



## Chapter 2: Overall Policy Approach & Performance Measures

*This chapter sets the Regional Transportation Plan's goals, policies, policy framework and performance measures, reflecting changing priorities and practices at the local, regional, state, and federal levels.*

## OVERALL POLICY APPROACH

There are several federal, state, regional, and local goals and requirements that govern the San Benito Regional Transportation Plan (RTP).

The San Benito local goals and recommendations evolved through an open and collaborative planning process from transportation partners, stakeholders, advocacy groups, and the public. The set of local policy goals, illustrated in Figure 3-1, are responsive to the needs of the community and the region’s transportation system. These policy goals are crafted to guide policymakers in their comprehensive and day-to-day decision making about transportation.

While the RTP focuses on San Benito County, it is important to consider the transportation network as it operates regionally, while also meeting state and national goals. The local, state, and federal goals are further described below.

### Local Transportation Goals And Strategies



#### Accessibility & Mobility

Provide convenient, accessible, and reliable travel options for local residents and visitors alike.



#### System Preservation and Safety

Preserve the existing system with ongoing maintenance and rehabilitation.



#### Economic Vitality

Support Investments in transportation that have a direct impact on retail spending and job growth.



#### Social Equity

Provide an equitable level of transportation services to all segments of the population.



#### Healthy Communities

Encourage active transportation projects and programs.



#### Environment

Promote environmental sustainability and protect the natural environment of the region.

The San Benito County Regional Transportation Plan calls for a safe, sustainable, multimodal transportation system that provides reliable and efficient mobility and accessibility for people, goods, and services. The following section is structured around both short-term and long-term strategies and

actions for meeting the overall goals, while supporting development of healthy communities, preserving the environment, ensuring the equitable distribution of investments, and enhancing the local economy.



### Accessibility & Mobility

Provide convenient, accessible, and reliable travel options for local residents and visitors alike.

#### Short Range Strategies:

- Improve pavement conditions by investing in local roads.
- Provide safe, attractive, and affordable modes of travel (e.g., walking, bicycling, etc.) that improve access to key destinations.
- Improve transportation system efficiency by pursuing traditional and non-traditional funding sources.
- Improve public transit mobility and access to other transit connections. Encourage transit-oriented development.

#### Long Range Strategies:

- Monitor local roadway Pavement Conditions Index.
- Monitor and address safety accident data related to bicycle and pedestrian injuries.
- Improve travel time reliability of the transportation system between key origins and destinations.



### System Preservation and Safety

Preserve the existing system with ongoing maintenance and rehabilitation.

#### Short Range Strategies:

- Prioritize rehabilitation and maintenance of the existing roadways.
- Support “good” or higher Pavement Condition Index.
- Decrease fatalities and injuries for all travel modes.
- Improve transit options by linking residents to new employment.
- Implement roundabouts as a proven countermeasure to reduce crashes that result in serious injury.

#### Long Range Strategies:

- Implement projects that reduce the severity of traffic incidents.
- Increase the pavement condition index of the roadway system.
- Encourage transportation projects that shorten the disconnect between jobs and housing.



### Economic Vitality

Support Investments in transportation that have a direct impact on retail spending and job growth.

#### Short Range Strategies:

- Support Surface Transportation Assistance Act (STAA) truck routes that bolster economies, while minimizing impacts to local traffic.
- Use Transportation System Management strategies such as Intelligent Transportation System technologies. These measures include signal synchronization.
- Improve freight access to key strategic economic centers.

#### Long Range Strategies:

- Improve accessibility for freight and reduce truck hours of delay.
- Promote safe and efficient strategies to improve the movement of goods by air, rail, and truck.
- Support transportation improvements that improve economic revitalization of commercial corridors.



### Social Equity

Provide an equitable level of transportation services to all segments of the population.

#### Short Range Strategies:

- Demonstrate that planned investments reduce or eliminate disparities in access and mobility, economic benefit, and safety and health objectives between transportation-disadvantaged populations.
- Use a variety of methods to engage the public, encouraging representation from persons of color.

#### Long Range Strategies:

- Demonstrate that traditionally disadvantage communities do not experience disproportionate impacts from transportation construction or operations.



### Healthy Communities

Encourage active transportation projects and programs.

#### Short Range Strategies:

- Improve health by encouraging trips made through active transportation modes, such as by bicycle, on foot, and by transit.
- Attend health-related meetings to ensure collaboration between transportation and health advocates.
- Encourage *Complete Streets* implementation by local jurisdictions.

