



The Association of Monterey Bay Area Governments will adopt the region's first *Sustainable Communities Strategy* pursuant to Senate Bill 375

What is the Sustainable Communities Strategy?

Senate Bill 375, passed in late 2008, requires the 18 Metropolitan Planning Organizations in California to reduce per capita vehicle miles traveled and related greenhouse gases for their respective regions through a coordinated land use and transportation plan called the **Sustainable Communities Strategy**, or **SCS**. The SCS will comprise a new chapter in and help shape each 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 from the automobile and light truck sectors for 2020 and 2035.

Pursuant to statute, the California Air Resources Board 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 of 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 can be achieved.

When will AMBAG adopt the SCS?

AMBAG is currently scheduling the MTP/SCS adoption date for the 2013/14 fiscal year. Stay tuned for more information.

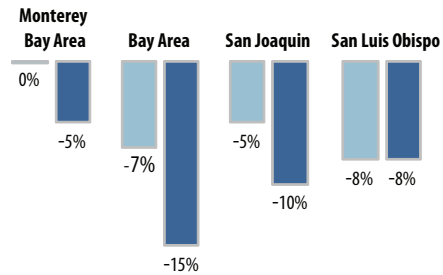
What will the SCS actually consist of?

The SCS will include but not be limited to policies, tables, maps, graphs, and illustrations that will help to identify the following:

- The general location of uses, residential densities, and building intensities within the region
- Areas within the region sufficient to house all the population of the region
- A transportation network to service the transportation needs of the region
- A forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will achieve the GHG targets

Fig. 1 Monterey Bay Area GHG Targets, 2020 and 2035
Daily per capita GHGs from cars and light trucks only
Percent reduction from 2005 levels

Source: CA Air Resources Board, September of 2010

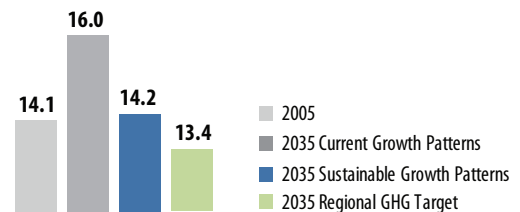


The Blueprint and the SCS

AMBAG recently completed a regional vision plan entitled *Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure*, commonly referred to as "The Blueprint." The Blueprint presents a vision for how the region might start to achieve the greenhouse gas targets issued by CARB through what is called the "Sustainable Growth Patterns" scenario. The Sustainable Growth Patterns scenario shows a noteworthy improvement from a base case "Current Growth Patterns" scenario - a 1% increase from 2005 per capita GHG levels versus a 13% increase. However, it falls short of the GHG targets for the Monterey Bay Area. Further analysis and collaborative planning across the region will be necessary to show how the Monterey Bay Area can achieve the GHG targets of a 0% reduction from 2005 per capita GHG levels by 2020 and 5% reduction by 2035.

Fig. 2 Per Capita GHG Emissions (daily pounds)
Blueprint Scenarios vs 2035 GHG Target

Source: AMBAG (*Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure*)



As a key component to the Metropolitan Transportation Plan, the **Sustainable Communities Strategy** must identify a regional development pattern and transportation system that can meet the regional GHG targets.

How does the SCS and SB 375 change how we already do things?

Senate Bill 375 sets forth new consistency requirements between transportation planning processes and housing planning processes.

More specifically, the regional housing needs allocation (RHNA) must be consistent with the SCS development pattern. Furthermore, local Housing Elements are required to be adopted within 18 months of the MTP, which contains the SCS.

To successfully meet these new consistency requirements, the region will adopt an MTP every four years (instead of every five years), while the RHNA and Housing Elements will be adopted every eight years (instead of every five years).

For the Monterey Bay Area, these requirements necessitate extensive coordination between three regional transportation planning agencies, two major transit agencies, 21 local

jurisdictions, two councils of government and AMBAG, the region's metropolitan planning organization (see Figure 3).

As the Council of Governments for Santa Cruz County and Monterey County, AMBAG holds responsibility for one of the two RHNAs for our region. San Benito Council of Governments issues the RHNA determination for San Benito County and cities within. The region's three Regional Transportation Planning Agencies - Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County, and San Benito Council of Governments - produce countywide Regional Transportation Plans, which shape the MTP for the Monterey Bay Area.

Coordinating the planning processes across the region will require active participation of each of these agencies.

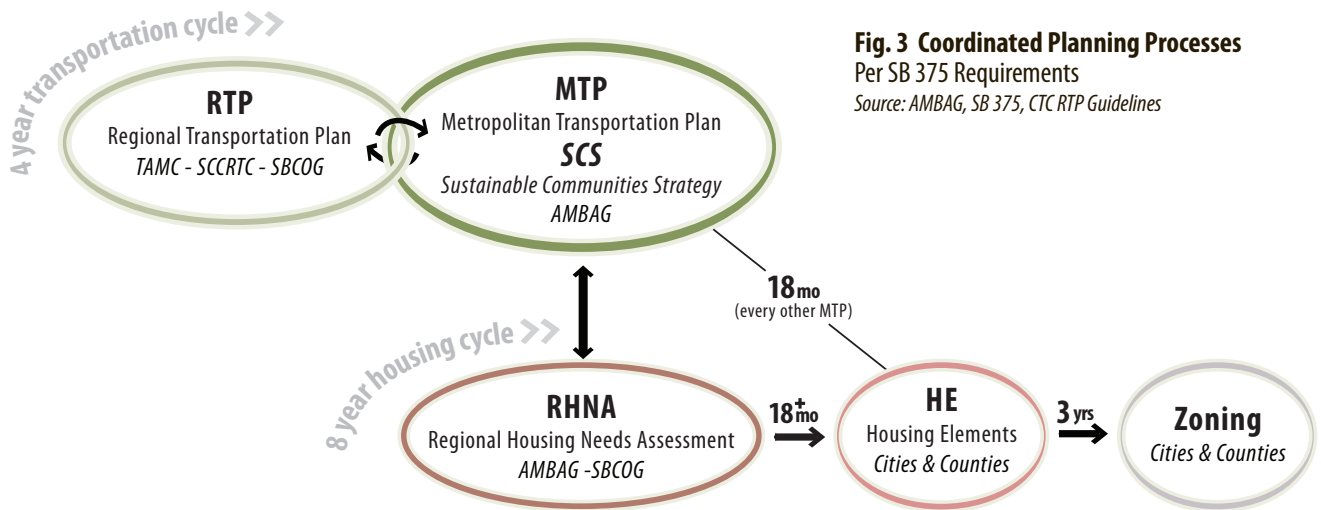


Fig. 3 Coordinated Planning Processes
Per SB 375 Requirements

Source: AMBAG, SB 375, CTC RTP Guidelines

What opportunities are available to get involved with the SCS?

Planning for the SCS has begun. AMBAG will be hosting multiple opportunities for the public, elected officials, and partner agencies to get involved. Senate Bill 375 requires AMBAG to hold at least three public workshops, up to six workshops

for elected officials, and three public hearings on the SCS. Furthermore, AMBAG will be providing funding assistance to local jurisdictions, transportation and transit agencies to assist with the development of the SCS.



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