the following mode types: car, transit, pedestrian, and bicyclist." The Monterey County RTP includes a priority goal "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."	1	1
SPR-06.2b Has the agency developed strategies/plans to support TZD?	Yes	Page 11, Monterey County RTP	See above explanation	2	2
SP-06.3 Does the agency Develop a Plan that Incorporates Safety into Short- and Long-Range Transportation Planning?	Yes	Page 12, Monterey County RTP; and 2016 Regional Transportation Improvement Program	Safety is incorporated into the RTP. Goals of Safety are to design, operate, and manage the transportation system to reduce serious injuries and fatalities and promote active living. In addition, the Regional Transportation Improvement Program provides a cost-benefit analysis of the projects receiving funding to identify the safety benefits of these project expenditures in both the short and long-term.	2	2
SP-06.4 Does the agency integrate quantitative safety performance measures into the transportation planning process?	Yes	Page 12, Monterey County RTP	There are quantitative safety performance measures in the RTP such as number of fatalities and injuries per capita.	1	1
SPR-06.5a Does the agency incorporate and integrate quantitative safety considerations into the selection and evaluation of strategies for different user groups?	Yes	Board of Directors Visioning Process; Transportation Safety & Investment Plan; and Monterey County RTP	Yes, TAMC uses an evaluation of safety data when prioritizing projects for funding. This includes incorporating and integrating quantitative safety performance measures into the selection and evaluation of strategies for different user groups (for example, pedestrians, bicyclists, motorcyclists, vehicle occupants).	1	1

SPR-06.5b Does the agency select strategies that include systemic treatments with proven effectiveness in reducing fatalities and serious injuries?	Yes	Complete Streets Guidelines; Regional Roundabout Study	TAMC selects strategies that have proven effectiveness to reducing fatalities and serious injuries. These include promoting complete streets with safe bicycle and pedestrian facilities (e.g. cycle tracks) and working with jurisdictions to study the effects of roundabouts at key locations throughout the county.	1	1
SPR-06.6 Does the agency integrate statistically sound approaches to determine projected safety performance into the long-range transportation planning process?	Yes	Highway 68 Corridor Plan	The Agency currently incorporates safety data into the planning process to evaluate alternatives and track performance of the Regional Transportation Plan. In addition, the Agency is including a predictive element of projected safety performance in the Highway 68 Corridor plan.	3	3
SP-06.7a Does the agency system plan or program include safety-related performance measures?	Yes	Page 12, Monterey County RTP	Yes, TAMC includes safety-related performance measures in the Regional Transportation Plan, such as number of fatalities and injuries per capita.	1	1
SPR-06.7b Does the agency monitor progress toward goals for at least one year and can the agency demonstrate measureable advancement toward goals?	Yes	N/A	N/A	1	1
				15	15

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SPR-07 Multimodal Transportation and Public Health					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-07.1a Has the agency developed goals and objectives for enhancing the extent and connectivity of multimodal infrastructure within its jurisdiction?	Yes	Pages 12, Monterey County RTP; Complete Streets Guidebook; and Page 1 Marina-Salinas Multimodal Corridor Plan	The RTP states its goals of improving the ability of Monterey County residents to meet their daily needs without having to drive. Another goal stated in the RTP is to improve the convenience and quality of trips for walking, bicycling, transit, vanpool, and freight. In the Marina-Salinas Multimodal Corridor Plan, the goals are to plan for regional high quality transit, provide a regional bicycle route to serve all ages and abilities of users, and improve pedestrian safety in urban environments, while minimizing impacts to the environment, sensitive habitat lands, and agricultural spaces.	1	1
SPR-07.1b Has the agency developed goals and objectives related to active transportation and the improvement of public health?	Yes	Page 12, Monterey County RTP; and Via Salinas Valley	The goals stated in the RTP state to design, operate, and manage a transportation system that promotes active living and decreases residents exposure to harmful pollutants. The objectives are to improve health by increasing the percentage of trips made by active modes and to decrease the quantities of harmful airborne pollutants.	1	1
SP-07.2 Does the agency regularly engage public health and active mode stakeholders?	Yes	Via Salinas Valley	The agency has partnered with public health and active mode stakeholders for projects such as "Via Salinas Valley: Pathway to Health" where TAMC coordinated with Monterey County Health Department in constructing multimodal infrastructure in disadvantaged communities.	2	2
SP-07.3a Does the agency's planning process include and prioritize active, non-motorized transportation projects and programs as a component of the LRTP?	Yes	Page 53, Monterey County RTP; Bicycle & Pedestrian Facilities Master Plan	Yes, the Agency prioritizes active transportation projects, as identified in the Bicycle & Pedestrian Facilities Master Plan, by assigning ranking to projects in highest need of funding.	1	1
SP-07.3b Does the agency's LRTP integrate transit, pedestrian, bicycle, and roadway networks so that intermodal connections are safe and convenient?	Yes	Page 50, Monterey County RTP; Multi-modal Corridor; Complete Streets Guidebook; Principals for Community Development	TAMC integrates transit, pedestrian, bicycle and roadway networks to establish safe and convenient intermodal connections. Monterey County has over 246 miles of bikeways. Bicycles are currently able to connect with other transportation options when available including bicycle racks available on public transit buses. In addition, the Agency incorporates these concepts into planning documents with the Multi-modal Corridor, the Complete Streets Guidebook, and the Principals for Community Development.	1	1

