

## 2. Policy Element: A Framework for Meeting Long-term Mobility Needs

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The Policy Element of the Regional Transportation Plan provides a framework for selecting and evaluating transportation projects to meet Monterey County’s mobility needs over the twenty-year lifetime of the plan. To develop a list of transportation improvements that support land use assumptions in the regional Sustainable Communities Strategy, the Policy Element of the 2018 Regional Transportation Plan incorporates goals, objectives and performance measures that are oriented toward achieving a balanced transportation system. This policy framework moves away from automobile-oriented goals and measures and instead evaluates how well the planned system transports people and goods.

To accomplish this, the Policy Element of the plan is derived from the *Smart Mobility Framework* developed by Caltrans, which has been used by other regions across California to address state sustainability planning requirements. This Policy Element is also designed to be consistent with the goals, policies and measures included in the *2040 Moving Forward Monterey Bay Plan* prepared by AMBAG for the Monterey Bay region. The element includes the following broad set of goals, which are tied to objectives and performance measures:

- **Access & Mobility:** *Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight trips.*
- **Safety & Health:** *Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.*
- **Environmental Stewardship:** *Protect and enhance the County's built and natural environment. Act to reduce the transportation system’s emission of greenhouse gases.*
- **Social Equity:** *Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.*
- **Economic Benefit:** *Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.*

The Policy Element for the 2018 Monterey County Regional Transportation Plan is included as **Figure 2-1** below.

Figure 2-1: Regional Transportation Plan Goals, Policies and Performance Measures

Goals	Policy Objectives	Performance Measures
<b>Access &amp; Mobility</b>		
<p><i>Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight trips.</i></p>	<ul style="list-style-type: none"> <li>• To improve safe, attractive and affordable access to work, school, goods and other key destinations by walking, bicycling and transit.</li> <li>• Improve travel time and travel time reliability for pedestrian and bicycle trips between key origins and destinations.</li> <li>• Improve travel time reliability and speed consistency for transit, car/vanpool and freight trips between key origins and destinations.</li> <li>• Improve the quality of walk, bicycle, car/vanpool and transit trips.</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of work trips that are 30 minutes or less by mode.</li> <li>• Average work trip travel time.</li> </ul>
<b>Safety &amp; Health</b>		
<p><i>Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.</i></p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Improve health by increasing percentage of trips made by healthy transportation options (bicycle, pedestrian and transit trips).</li> <li>• Decrease the quantities of harmful airborne pollutants and congested vehicle miles traveled.</li> </ul>	<ul style="list-style-type: none"> <li>• Number of fatalities and injuries per capita.</li> <li>• Bicycle, pedestrian and transit mode share.</li> <li>• Congested vehicle miles of travel.</li> <li>• Harmful airborne pollutants (tons/day).</li> </ul>

Figure 2-1 (Cont.): Regional Transportation Plan Goals, Policies and Performance Measures

Goals	Policy Objectives	Performance Measures
<b>Environmental Stewardship</b>		
<p><i>Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases.</i></p>	<ul style="list-style-type: none"> <li>• Reduce greenhouse gas emissions consistent with regional targets.</li> <li>• Avoid or minimize impacts to local, state and federally defined sensitive areas.</li> <li>• Conserve farmland resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Projected greenhouse gas emissions in 2020 and 2035.</li> <li>• Impacts to open space (acres).</li> <li>• Impacts to farmland conservation (acres).</li> </ul>
<b>Social Equity</b>		
<p><i>Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.</i></p>	<ul style="list-style-type: none"> <li>• Demonstrate that planned investments reduce or eliminate disparities in Access &amp; Mobility, Economic Benefit, and Safety &amp; Health objectives between transportation-disadvantaged and non-transportation disadvantaged populations.</li> <li>• Demonstrate that transportation-disadvantaged communities do not experience disproportionate impacts from transportation construction or operations.</li> </ul>	<ul style="list-style-type: none"> <li>• Distribution of investments.</li> <li>• Equitable transit access: Low income and minority populations within 1/2 mile of a high-quality transit stop.</li> </ul>
<b>Economic Benefit</b>		
<p><i>Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.</i></p>	<ul style="list-style-type: none"> <li>• Improve regional accessibility for freight and reduce truck hours of delay.</li> <li>• Prioritize enhancement and maintenance of the existing transportation system. Maintain streets and roads in a condition rated good or higher according to the Pavement Management Index.</li> </ul>	<ul style="list-style-type: none"> <li>• Jobs near transit (percent).</li> <li>• Truck delay (hours).</li> <li>• Maintain the transportation system (percent of funding).</li> </ul>

The Policy Element is structured around both short-term and long-term strategies and actions for meeting mobility needs, while supporting development of healthy communities, preserving the environment, ensuring the equitable distribution of investments and enhancing the county's economy. Performance measures evaluate the planned system relative to the 2020, 2035, and 2040 timeframes for achieving state greenhouse gas targets.

The following chapters describe the Transportation Agency's plan for funding and delivering a transportation system in the future within this policy framework. The Policy Element is not just a yardstick to evaluate projects by, however. The Policy Element serves as a guide for an iterative scenario planning process followed to develop the project list described in Chapter 4.

### **Performance Measurement**

Performance measures for the plan described above are aligned with the measures included in the *AMBAG 2040 Moving Forward Monterey Bay Plan* for the region given the coordinated relationship between the plans. The performance of regionally significant projects and investment categories described above has been assessed on a region-wide basis and can be referenced in the AMBAG document. Performance of the plan relative to these measures has also been analyzed and reported in the coordinated Draft Environmental Impact Report prepared by AMBAG for the transportation plans in the three-county region. Environmental documentation is discussed further in Chapter 5.