

Criterion Example:

**Transportation Agency For Monterey County
California**

Module: Systems Planning for Regions (INVEST Version 1.2)

Criterion: [SPR-03 Integrated Planning: Social \(for Regions\)](#) (1-15 points)

Lead Agency: Transportation Agency for Monterey County (TAMC)

Link: <http://www.tamcmonterey.org/programs/environmental-review/>

Sources: <https://www.sustainablehighways.org/779/80/transportation-agency-for-monterey-county-evaluating-and-enhancing-sustainable-transportation.html>

Description: TAMC is the regional transportation planning agency for Monterey County, California, responsible for developing and updating a long-range vision of the regional transportation system. TAMC used the INVEST System Planning for Regions (SPR) module to review a broad spectrum of its planning efforts – including its 2014 Regional Transportation Plan (RTP)– and evaluate how well-defined and comprehensive its sustainability efforts have been. The agency scored 10/15 for SPR-03. TAMC’s INVEST 1.2 evaluation helped to determine the agency’s strengths and weaknesses in integrating transportation planning with the community’s vision and goals and identifying potential improvements for the future.

Scoring Details:

SPR-03.1: Work Toward a Shared Vision (2/2)

TAMC earned two out of two points in this area as the RTP reflects and is consistent with the Association of Monterey Bay Area Governments (AMBAG) 2035 Metropolitan Transportation Plan/ Sustainable Community Strategy (MTP/SCS). The SCS integrates land use and transportation by coordinating transportation investments with land use patterns to reduce greenhouse gas emissions for the region.

As part of the MTP/SCS and RTP development and adoption processes, TAMC worked with its partners, stakeholders, and the broader community to create visions and goals and to determine the role of transportation in helping to achieve sustainability outcomes.

SPR-03.2: Engage a Diverse Range of Stakeholders and Public Participants (4/4)

• **SPR-03.2a: Identify Diverse Range of Stakeholders (1/1)**

- TAMC scored one point for this sub-criterion. To ensure a diverse range of stakeholders were considered when creating the RTP, TAMC included citizens, public-interest groups, private industry representatives, and representatives from disadvantaged communities. In addition to targeted stakeholder outreach, TAMC also conducted a phone survey to solicit comments on its RTP and on the SCS.

- **SPR-03.2b: Give Special Consideration to Engagement of Diverse Populations (2/2)**
 - TAMC achieved two points for this sub-criterion as it actively engages diverse populations in its public outreach efforts. To ensure that the visions and opinions of diverse populations are taken into account when reviewing the RTP and other key planning documents, TAMC makes the public participation process accessible to English- and Spanish-speaking communities and conducts phone outreach in both English and Spanish.

- **SPR-03.2c: Include Educational Component (1/1)**

- TAMC scored one point in this area. The agency uses a Public Outreach Plan that includes strategies for achieving the most effective public engagement. TAMC also regularly holds community meetings and workshops to kick-off the public participation process for new projects and keep stakeholders informed throughout the process.

SPR-03.3: Use a Transparent Process and Demonstrate the Incorporation of Stakeholder Input (3/3)

- **SPR-03.3a: Use Transparent Process (1/1)**

- TAMC earned one point in this area as it uses its website to disperse important transportation planning information to the public. The agency uses the website to post Board and Committee meeting notes and allows stakeholders to sign up for an email distribution list to receive up-to-date information from the agency. TAMC also circulates draft documents for review and distributes red-lined versions of documents to inform stakeholders of changes to project and planning documents.

- **SPR-03.3b: Demonstrate How Input Was Used (2/2)**

- TAMC scored two points for this sub-criterion. When developing important transportation planning documents, TAMC solicits community input and ensures that stakeholders are informed of how this input is used to develop final documents. For example, when developing its Transportation Safety and Investment Plan, the agency convened a group of community leaders that reviewed the document and provided feedback. TAMC scheduled multiple meetings with the group throughout the process to show participants how their input was shaping the final document.

SPR-03.4: Demonstrate Sustainable Outcomes (1/6)

- **SPR-03.4a: Implement Investments that Support Community Vision and Goals (1/1)**

- TAMC scored one point in this area as the agency is implementing transportation investments that support the community's vision and goals and help achieve sustainability outcomes. For example, in TAMC's development of its Transportation Safety and Investment Plan, the agency solicited input from community leaders and incorporated suggestions into the final document. The final plan, published in May of 2016, was also endorsed by a diverse array of local organizations and advocacy groups.

- **SPR-03.4b: Include Performance Measures for Effectiveness of Public Involvement (0/2)**
 - TAMC earned no points for SPR-03.4b as it has not yet developed performance measures for the effectiveness of public involvement.
- **SPR-03.4c: Monitor Progress and Demonstrate Sustainable Outcomes (0/3)**
 - TAMC also received zero points for this sub-criterion as the points for SPR-03.4 are cumulative. Since TAMC does not have performance measures in place (pertaining to SPR-03.4b), the agency cannot attain points for monitoring progress towards achieving sustainable outcomes.

Sustainability Improvements:

Overall, TAMC 's score for SPR-03 shows many strengths including its engagement of a diverse set of stakeholders in the transportation planning process, its use of transparent processes to inform stakeholders, and its commitment to implement transportation investments that support and reflect the community's vision and goals. However, the agency has also identified areas in which it could improve its transportation planning activities and enhance community outreach. Specifically, TAMC recognizes that its processes for engaging with disadvantaged and isolated communities could be improved by identifying other platforms for interaction, such as web-based surveys, social media, and public meetings that align with transit schedules.

TAMC is also looking into developing performance measures that demonstrate the effectiveness of public involvement in the transportation planning process and would be included as part of a future RTP. Potential performance measures include access to information and participation opportunities for persons with disabilities, geographic dispersion of community involvement opportunities, convenience of meetings and events to public transportation, and diversity of participants in public involvement events.