SP-07.3c Has the agency evaluated the health impacts of the LRTP to determine whether the planned transportation investments will help the agency to meet its public health and active transportation goals?	No	N/A	The agency is implementing transportation investments that expand travel choices and modal options and support and enhance public health.	3	0
SP-07.4 Does the agency evaluate its progress toward meeting its multimodal and public health goals and makes adjustments as necessary?	Yes	Via Salinas Valley; Regional Transportation Improvement Program (Castroville Bike / Ped); Regional Surface Transportation Program (King City First Street Ped Path); Sanctuary Scenic Trail	The agency is implementing transportation investments that expand travel choices and modal options and support and enhance public health. See sub-items for additional information.		
SP-07.4a Is the agency implementing transportation investments that expand travel choices and modal options and support and enhance public health?	Yes	Pages 49-52, Monterey County RTP	TAMC is implementing transportation investments in bicycle, pedestrian, and transit facilities that expand travel choices and support public health.	1	1
SP-07.4b Has the agency incorporated multimodal and public health related performance measures into its LRTP and can demonstrate ongoing monitoring of its progress toward meeting its goals?	Yes	Page 12 Monterey County RTP	The agency has incorporated sustainable, multimodal and public health-related performance measures into its LRTP and can demonstrate ongoing monitoring of its progress toward meeting its goals. Performance measures include bicycle, pedestrian, and transit mode share and harmful airborne pollutants.	2	2
SP-07.4c Can the agency document that it has met its multimodal transportation and public health goals and objectives?	Yes	Mitigation Monitoring Program for the 2014 RTP	Through census data, TAMC and AMBAG are able to document their progress on health goals.	3	3
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SPR-08 Freight and Goods Access & Mobility					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-08.1a Does the agency include in system plans, specific provisions for maintaining and improving freight reliability and connectivity between modes and to freight generators for both inter- and intra-city freight, in ways that enhance sustainability?	Yes	Page 12, Monterey County RTP. Page 3-13 V&G Regional Freight Plan	The RTP includes policy objectives that state improving regional accessibility for freight and reducing truck hours of delay. The Regional Freight Plan developed by AMBAG, which included TAMC's participation and contributions, includes performance measures for access and multimodal connectivity, freight infrastructure conditions for bridge and pavement infrastructure, adoption of ITS technologies, and the use of clean fuel technology.	1	1
SPR-08.1b Does the agency consider multimodal freight mobility needs in the planning process?	Yes	Page 3-13 PM Regional Freight Plan	The agency considers multimodal freight mobility needs (rail, interstate, and intermodal) in the planning process. Freight mobility goals (such as freight reliability) and evaluation criteria are included when developing the program or plan. The Regional Freight Plan considers multimodal freight mobility needs for rail and alternative route choice in the planning process.	1	1
SPR-08.2a Does the agency regularly engage freight service providers, stakeholders, workers, and representative in developing transportation planning documents?	Yes	Page 3-12, PM Regional Freight Study	In creating the Regional Freight Plan, input was sought from communities, businesses, and other stakeholders along U.S. 101. These comments were critical during the identification and evaluation process, and were incorporated into the final report.	2	2
SPR-08.2b Does the agency utilize institutional mechanisms to facilitate the engagement of freight stakeholders?	No	N/A	The agency does not currently utilize institutional mechanisms to facilitate the engagement. Examples of institutional mechanisms include freight representatives serving on a decision-making board or advisory committee. The decision-makers may use freight model data or use freight mobility or access as a criterion for solution prioritization in a planning process.	1	0
SPR-08.3a Does the agency include and monitor freight access performance measures in planning documents?	Yes	Page 3-13 PM Regional Freight Plan	The Regional Freight Plan monitors freight routes access from/to locations with significant freight activities and parallel roadway/rail connectivity.	2	2
SPR-08.3b Does the agency include and monitor freight mobility performance measures in planning documents?	Yes	Page 3-13 PM Regional Freight Plan	The Regional Freight Plan has included sustainability-related mobility performance measures such as truck delay, travel time reliability, truck parking, and truck routes.	2	2
SPR-08.4a Does the agency provide for planning, evaluating, maintaining and improving intermodal freight connectors and linkages to freight generators at all levels?	Yes	Page 3-9 Regional Freight Plan	Intermodal freight connectors are the public roads leading to major intermodal terminals. Although they account for less than 1 percent of National Highway System mileage, they are key conduits for the timely and reliable delivery of goods. The agency provides for planning, evaluating, maintaining, and improving intermodal freight connectors and linkages to freight generators at all levels (interstate, state, and local). In particular, the Regional Freight Plan provides planning for building, operating, and maintaining an intermodal facility in Salinas, which is dependent upon a variety of factors including available land, demand for service, and a private-sector determination that the facility would be cost effective (unless public subsidies are available to address revenue gaps).	2	2