#### Long Range Strategies:

- Promote bicycle and pedestrian activities to generate long term healthy habits for school age children.
- Promote Context Sensitive Solutions, which improve the quality of life, including health, for all who have a stake in the system.



### Environment

Promote environmental sustainability and protect the natural environment of the region.

#### Short Range Strategies:

- Avoid or minimize impacts to local, state, and federally defined environmental sensitive areas.
- Encourage efficient development patterns that maintain agricultural viability and natural resources.

#### Long Range Strategies:

- Invest in transportation projects that reduce greenhouse gas emissions.
- Support infrastructure that encourages electrification of the transportation system.

In order to achieve its goals, the Council of Governments has identified a series of performance measures, discussed in the following section, which are used to capture how well the transportation system performs.

## Performance Measures

In meeting the intended goals of the San Benito Regional Transportation Plan, the Council of Governments has identified performance measures that demonstrate the effectiveness of the system of transportation improvement projects, Figure 3-1.

Goal	Policy Objective	Performance Measures
<b>Accessibility and Mobility</b>	Provide convenient, accessible, and reliable travel options for local residents and visitors alike.	Work trips within 30 minutes by mode (percent) Commuter travel time (minutes)
<b>Economic Vitality</b>	Raise the region’s standard of living by enhancing the performance of the transportation system.	Jobs near high quality transit (percent) Daily truck delay (hours)
<b>Environment</b>	Promote environmental sustainability and protect the natural environment.	Projected greenhouse gas emissions (tons) Open space consumed (acres) Farmland converted (acres)
<b>Healthy Communities</b>	Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.	Harmful airborne pollutants – all vehicles (tons/day) Bicycle, pedestrian, and transit mode share (percent)
<b>Social Equity</b>	Provide an equitable level of transportation services to all segments of the population.	Distribution of investments for traditionally disadvantaged populations (percent) Access to transit within ½ mile of a transit stop for low-income populations (percent) Translated documents and provide interpreting at public meeting for Limited English Proficiency individuals.
<b>System Preservation and Safety</b>	Preserve and ensure a sustainable and safe regional transportation system.	Number of fatalities and injuries (per capita) Peak period congested vehicle miles of travel (miles) Maintain the transportation system (percent of funding)

Figure 3-1 San Benito County Performance Measures

Performance-based planning is the application of performance management within the planning process is intended to help the federal government, states, and regional agencies achieve desired outcomes for the multimodal transportation system. The benefits of well-designed and appropriately used performance measures are transparency about the benefits of the Regional Transportation Plan, not only for transportation system performance, but also for other regionally important priorities such as improved public health, housing affordability, farmland conservation, habitat preservation, and cost-effective infrastructure investment.

At the State and Federal level, the State Department of Transportation, Caltrans, is now required to report transportation system performance measures to the Federal Highway Administration (FHWA). The federal performance measures, known as Performance Management (PM) 1, PM 2, and PM 3.



**Performance Management 1, Highway Safety (five-year rolling averages):**

- Number of Fatalities.
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT).
- Number of Serious Injuries.
- Rate of Serious Injuries per 100 Million VMT.
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

**Performance Management 2, Bridge and Pavement**

- Bridge - Percent of National Highway System bridges classified as in Good condition; percent of National Highway System bridges classified as in Poor condition.
- Pavement - Percent of Interstate pavements in Good condition; percent of Interstate pavements in Poor conditions; percent of non-Interstate National Highway System pavements in Good condition; percent of non-Interstate National Highway System pavements in Poor condition.

**Performance Management 3, System Performance and Freight Movement**

- System Performance - Percent of person-miles traveled on the Interstate that are reliable; percent of person-miles traveled on the non-Interstate National Highway System that are reliable.
- Freight Movement - Truck Travel Time Reliability (TTTR) Index.

- Congestion Mitigation and Air Quality Improvement - annual hours of Peak Hour Excessive Delay (PHED) per capita; percent of non-Single Occupancy Vehicle (SOV) travel; total emissions reduction.

The Council of Governments is not required to report directly to Federal Highway Administration (FHWA). FHWA will coordinate directly with Caltrans and AMBAG for any San Benito County performance measure reporting.

## STATE PLANNING GOALS

At the State level, Caltrans established several goals as part of their California Transportation Plan (CTP) 2050. The State of California participates in several statewide planning efforts related to transportation. The CTP is a state-level transportation plan that combines statewide transportation goals with regional transportation and land use plans to produce a unified multimodal strategy. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve a collective vision and recommendations for California’s future, statewide, integrated, multimodal transportation system over the next 25+ years.

The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system, Figure 3-2. The CTP is prepared in response to federal and state requirements and is updated every five years.

