



E

SCS Scenario Planning

Introduction

As part of the 2035 MTP/SCS process, AMBAG developed a series of land use and transportation alternative scenarios for evaluation and testing to demonstrate how the Monterey Bay region might achieve a set of performance targets for the environment, the economy and social equity. These alternative scenarios were analyzed and evaluated in context of the AMBAG MTP/SCS goals and performance measures.

Prior to creating the initial set of alternative scenarios, a series of workshops were held to understand and gauge the public's preference with respect to land use and transportation issues and priorities. A web-based survey tool (MetroQuest) and a phone survey were also used to allow broader participation and input.

Based on the results of these workshops and preference survey, five alternative scenarios were designed to explore and clearly convey the impacts of where and how the three-county region grows over the next 25 years. On the land use side the alternatives explored whether growth should be focused within existing cities/towns or dispersed as well as varied the shape and style of neighborhoods. On the transportation side the scenarios varied the types of transportation investments in a manner that was coordinated with the land use for that given scenario.

The initial five scenarios were built to be very discrete from one another in order to get a clear picture of the effects any given scenario would have on the performance measures. None of the initial scenarios were intended to be the final preferred scenario. Rather they were constructed to be starkly different in order to highlight how a particular style of growth could or could not meet the region's needs and preferences.

These five initial alternative scenarios were presented to the public at a series of workshops and presented to staff and elected officials at each respective jurisdiction. Based on feedback, these scenarios were then consolidated down to two hybrid scenarios. After vetting the hybrids through partner agencies and local jurisdictions a final preferred scenario was prepared and incorporated into the 2035 MTP/SCS.

AMBAG used relevant data and information gathered from local governments and the RTPAs to develop scenarios using a process that engaged the entire region in envisioning a more sustainable future. For each of these scenarios, it is assumed that the AMBAG Regional Growth Forecast (three county total) is a constraint (fixed upper limit) to the amount of total development in the region. Additionally, the hybrid and final preferred scenario restricted the majority of growth to the Spheres of Influence of any given city. Some growth is accounted for in unincorporated Community Plan Areas (Monterey County), Urban Service

Areas (Santa Cruz County) or New Community Study Areas (San Benito County). All growth is consistent with General Plans and was based on direction from jurisdiction planning staff.

In addition, the 2035 RTP/SCS scenarios helped to refine the California Environmental Quality Act (CEQA) alternatives considered in the Program Environmental Impact Report (PEIR).

Below is a description of the initial and hybrid scenarios. Following this is a matrix demonstrating the 2035 MTP/SCS's compliance with the requirements of SB 375.

Initial SCS Scenarios

The following future Alternative SCS Scenarios were developed to assess how future land use and transportation changes could affect the regional transportation system as well as travel demands or needs. These alternative scenarios combine the trends and variables identified in the 2035 MTP/SCS Policy Goals as adopted by the AMBAG Board.

These alternatives are used to communicate broad concepts for consideration by all stakeholders to weigh and consider transportation choices and priorities. They also provide a common framework for all parties to discuss the economic, social and environmental costs and benefits of transportation decisions while taking future uncertainties into consideration.

For each of these scenarios, it was assumed that the AMBAG Regional Growth Forecast (three county total) is a constraint (fixed upper limit) to the amount of total development in the region.

2035 SCS Scenario #1 –Regional Transit Corridors

Land Use

- Focus future development adjacent to existing and proposed rail and regional/intercity transit corridors and opportunity areas.

- Encourage higher density urban centers in existing cities.
- Locate higher density residential and mixed use development at transit stations along the transit corridors.
- Strong emphasis on farmland preservation and watershed restoration.

Transportation

- Major investment in regional transit and rail transportation infrastructure to create better connections from housing to regional job centers.
- Bus rapid transit (BRT) or regional express between major cities with dedicated lanes, where possible, or the use of bus on shoulders, to provide time savings.
- Transportation system management strategies that support regional BRT such as queue jumps.
- Investments in high occupancy toll (HOT) and high occupancy vehicle (HOV).
- Create transit linkages to/from the proposed High Speed Rail Stations (Gilroy and Diridon).
- Improve commuter rail access within the Monterey Bay region and to the San Francisco Bay Area.
- Provide shuttles from passenger rail stations to tourist attractions.