SPR-08.4b Does the agency provide for planning, evaluating, maintaining, and enhancing freight mobility utilizing appropriate quantitative measures and monitoring for freight modes?	Yes	Page 3-11 PM Regional Freight Plan	The agency provides for planning, evaluating, maintaining and enhancing freight mobility utilizing appropriate quantitative measures and monitoring for freight modes. The Regional Freight Plan has developed performance measures in terms of travel time reliability, travel time delay, and extent and signage of truck network route enhancing freight mobility.	2	2
SPR-08.4c Does the agency monitor progress toward goals for at least one year and show measurable advancement toward goals?	No	N/A	N/A	2	0
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SPR-09 Travel Demand Management					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-09.1a Has the agency developed quantifiable TDM goals and objectives for reducing travel demand for the transportation network within its jurisdiction?	Yes	Page 5-4, Monterey Bay 2035 Moving Forward; and 2014 RTP	Yes, TAMC has developed quantifiable transportation demand management goals and objectives for reducing travel demand for the transportation network such as increasing jobs near transit, decreasing truck delay, and maintaining the transportation system.	1	1
SP-09.1b Are the TDM goals and objectives also consistent with relevant state and/or metropolitan goals and objectives for reducing travel demand?	Yes	Sustainable Communities Strategy; and 2014 RTP	Yes, AMBAG has identified quantifiable transportation demand management performance measures for the transportation network such as increasing jobs near transit and increased mode share of active transportation trips. These goals and objectives are listed in the SCS 2035 and are consistent with the performance measures in the 2014 RTP.	1	1
SP-09.2 Is the agency implementing a comprehensive TDM program that includes several of the various types of TDM strategies described?	Yes	Public Outreach; Bike Week activities; Complete Streets Guidebook; and Principals for Community Development	TAMC is implementing a comprehensive transportation demand management program that includes travel option education and outreach programs, non-auto challenges such as Bike to Work Day and Bike Month, and land use principals that promotes mixed-use, pedestrian-friendly environments.	4	2
SP-09.3 Does the agency have quantifiable TDM performance measures and can the agency demonstrate ongoing monitoring of its TDM program?	Yes	Page 12, Monterey County RTP	Yes, TAMC has quantifiable travel demand management performance measures such as decreasing congested vehicle miles of travel and increasing bicycle, pedestrian, and transit mode share. AMBAG gathers data from community surveys every 5 years to update and monitor progress on the performance measures.	4	4
SP.09.4 Can the agency demonstrate sustainable outcomes?	Yes	Page 4-70 and 5-4, Monterey Bay 2035 Moving Forward; and 2014 RTP	TAMC is able to document that the transportation sector has made measurable progress toward meeting their transportation demand management goals. However the goals established in the Monterey Bay 2035 Moving Forward and 2014 RTP have not been fully achieved.	5	3

