

Moving Forward Monterey Bay 2040

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Executive Summary



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Introduction

Solutions to the region's transportation needs require a comprehensive planning effort that coordinates land use patterns and transportation investments with the objective of developing an integrated, multimodal transportation system. The Metropolitan Transportation Plan (MTP) and its Sustainable Communities Strategy (SCS) are built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2040.

Our Vision

A Sustainable Future

The word "sustainable" is used in many contexts. In the case of this Plan it refers to the mandates arising from Senate Bill (SB) 375, California's Sustainable Communities and Climate Protection Act, to develop a Sustainable Communities Strategy. At the heart of SB 375 is the requirement to coordinate transportation investments with land use patterns such that the region makes informed decisions about where to invest the region's limited resources and simultaneously reduce greenhouse gases by providing more direct access to destinations as well as by providing alternative transportation options. Instead of basing investments solely on transportation need, this Plan is required to analyze where people are going and how they want to get there in order to build a transportation network that addresses the mobility and accessibility needs of the region. One strategy included in this Plan to achieve this is more focused growth in high quality transit corridors. Another strategy in the Plan is to provide more travel choices as well as a safe and efficient transportation system with improved access to jobs and education for our residents. Additionally, the 2040 MTP/SCS supports job creation through economic development, ensures our region's economic competitiveness through strategic investments in freight, and improves environmental outcomes for the region's residents by 2040.

Senate Bill 375

Under SB 375, the SCS should demonstrate the land use and transportation measures that will be used to meet the region's greenhouse gas emission reduction targets as established by the California Air Resources Board (CARB) - a zero percent per capita change by 2020 and five percent per capita reduction by 2035 from passenger vehicles. Both targets are compared to 2005 levels of greenhouse gases. SB 375 was enacted to support the state's goals of Assembly Bill 32, the Global Warming Solutions Act of 2006. Meeting these targets will point the region toward overall sustainability and will provide benefits beyond reducing emissions.

Senate Bill 375

Senate Bill 375, passed in late 2008, requires the 18 Metropolitan Planning Organizations (MPO) in California to reduce transportation related per capita greenhouse gas emissions through a coordinated land use and transportation plan called the Sustainable Communities Strategy, or SCS. The SCS comprises a new chapter in AMBAG's Metropolitan Transportation Plan and will help shape the region's long range transportation plan, including the financing of transportation projects.

Under SB 375, the SCS must identify a regional development pattern and transportation system that can meet the regional greenhouse gas (GHG) targets reductions from cars and light trucks for 2020 and 2035.

Pursuant to statute, the California Air Resources Board (CARB) adopted targets for each of the 18 MPOs across the state. Based upon the recommendation issued by the AMBAG Board of Directors, CARB adopted the following targets for the Monterey Bay Area in September 2010:

2020: 0% increase from 2005 per capita GHG emissions

2035: 5% reduction from 2005 per capita GHG emissions

If the SCS cannot meet the GHG targets, an "Alternative Planning Scenario" must be prepared to show how the targets could be achieved.

Regional Growth

The Monterey Bay Area is projected to grow more slowly than the state and nation. A map of the region is shown in Figure ES-1. In 2015, there were 755,403 people in the Monterey Bay Area spread over an area of 5,157 square miles. In 2040, the population is expected to reach 883,300. Additionally, there were 262,660 housing units in the region in 2015. The region is expected to add over 42,000 more housing units by 2040 and more than 57,000 new jobs as shown in Figures ES-2 and ES-3.

Goals & Policies

AMBAG adopted a framework of goals and policy objectives to guide the development of the 2040 MTP/SCS. Chapter 1 presents these goals and policies within the context of the regional vision for 2040. The goal areas are:

- *Access and Mobility*
- *Economic Vitality*
- *Environment*
- *Healthy Communities*
- *Social Equity*
- *System Preservation and Safety*