2035 SCS Scenario #2 – Expanded Community Centers/Livable Communities

Land Use

- Focus additional growth within existing neighborhood communities in and adjacent to existing commercial corridors. (Focus on localization vs. regional mobility.)
- Encourage/facilitate a better jobs/housing

balance.

- Encourage mixed use development that supports walkability and convenient access to services within community centers.
- Encourage business incubators and green tech businesses. (Emphasis on small business and start-ups instead of large scale businesses as referenced in Scenario 4.)
- Support the housing and transportation needs of workers in the hospitality industry, particularly along the Monterey peninsula.
- Improve access to educational facilities, particularly for higher-learning.

Transportation

- Focus on creating more “Complete Streets” and encouraging “active” transportation such as walking and biking that are commonly associated with the first and last mile of travel.
- Close local transit gaps and invest in local bus transit services and facilities.
- Significantly improve traffic safety through traffic calming, streetscape landscaping, etc.
- Increase investment in local serving rapid or express bus services along high quality transit corridors.
- Facilitate and fund development of new dedicated bicycle and pedestrian facilities that connect key destinations.
- Encourage the development of roundabouts to improve safety and air quality.
- Encourage the development of pedestrian trails.
- Encourage/expand bikes on bus to help with first and last mile of trips.
- Improve access for pedestrians and bicyclists in areas identified for intensified use

2035 SCS Scenario #3 – Dispersed

Growth

Land Use

- Encourage future growth in new “greenfield” development areas and expand growth in existing unincorporated communities.
- Focus on opportunities to expand and improve access to tourism.

Transportation

- Focus on roadway improvements that reduce congestion and travel time.
- Develop improved roadway and transit access that support tourism related jobs.
- Improve/expand highway access between cities particularly at “choke points” with transportation system management and transportation demand management strategies such as auxiliary lanes, ramp metering, interchanges, left turn lanes, park-and-ride lots and safety improvements for at-grade crossings.
- Construct safety enhancement projects on highways.

2035 SCS Scenario #4 – Targeted Growth and Economic Diversity

Land Use

- Concentrate growth and development for both housing and employment in cities that support low income and minority populations, inclusive of proposed annexations and sphere of influence amendments.
- Improve the jobs/housing balance in those areas that support low income and minority populations.
- Encourage sustainable, pedestrian oriented development that is responsive to the economic needs and social heritage of each respective community.
- Promote housing that supports local

economic development, particularly workforce housing.

- Encourage economic development that diversifies the economy instead of promoting one particular industry such as tourism related services, processing and manufacturing, healthcare and medical services as well as general retail businesses.
- Promote access to workforce investment opportunities such as vocational training centers.
- Expand land use development around existing and proposed airport facilities to accommodate goods movement.

Transportation

- Focus transportation investments along highways in underserved areas. Examples include:
 - Commuter express services (e.g. express bus, vanpools, etc.)
 - Interchange improvements
 - Safety improvements at at-grade crossings
 - Focus transit/transportation services that cater to students as well as low income and minority populations. (Increase frequency of Line 23)
 - Develop a regional rail transfer facility to enable more efficient transport of goods, particularly produce.
 - Re-establish the Coast Daylight/Starlight Express.

2035 SCS Scenario #5 – System Preservation

Land Use

Allocate growth according to existing general plans designations for each respective jurisdiction assuming the AMBAG Regional Growth Forecast for population, housing, and employment. (No specific

land use changes proposed for this scenario.)

Transportation

Focus transportation funding on safety, maintenance, and rehabilitation of existing roadway and transit facilities throughout the region.

Hybrid SCS Scenarios

Previously five future Alternative SCS Scenarios were developed to assess how future land use and transportation changes could affect the regional transportation system as well as travel demands or needs. These alternative scenarios combine the trends and variables identified in the 2035 MTP/SCS Policy Goals as adopted by the AMBAG Board. Those five initial scenarios were refined into two hybrid options as described below.

These alternatives were used to communicate broad concepts for consideration by all stakeholders to weigh and consider transportation choices and priorities. They also provide a common framework for all parties to discuss the economic, social, and environmental costs and benefits of transportation decisions while taking future uncertainties into consideration.