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SPR-10 Air Quality & Emissions					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-10.1 Has the agency developed goals and objectives for the reduction of air emissions in transportation planning documents?	Yes	Page 13, Monterey County RTP	As part of the 2014 RTP, the Agency's environmental stewardship goal is to reduce the transportation's system's emission of greenhouse gases.	1	1
SPR-10.2 Does the agency regularly engage partner agencies throughout the transportation planning process?	Yes	N/A	The agency regularly engages partners throughout the transportation planning process, to reduce barriers and further the prospects for implementation of strategies to improve air quality. This engagement utilizes institutional mechanisms such as ad hoc or standing committees. In particular, TAMC engages in quarterly meetings with Caltrans, as well as monthly meetings of our Technical Advisory Committee, which includes representation from the regional Air Pollution Control District.	2	2
SPR-10.3 Is the agency implementing multimodal strategies as part of a transportation plan to reduce emissions?	Yes	2014 RTP; Multi-modal Corridor; Complete Street Guidebook; Regional Roundabout Study	The agency has developed goals and objectives for the reduction of air emissions in transportation planning documents, such as the LRTP. Examples of goals and objectives include: reduce/minimize air pollutants (ozone, volatile organic compounds, nitrogen oxides, carbon monoxides, particulates); provide for a variety of projects or measures that positively impact air emissions (e.g. TSMO, TDM, transit, bicycle, pedestrian); or educate the public about air quality issues and transportation choices or preferences.		
SPR-10.3a Are transportation demand management strategies implemented?	Yes	Regional Development Impact Fees (Infill); Wayfinding Plan, Bike & Pedestrian Master Plan	TAMC is implementing various transportation demand management strategies such as supporting mixed-use developments, a countywide Rideshare program, improving transit services, and funding bicycle and pedestrian projects such as the Wayfinding Plan.	2	2
SPR-10.3b Are transportation system management strategies implemented?	Yes	Pages 57-61, Monterey County RTP	Yes, TAMC is implementing Transportation System management strategies such as a 511 Traveler Information System, SAFE Callbox Program, Freeway Service patrol, and Intelligent Transportation Systems.	2	2
SPR-10.3c Are vehicle technologies implemented?	Yes	Regional Freight Study	The Regional Freight Study has the use of clean fuel technology as one of its performance measures relating to freight and goods movement. The plan proposes counting the number of alternative fueling locations and level of implementation by the truck fleet as potential measurements.	2	2

SPR-10.3d Are fuel technologies and supporting infrastructure implemented?	Yes	Electric Vehicle Charging Stations	The Agency supports fuel technologies including alternative fuels (such as biodiesel, bio alcohol, batteries and fuel cells, vegetable oil, solar, other biomass sources) for vehicles or infrastructure. The Agency is also supportive of policies and investments that support the development of infrastructure for fuel technologies, and has implemented these policies with the installation of electric vehicle charging stations.	2	2
SPR-10.4 Was an emissions analysis performed?	No	Page 5-4, Sustainable Communities Strategies	The Agency currently does not conduct a quantitative emissions analysis to document emissions reduction for all the strategies implemented. However, AMBAG conducts a GHG reductions analysis based on GHG inventory data that is updated every five years. This analysis considers the impacts from TSM and TDM strategies.	4	0
				15	11

SPR-11 Energy and Fuels					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-11.1a Has the agency developed energy and/or fossil fuel reduction goals and objectives for the transportation system within its jurisdiction?	Yes	Pages 12 and 13, Monterey County RTP, Page ES-4 SCS	Yes, TAMC has developed fossil fuel reduction goals for the regional transportation system that are aligned with the regional targets set by AMBAG in the SCS. These goals are a 0% increase from 2005 per capita emissions by 2020, and a 5% reduction from 2005 per capita GHG emissions by 2035.	1	1
SP-11.1b Are the goals and objectives consistent with relevant state and/or metropolitan goals and objectives for reducing energy and fossil fuel consumption?	Yes	Page ES-4 SCS	See above.	1	1
SP-11.2a Has the agency developed and does the agency maintain a baseline inventory of current energy and/or fossil-fuel consumption from transportation?	Yes	Page 4-73 SCS	The Agency in partnership with AMBAG has developed and maintains a baseline inventory of current energy and/or fossil-fuel consumption (for all fuel types and modes) from transportation.	2	2
SP-11.2b Does the agency use an appropriate model or method to forecast energy and fuel consumption associated with its LRTP, including business-as-usual and alternative scenarios?	Yes	SCS and the EIR for the RTP	The California Air Resources Board provides regional targets for greenhouse gas emissions and through the Sustainable Communities Strategies and 2014 RTP, TAMC has identified the GHG emissions and vehicle-miles travelled for Monterey County for both business-as-usual and alternative scenarios.	2	2
SP-11.3 Is the agency developing a plan and implementing strategies to reduce transportation-related energy and/or fossil fuel usage?	Yes	Pages 12 and 13, Monterey County RTP	The 2014 RTP identifies a listing of regionally-significant projects that represent the agencies top priority projects, which support the preferred scenario in the SCS.		