These statewide modal plans help regions like San Benito develop a framework for long-range transportation planning locally.

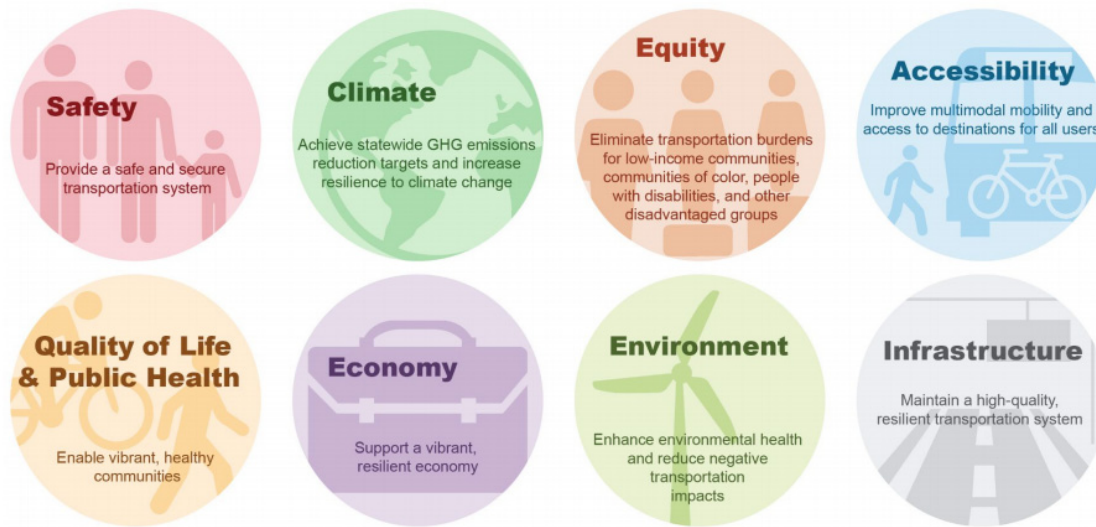


Figure 3-2 Goals California Transportation Plan  
Source: California Transportation Plan



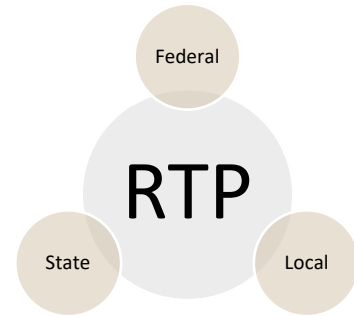
## **FEDERAL TRANSPORTATION PLANNING FACTORS**

The Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective and are revised or reinstated with each new reauthorization bill. These federal regulations incorporating both MAP-21/FAST changes were updated by the Federal Highway Administration and Federal Transit Administration. The ten Federal Planning Factors requirements are summarized below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system of motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

## CONSISTENCY WITH OTHER PLANNING DOCUMENTS

The Council of San Benito County Governments referenced some of the following federal, state, and local prepared transportation planning documents to establish the Regional Transportation Plan framework. Regional Transportation Plan consistency with these documents can be described as a balance and reconciliation between different policies, programs, and plans. This uniformity will ensure that no conflicts would impact future transportation projects.



### FEDERAL AND STATE PLANS:

- California Transportation Plan (CTP)
- Interregional Transportation Improvement Program (ITIP)
- California Freight Mobility Plan
- Statewide Transit Strategic Plan
- Regional Transportation Improvement Program (Consistent with the STIP first 4-years)
- Federal Transportation Improvement Program (FTIP)
- Transportation Concept Reports
- District System Management Plans
- Strategic Highway Safety Plan (SHSP)
- California Strategic Highway Safety Plan, and Corridor System Management Plans
- California Statewide Transit Strategic Plan
- California State Bicycle And Pedestrian Plan
- Transportation Funding In California 2020
- Caltrans District 5 Active Transportation Plan
- Caltrans District 5 Adaptation Plan

### LOCAL AND REGIONAL PLANS:

- Cities and County General Plans (Circulation and Housing Elements)
- Monterey Bay Area Metropolitan Transportation Plan
- Regional Transportation Improvement Program (RTIP)
- Local Public Health Plans
- San Benito Bikeway and Pedestrian Master Plan
- Regional Transportation Impact Mitigation Fee Nexus Study
- Local Capital Improvement Programs\$
- Monterey Bay Coordinated Public Transit/Human Services Transportation Plan
- San Benito LTA Short- and Long-Range Transit Plan
- Airport Land Use Compatibility Plans