For each of these scenarios, it is assumed that the AMBAG Regional Growth Forecast (three county total) is a constraint (fixed upper limit) to the amount of total development in the region.

2035 SCS Scenario #A

Land Use

- Focus additional growth within existing neighborhood communities in and adjacent to existing commercial corridors. (Focus on localization vs. regional mobility.)
- Encourage/facilitate a better jobs/housing balance.
- Encourage mixed use development within existing commercial corridors that have high quality transit service in order to support walkability and convenient access to services within community centers.

- Encourage business incubators and green tech businesses. (Emphasis on small business and start ups instead of large scale businesses as referenced in Scenario 4.)
- Support the housing and transportation needs of workers in the hospitality industry, particularly along the Monterey peninsula.
- Improve access to educational facilities, particularly for higher-learning.

Transportation

- Focus on creating more “Complete Streets” and encouraging “active” transportation such as walking and biking that are commonly associated with the first and last mile of travel.
- Close local transit gaps and invest in local bus transit services and facilities.
- Significantly improve traffic safety through traffic calming, streetscape landscaping, etc.
- Increase investment in local serving rapid or express bus services along high quality transit corridors.
- Facilitate and fund development of new dedicated bicycle and pedestrian facilities that connect key destinations.
- Encourage the development of roundabouts to improve safety and air quality.
- Encourage the development of pedestrian trails.
- Encourage/expand bikes on bus to help with first and last mile of trips.
- Improve access for pedestrians and bicyclists in areas identified for intensified use.

2035 SCS Scenario #B

Land Use

Allocate growth according to existing general plans designations for each respective jurisdiction assuming the AMBAG Regional Growth Forecast for

population, housing, and employment. (No specific land use changes proposed for this scenario.)

Transportation

- Focus transportation funding on safety, maintenance, and rehabilitation of existing roadway and transit facilities throughout the region.
- Increased investment in new rail in Monterey and Santa Cruz Counties.

2035 MTP/SCS Preferred Scenario

The preferred scenario was selected based on a combination of the two hybrids. Projects from both the hybrids were included in a mix that provides for investment in safety, maintenance, operations, transit, complete streets, and active transportation. On the land use side the preferred scenario focuses on mixed use infill development in commercial corridors with high quality transit. See Chapter 4 of the 2035 MTP/SCS for a complete description of the preferred scenario and Sustainable Communities Strategy.

Required Elements of the SCS

There are many components to the SCS outlined in the legislation. Below is a table that outlines each of the requirements of SB 375 and provides an explanation of how those requirements are met by this MTP/SCS.

2040 MTP/SCS Technical Update

The 2040 MTP/SCS is a technical update to the 2035 MTP/SCS. AMBAG, through the public participation and engagement process, updated the best performing scenarios to move forward in the scenario development process. For more information on the preferred scenario, see Chapter 4.

Table E-1: SB 375 Requirements Checklist

Required Element	Addressed
CGC Section 65080(b) (2).(B) Each metropolitan organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to utilize the most recent planning assumptions considering local General Plans and other factors.	The MTP/SCS complies with all requirements. Reference: 2040 MTP/SCS Chapter 4
CGC Section 65080(b) (2).(B) i. Identify the general location of uses, residential densities, and building intensities within the region.	The SCS identifies the future land use pattern of the AMBAG region in Figures 4-10 through 4-12. Residential densities and building intensities are determined by Development Types, which are made up of information relating to the characteristics of the landscape, including jobs and housing density, urban design, and mix of land uses. Reference: 2040 MTP/SCS Chapter 4 2040 MTP/SCS Appendix F
CGC Section 65080(b) (2).(B) ii. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth.	The SCS identifies areas sufficient to house the entire population in the region in Table 4-2. Projected capacity for these areas utilized the Integrated Growth Forecast for population, jobs, and households as contained in Appendix A. Reference: 2040 MTP/SCS Chapter 4 2040 MTP/SCS Appendix A
CGC Section 65080(b) (2).(B) iii. Identify areas within the region sufficient to housing an eight-year projection of the regional housing need for the region pursuant to Section 65584.	The 2040 MTP/SCS identifies areas sufficient to house an eight-year projection of the regional housing need in Table 4-2. Reference: 2040 MTP/SCS Chapter 4
CGC Section 65080(b) (2).(B) iv. Identify a transportation network to service the transportation needs of the region.	The 2035 MTP/SCS identifies the regional transportation network in Figures 2-1 through 2-4. Detailed descriptions of AMBAG's transportation network are found in Chapter 2. Reference: 2035 MTP/SCS Chapter 2