SP-11.3a Are energy and fossil fuel reduction strategies included in the LRTP, and does the LRTP include a discussion of the impacts of including these strategies?	Yes	Pages 12 and 13, Monterey County RTP	Energy and fossil fuel reduction strategies are included in the LRTP, and the LRTP includes a discussion of the impacts of including these strategies.	2	2
SP-11.3b Does the agency implement transportation strategies to reduce transportation-related energy and fossil fuel consumption and related emissions?	Yes	Monterey County RTP	Yes, TAMC is funding and implementing various strategies to reduce energy and fossil fuel consumption. These strategies include roundabout, complete streets, active transportation projects, rail extension, funding for transit.	2	2
SP-11.4 Is the agency measuring progress and demonstrating sustainable outcomes?	Yes	2014 RTP and Sustainable Communities Strategies	TAMC and AMBAG have developed GHG Reductions performance measures to monitor GHG emissions from the transportation sector. These inventories are updated every five years.		
SP-11.4a Has the agency incorporated energy and fossil fuel reduction performance measures into the transportation planning process?	Yes	2014 RTP and 2016 RTIP	Yes, TAMC incorporates reduction of GHG emissions consistent to the regional targets in the transportation planning process. Also, as part of the 2016 Regional Transportation Improvement Program, the Agency included the cost savings from GHG emissions abated related to the projects proposed for funding.	2	2
SP-11.4b Does the agency demonstrate ongoing monitoring of its progress toward reducing energy and fossil-fuel consumption?	No	RTP Mitigation Monitoring	The agency does not currently monitor progress towards goals for at least one year after goal establishment using the performance measures established in SPR-11.4a. GHG inventories are taken every five years.	3	0
				15	12

SPR-12 Financial Sustainability					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-12.1 Is an inter-agency, cooperative approach for advanced revenue forecasting practices used?	Yes	Pages 15-21, Monterey County RTP	The RTP provides a Financial Element detailing the Agency's sources of revenue which come from local, state, and federal sources. This was achieved through coordinating with AMBAG. Forecasted revenues also include potential sources of funding from a local transportation sales tax and State Route 156 toll system. This process includes: Evidence of leadership emphasis on rigorous fiscal discipline; Incorporation of risk management techniques into revenue forecasts; Inclusion of local and state sources as part of the revenue forecast and coordination with other potential funding sources; Coordination of STIP and Metropolitan Transportation Plan development with state budget development to mirror respective fiscal constraints; Use of committees to establish consensus regarding the revenue forecast; Objective analysis of "nontraditional", innovative financing mechanisms and the expected revenues from those approaches; and Evaluation of past revenue forecasts.		

SP-12.1a Does the agency engage in regular and comprehensive coordination and information sharing among affected agencies during the development of revenue forecasts?	Yes	Page 15, Monterey County RTP; 2016 RTIP; Transportation Safety & Investment Plan	The agency engages in regular and comprehensive coordination and information sharing among affected agencies (including State DOTs, MPOs, and transit operators) during the development of revenue forecasts. This includes the Financial Element for the 2014 RTP; the programming of regional shares in the 2016 RTIP; and coordination with Caltrans and local jurisdictions during the development of the Transportation Safety & Investment Plan.	2	2
SP-12.1b Does the agency undertake systematic forecast updates?	Yes	Page 15, Monterey County RTP; 2016 RTIP	A comprehensive update to the RTP occurs every four years, while the revenue projections for the RTIP are updated every two years.	3	3
SP-12.1c Does the agency have established processes for engaging stakeholders in a dialogue about the implications of any changes in revenue forecasts?	Yes	Transportation Safety & Investment Plan	The Agency shares information of changes in revenue forecasts, typically via the Executive Committee and Board of Directors. Also, the Agency engaged in an extensive public outreach effort as part of the development of the Transportation Safety & Investment Plan to educate the public on the current state of transportation funding in Monterey County and across the State.	2	2
SP-12.2 Is an inter-agency, cooperative approach for advanced project estimating practices used?	Yes	Page 22, Monterey County RTP; 2016 RTIP; Regional Roundabout Study	The Agency uses an inter-agency, cooperative approach for advanced project cost estimating practices that considers both capital and lifecycle costs (which would include maintenance and operations), risks, and contingencies. An example of advanced cost estimating includes factoring in a variety of land use/transportation development scenarios and associated future infrastructure construction and maintenance costs.		
SP-12.2a Does the agency keep accurate records of all changes to the project scope and document their impact on costs?	Yes	N/A	The agency maintains documentation of project scope changes or different project alternatives with the relevant cost implications.	2	2
SP-12.2b Does the agency avoid formula-driven cost estimating procedures in favor of project-specific methods?	Yes	N/A	During the project initiation phase, the Agency will typically utilize planning-level cost estimates to determine the extent of potential costs and help identify the need for funding. As the project development process progresses, the agency avoids formula-driven cost estimating procedures in favor of project-specific methods.	3	3
SP-12.2c Does the agency complete systematic cost updates regularly?	Yes	N/A	The agency completes systematic cost updates regularly, including cost estimates for its ongoing system operations, and the maintenance and changes to costs as projects develop. Cumulative or major changes in project costs are reflected in updated financial plans/fiscal constraint determinations of subsequent transportation plans, Transportation Improvement Programs (TIPs), and STIPs. Evidence of the use of advanced cost estimating practices could include: Evidence of leadership emphasis and commitment on fiscal discipline; Coordination between preconstruction and construction personnel in preparation of cost estimates; Evaluation the completed project cost estimation process, and feedback loops from lessons learned during construction for future cost estimating practices; and Practices for tracking changes in project scopes and subsequent relationship to cost estimating and revenue forecasting procedures.	3	3
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SPR-13 Analysis Methods					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-13.1a Does the agency demonstrate that the analysis has a strong foundation in observed data suitable for developing tools which model the land use, socioeconomic, transport, and environmental systems?	Yes	Regional Travel Demand Model	The development of the Travel Demand Model demonstrates the Agency's strong foundation in observed data to develop tools to model land use, socioeconomic, transport, and environmental systems. TAMC and AMBAG worked with an economist consultant to study employment growth and predict population change, based off the 2010 Census data. This analysis also included local land use policies derived from the input of local planners, elected officials, and the public. These sources of data were used to develop the latest version of the Regional Travel Demand Model.	1	1
SP-13.1b Does the agency demonstrate that the data used in planning analysis are evaluated and updated on a regular basis?	Yes	Regional Travel Demand Model	The Agency provides AMBAG with updated traffic count information on an annual basis for inclusion in the model. In addition, census data and changes to land use via General Plan updates are also periodically updated in the model.	2	2
SP-13.2 Does the agency have a current strategic plan, program, or equivalent?	Yes	Model Improvement Plan (Appendix F)	Yes, AMBAG developed a Model Improvement Plan to improve the recommendations provided by the peer review panel selected by the Federal Highway Administration.		
SPR-13.2a Does the program include a specific multi-year development program for maintaining transportation data resources and improving analysis methods?	Yes	Model Improvement Plan (Appendix F)	Yes, The Model Improvement Plan details the improvements made to the model, and forecasts are updated every four years when the new SCS and RTP come out.	1	1
SPR-13.2b Does the program include specifications for data resources and methods to explicitly address sustainability principles?	Yes	Model Improvement Plan (Appendix F)	Yes, the program includes data from many sources such as the Census, the AMBAG 2014 Regional Growth Forecast, and other studies conducted by various organizations. These data resources and methodologies address economic, environmental, and social principles.	1	1
SPR-13.2c Does the program include identification of an adequate level of funding required to implement the data collection and modeling and is it also reflected in the UPWP?	Yes	Overall Work Program	Yes, Work Element 2310 describes TAMCs effort to assist AMBAG in traffic data collection and service level monitoring.	1	1
SPR-13.2d Does the program identify and include resources which include support for experienced technical management and a mix of technical staff and/or contract staff?	Yes	Overall Work Program	Yes, the OWP includes support and resources for experienced technical staff.	1	1