Transportation Investments

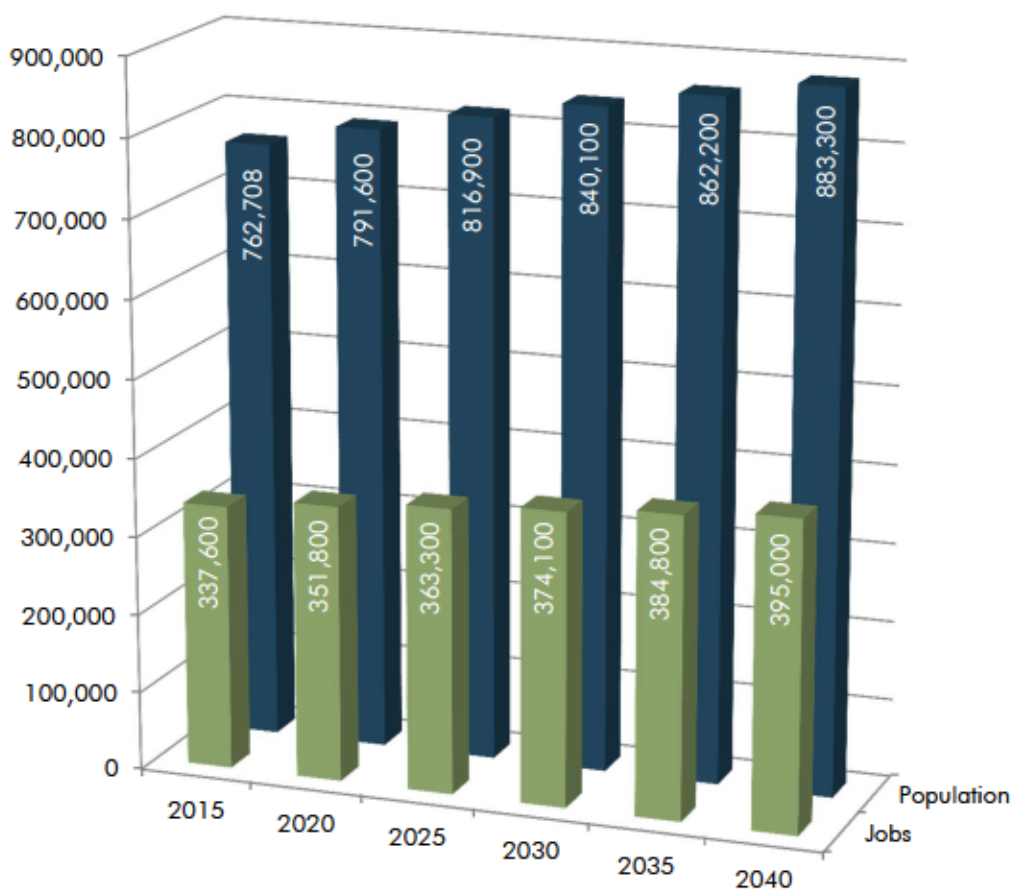
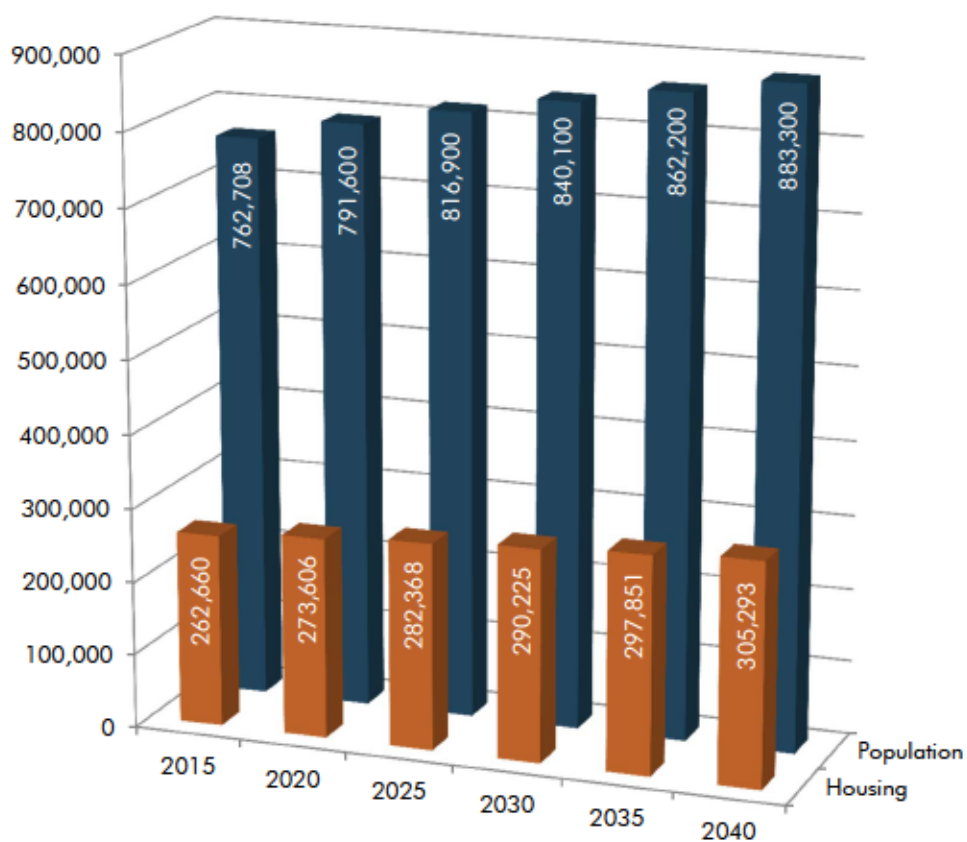
The 2040 MTP/SCS contains a number of improvements to the region's multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to jobs and daily needs, as well as the strategic expansion of the transportation system to provide the region with increased mobility.