Table E-1: SB 375 Requirements Checklist (Continued)

Required Element	Addressed
CGC Section 65080(b) (2).(B) v. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.0.1	The MTP/SCS lists sources for the best available scientific information regarding resource areas and farmland in the region and identifies these areas in Figures 4-16 through 4-18. Reference: 2035 MTP/SCS Chapter 4
CGC Section 65080(b) (2).(B) vi. Consider the state housing goals specified in Sections 65580 and 65581.	The MTP/SCS considers the state housing goals as specified in Sections 65580 and 65581. Reference: 2040 MTP/SCS Chapter 4
CGC Section 65080(b) (2).(B) vii. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.	Figures 4-1 through 4-12 of the MTP/SCS identifies the forecasted development pattern for the region. Along with the identified transportation network in Figures 4-13 through 4-15, the identified land use pattern exceeds the GHG emission reduction targets of 0% in 2020 and 5% in 2035. Detailed analysis and performance results of the integrated land use pattern and transportation network and strategies are found in Chapter 5. Reference: 2040 MTP/SCS Chapters 4 and 5
CGC Section 65080(b) (2).(B) viii. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).	The MTP/SCS complies with this requirement. Reference: 2040 MTP/SCS Chapter 4
CGC Section 65080(b) (2).(D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy.	AMBAG has adopted a public participation plan that includes at least two informational meetings in each county for members of city councils and boards of supervisors. Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D
CGC Section 65080(b) (2).(E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any.	AMBAG has adopted a public participation plan. Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D

Table E-1: SB 375 Requirements Checklist (Continued)

Required Element	Addressed
<p>(i) Outreach efforts to encourage active participation of a broad range of stakeholder groups in the planning process, consistent with the agency’s adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations.</p>	<p>The public participation plan details planning efforts that comply with and exceed the requirements. AMBAG met extensively with partner agencies and non-profit, advocacy, neighborhood, and community groups beginning with target setting consultation and continuing through the workshop process.</p> <p>Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D</p>
<p>(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.</p>	<p>The public participation plan includes consultation with these agencies.</p> <p>Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D</p>
<p>(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable shall include urban simulation computer modeling to create visual representation of the sustainable communities strategy and the alternative planning strategy.</p>	<p>The public participation plan details planning efforts that comply with and exceed the requirements. AMBAG held seven workshops throughout the region, in addition to numerous local agency planning sessions and coordination with a Technical Advisory Committee which included representatives of each RTPAs.</p> <p>Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D</p>
<p>(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.</p>	<p>The public participation plan includes at least three public hearings on the Draft 2040 MTP/SCS. Four public hearings will be scheduled on the Draft 2040 MTP/SCS.</p> <p>Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D</p>
<p>(vi) A process for enabling members of the public to provide a single request to receive notices, information and updates.</p>	<p>The public participation plan includes a process for members of the public to provide a single request to receive notices, information, and updates on the 2040 MTP/SCS.</p> <p>Reference: 2040 MTP/SCS Chapter 6 2040 MTP/SCS Appendix D</p>

Table E-1: SB 375 Requirements Checklist (Continued)

Required Element	Addressed
<p>CGC Section 65080(b) (2).(F) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.</p>	<p>AMBAG’s Growth Forecast considers the spheres of influence adopted by the local agency formation commission.</p> <p>Reference: 2040 MTP/SCS Chapter 4 2040 MTP/SCS Appendix A</p>
<p>CGC Section 65080(b) (2).(G) Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.</p>	<p>The MTP/SCS complies with this requirement.</p> <p>Reference: 2040 MTP/SCS Chapter 4 2040 MTP/SCS Appendix F</p>
<p>CGC Section 65080(b) (2).(J) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (I), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region.</p>	<p>The MTP/SCS complies with this requirement.</p>
<p>Nothing in this section requires a metropolitan planning organization to approve a sustainable communities strategy that would be consistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.</p>	<p>The MTP/SCS complies with this requirement.</p>