SP-13.3a Does the agency's organizational structure include a technical committee to review data collection/ quality, planning assumptions, and forecasting	Yes	Technical Advisory Committee	Yes, the Technical Advisory Committee and TAMC Board of Directors oversee and reviews methods for data collection	2	2
SP-13.3b Has the agency convened a peer review of its analysis methods?	No	N/A	N/A	3	0
SPR-13.3c Has the agency convened a peer review of its travel demand model?	Yes	Page 5, Regional Travel Demand Model, Model Improvement Plan	AMBAG developed a comprehensive Model Improvement Program which addressed recommended improvements provided by the peer review panel selected by the FHWA Travel Model Improvement Program.	3	3
				15	12

SPR-14 Transportation Systems Management and Operations					
Question	Response	Citation	Explanation	Points Available	Points Received
SP-14.1a Has the agency developed clearly defined TSM&O policies, goals, and objectives for improving the efficiency of the transportation system within its jurisdiction?	Yes	Page 57 Monterey County RTP	The Agency supports the use of a variety of TSM&O systems, however does not clearly state the goals and policy objectives of these practices.	1	1
SP-14.1b Are the TSM&O policies, goals, and objectives also consistent with relevant state and/or metropolitan goals and objectives for improving transportation system efficiency?	Yes	Page 57 Monterey County RTP	The TSM&O, goals and objectives are also consistent with or surpass relevant local, state and/or metropolitan goals and objectives for improving transportation system efficiency and safety.	1	1
SP-14.2a Are TSM&O strategies included in the LRTP, or other planning documents, as appropriate?	Yes	Page 57 Monterey County RTP	TSM&O strategies are included in the RTP under Transportation Investments. The measures include a Monterey County 511 Program, Rideshare Programs, Safety Programs, and Intelligent Transportation Systems.	1	1
SP-14.2b Does the LRTP, or equivalent, include a discussion of the impacts of including TSM&O strategies?	Yes	Pages 57-61, Monterey County RTP	Yes, there is a discussion of the impacts and strategies for each of the Transportation Systems Management practices.	1	1
SP-14.2c Are the TSM&O strategies considered and prioritized in the LRTP, or other planning documents?	Yes	Pages 57-61, Monterey County RTP; Central Coast Strategic Deployment Plan	The TSM&O strategies are considered and discussed in the RTP with capacity expansion in mind if applicable. As part of the Central Coast Strategic Deployment Plan, specific ITS strategies are considered and prioritized.	2	2
SP-14.3 Has the agency implemented or is the agency funding TSM&O strategies?	Yes	Pages 57-61, Monterey County RTP	The Agency is implementing some TSM&O strategies in the form of State Highway Safety Programs like the SAFE Call Box Program, the Freeway Service Patrol, and Intelligent Transportation Systems. The Agency is currently funding a 511 Traveler Information System and Rideshare programs in the Fiscal Year of 2016-2017.	4	2