One of the Plan's goals is to reduce per capita greenhouse gas emissions over the next 25 years, however, the total demand to move people and goods will continue to grow due to the region's projected population increase.

Figure ES-1: Regional Map



Figure ES-2 and ES-3: Population, Housing Units and Jobs



Source: AMBAG 2018 Regional Growth Forecast

A strategic expansion of the transportation system is needed to provide the region with the mobility it needs. The 2040 MTP/SCS targets this expansion around mutually supportive bus transit, rail, key roadway, and active transportation projects. The Plan does so as cost effectively as possible by employing strategies such as combining maintenance and operations projects with bicycle and pedestrian facility improvements. These transportation systems must be improved and expanded to improve the accessibility and connectivity needed to become a truly viable alternative for the region as a whole. Chapter 2 discusses these investments in greater detail.

Financial Plan

Of all the challenges facing the region today, there is perhaps none more critical than funding. Currently, the region faces a funding shortfall just to maintain and operate the existing system. With projected growth in population, employment, and demand for travel over the next twenty years, the costs of multimodal transportation are increasing, compounding the need for new sources of revenue.

The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources. The region needs a long-term, sustainable funding plan that ensures the region receives its fair share of funding and supports an efficient and effective transportation system that grows the economy, provides mobility choices, and improves quality of life.

Chapter 3 provides such a financial plan and identifies how much money is available to support the region's transportation investments. The Plan includes a revenue forecast of approximately \$9.9 billion that includes local, state, and federal sources reasonably expected to be available over the timeline of the 2040 MTP/SCS.

Sustainable Communities Strategy

Chapter 4 contains the SCS which demonstrates the region's ability to exceed the GHG emission reduction targets set forth by the CARB. The SCS outlines the region's plan for integrating the transportation network within an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The overall SCS land use development pattern complements the proposed transportation network which emphasizes multimodal system enhancements, system preservation, and improved access to high quality transit.

Performance Measures

In support of the goals and policies established through public participation efforts and stakeholder involvement, a dozen performance measures were established to measure how well the Plan performs. The investments in the 2040 MTP/SCS are expected to result in significant benefits to the region with respect to transportation and mobility, economic activity and job creation, sustainability, and environmental justice. As described in Chapter 5, the 2040 MTP/SCS exceeds the greenhouse gas emission reduction targets set by CARB by achieving a three percent per capita reduction for 2020 and a six percent per capita reduction for 2040.

Public Participation

The development of the 2040 MTP/SCS involved implementation of one of the most comprehensive and coordinated public participation plans ever undertaken by AMBAG, exceeding legislative requirements.

AMBAG engaged a wide range of stakeholder groups, elected officials, special interest groups and the general public through a series of meetings and workshops. An interactive website expanded AMBAG's ability to engage and involve stakeholders and the public in shaping the 2040 MTP/SCS. The input received through this process was critical in defining a preferred land use and transportation

strategy and meeting/exceeding the 2040 MTP/SCS goals and policies. Chapter 6 details the public outreach process to involve and engage stakeholders and the public throughout the 2040 MTP/SCS planning process.