SPR-14.4 Has the agency developed TSM&O performance measures?	No	N/A	No, the agency has not developed TSM&O performance measures.	2	0
SPR-14.5 Does the agency monitor progress toward goals for at least one year and can the agency show measurable advancement toward goals?	No	N/A	N/A	3	0
				15	8

SPR-15 Linking Asset Management and Planning					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-15.1 Has the agency developed clearly defined goals and objectives for linking asset management and planning in their planning documents?	Yes	Page 12, Monterey County RTP; Transportation Safety & Investment Plan	Yes, TAMC included a performance measure in the RTP to maintain the transportation system (percent of funding). Also, the Agency is proposing to fund maintenance activities of the local jurisdictions in the Transportation Safety & Investment Plan	2	2
SPR-15.2 Does the agency cooperate with partner agencies to integrate their asset management data and economic analysis to prioritize investments?	Yes	Regional Roundabout Study; Transportation Safety & Investment Plan - Pavement Management Requirements	The Agency cooperates with partner agencies to integrate their asset management data and leverage economic analyses, including Life-Cycle Cost Analyses (LCCA) and Benefit-Cost Analysis (BCA) to apply basic cost and performance data to screen a large number of potential project alternatives, assisting in the development of program budgets and areas of program emphasis.		
SPR-15.2a Does the agency prioritize funding based on a system in which agencies leverage LCCA to evaluate project alternatives and prioritize investments?	No	Regional Roundabout Study	The Transportation Agency is beginning to utilize life-cycle cost analysis in the planning process to better evaluate project alternatives and priorities. An example of where the agency has used LCA is the Regional Roundabout Study, however the projects in this study were not prioritized for funding or construction.	4	0

SPR-15.2b Does the agency prioritize funding based on a system in which agencies leverage BCA to compare projects and prioritize investments?	No	2016 RTIP and ATP Grant Applications	The Transportation Agency is beginning to utilize benefit / cost analysis in the planning process to better evaluate project alternatives and priorities. An example of where the agency has used BCA is the 2016 RTIP and ATP grant applications, however the projects in this study were not prioritized for funding or construction.	4	0
SPR-15.3 Does the agency leverage performance-based planning and programming components of asset management to analyze and evaluate trade-offs in long-range transportation planning processes?	No	Transportation Safety & Investment Plan; 2016 RTP	The agency does include performance measures related to asset management (maintenance expenses, and road preservation), however, we currently do not evaluate trade-offs in long-range transportation planning processes. If passed, the Transportation Safety & Investment Plan includes a requirement for pavement management systems.	2	0
SPR-15.4a Does the agency prioritize transportation decisions that support maintenance and good repair of existing transportation assets?	Yes	Transportation Safety & Investment Plan	The Agency prioritizes transportation decisions that support the maintenance and good repair of existing transportation assets. Evidence of this is the extent to which maintenance, preservation, and repair projects are included in the Transportation Safety & Investment Plan. Funding decisions are linked to the identification, prioritization, and selection of projects in the plan and/or the extent to which those projects are completed.	1	1
SPR-15.4b Does the agency monitor progress toward goals for at least one year and can the agency show measurable advancement toward goals?	No	2014 RTP; Transportation Safety & Investment Plan	The agency does include performance measures related to asset management (maintenance expenses, and road preservation), however, we currently do not evaluate trade-offs in long-range transportation planning processes. If passed, the Transportation Safety & Investment Plan includes a requirement for pavement management systems.	2	0
				15	3

SPR-16 Infrastructure Resiliency					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-16.1a Has the agency developed goals and objectives consistent with partner agencies for infrastructure resiliency in transportation planning documents?	No	N/A	N/A	2	0
SPR-16.2 Does the agency regularly coordinate with partner agencies within its jurisdiction throughout the transportation planning process, to reduce barriers and further the prospects for implementation of strategies to address infrastructure resiliency?	Yes	Holman Highway 68 Roundabout; Highway 68 Corridor Study	TAMC regularly coordinates with partner agencies in the jurisdiction to reduce barriers and further the implementation of project. An example of this would be the efforts to coordinate on the Holman Highway 68 Roundabout and the Highway 68 Corridor Study. Inter-agency task forces has been set up for these planning and construction efforts to ensure coordination between agencies and removal of barriers.	2	2
SPR-16.3 Does the agency coordinate with partner agencies to collect infrastructure vulnerability and risk assessments into planning documents and identify and inventory necessary event-based transportation plans that need to be developed as a result?	No	N/A	N/A	2	0
SP-16.4 Does the agency coordinate with partner agencies to develop appropriate strategies to address transportation events related to hazard events?	No	N/A	N/A	5	0
SPR-16.5 Does the agency have infrastructure resiliency performance measures incorporated into its transportation planning documents?	No	N/A	N/A	2	0

SPR-16.6 Does the agency monitor progress towards goals for at least one year and can the agency show measurable advancement towards goals?	No	N/A	N/A	2	0
				15	2

SPR-17 Linking Planning and NEPA					
Question	Response	Citation	Explanation	Points Available	Points Received
SPR-17.1 Has the agency developed landscape-level goals and objectives for linking system and corridor planning with NEPA documentation and implementing PEL best practices?	Yes	RTP Guidelines	The Agency adheres to the adopted California Regional Transportation Plan Guidelines. These guidelines include linking landscape-level goals to system and corridor planning with NEPA and CEQA documentation. These types of processes include identifying the appropriate level of environmental analysis for the study; identifying the appropriate level of agency, stakeholder, and public involvement; and defining study occurrence points for seeking agreement from relevant resource agencies, stakeholders, and public members.	2	2
SPR-17.2 Does the agency have documented procedures that link system-level planning analyses to project-level NEPA analysis?	Yes	RTP Guidelines	See above explanation for SPR-17.1	2	2
SPR-17.3 Can the agency document communication from executive management to staff level regarding the agency's commitment to strengthening planning and environmental linkages?	Yes	Overall Work Program	The Agency includes funding for staff time related to activities that strengthen planning and environmental linkages. These work elements include habitat planning, electric vehicles, INVEST study, data collection, environmental document review, bike/pedestrian planning, and other related activities.	2	2
SPR-17.4 Are NEPA practitioners consulted during system-level planning?	Yes	RTP Guidelines; CEQA / NEPA Environmental Review Process	CEQA / NEPA practitioners were consulted during the 2035 MTP/SCS and identified potential impacts required by CEQA and NEPA.	3	3

<p>SPR-17.5a Do planning processes, including long-range, corridor, and sub-area studies, feature components that use NEPA principles and methods, including at least four of those listed?</p>	<p>Yes</p>	<p>2014 RTP EIR</p>	<p>Planning processes, including long-range, corridor, and sub-area studies, feature components that use NEPA principles and methods and agency successfully incorporates information (e.g., analyses, decisions, and documents) from the system-level planning process into project-level NEPA documents. Examples of planning analysis and methods include:</p> <p>Purpose and need or Goals and objectives statements; Regional development and growth; Local land use, growth management and development; Population and employment; General travel corridor and/or general mode(s) definition; Basic description of the environmental setting; Preliminary screening of alternatives and elimination of unreasonable alternatives; Environmental mitigation activities; Indirect and cumulative impacts assessment; Programmatic level mitigation system level measures to avoid, minimize or mitigate impacts of proposed transportation projects.</p>	<p>2</p>	<p>2</p>
<p>SPR-17.5b Does the agency systematically and successfully incorporate information from the system-level planning process into project-level documents?</p>	<p>Yes</p>	<p>Highway 156 Widening, US 101 Prunedale Improvement Project, and Highway 1 Salinas Road Interchange EIRs</p>	<p>Agency systemically and successfully incorporates information (e.g., analyses, decisions, and documents) from the system-level planning process into project-level CEQA and NEPA documents. Recent examples of this would be the environmental review documents for the Highway 156 Widening, US 101 Prunedale Improvement Project, and Highway 1 Salinas Road Interchange project - all of which incorporated information from the Regional Transportation Plan EIR to conduct the project-level study.</p>	<p>2</p>	<p>2</p>
<p>SPR-17.6a Do planning and policy documents include PEL implementation performance measures?</p>	<p>No</p>	<p>N/A</p>	<p>While the agency already engages in many of the activities listed in the PEL implementation performance measures, these are not typically identified in planning and policy documents, nor is progress tracked on an annual basis.</p>	<p>1</p>	<p>0</p>
<p>SPR-17.6b Does the agency monitor progress towards goals for at least one year and can the agency show measurable advancement toward goals?</p>	<p>No</p>	<p>N/A</p>	<p>See above explanation for SPR-17.6a</p>	<p>1</p>	<p>0</p>
				<p>15</p>	<p>13</p>